

Proposal for Engineering and Related Services

I-10 at LA 74

Routes: I-10 and LA 74

Ascension Parrish

Contract No. 4400026027

State Project No. H.003771.2

Federal Aid Project No. H003771



AECOM
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Louisiana Department of Transportation and Development
1201 Capitol Access Road, Room 405-E
Baton Rouge, LA 70802
DOTDConsultantAds80@la.gov

June 8, 2023

Ref: Contract No. 4400026027 • I-10 at LA 74

Dear Members of the Selection Committee:

The LADOTD seeks to advance plans for new connections to Interstate 10 (I-10) in Ascension Parish. We appreciate the need for additional access and mobility and understand this project's importance for the region. An Interchange at LA 74 and I-10 has been the subject of previous studies and recent scoping discussions at the LADOTD. This interchange is also shown in the Ascension Parish Transportation Master Plan.

Proficient and efficient when providing all the services needed for this project, the AECOM team described herein would be proud to serve the Department in the successful delivery of the project. We have the expertise, resources, and vision to deliver a successful outcome that meets the goals and expectations of the LADOTD, FHWA, local officials, and the community.

AECOM has deep roots in Louisiana, maintaining continuous operations since 1970. Currently AECOM has over 225 engineers, planners, environmental professionals, and support staff located in Louisiana with key offices in Baton Rouge and New Orleans. This project will be led from our Baton Rouge office at United Plaza with over 75 staff and is our center of expertise for transportation. Our lead transportation engineer and lead traffic and safety engineer both reside in Ascension Parish and are intimately familiar with the project area and issues.

AECOM has extensive experience leading and performing transportation planning, design and National Environmental Policy Act (NEPA) services in the Baton Rouge region and throughout Louisiana for LADOTD and MPOs. AECOM has led, participated in, and completed over 20 NEPA projects for Transportation in Louisiana alone. The AECOM team has also performed nearly 70 Intersection Justification Report (IJR)/ Intersection Modification Report (IMR) projects in Louisiana and throughout the United States.

In addition to our local Louisiana operations, AECOM is a global engineering firm with extensive experience in designing and implementing transportation projects. AECOM provides numerous state DOTs with NEPA and traffic engineering services. We have a large team of local and regional experts who bring their experience and unique skill sets to challenges large and small. Here in Louisiana, the AECOM staff has been a trusted provider of conceptual design, environmental, traffic, structural, and related services for decades. We support over 200 full-time jobs in Louisiana. More importantly, the AECOM's roadway lead and traffic lead both live near the project area, and the proposed project manager lives in New Orleans.

Please consider the attached qualifications, approach to the scope of work, and other requested information. We greatly value our close working relationship with the LADOTD.

Yours sincerely,

AECOM Technical Services, Inc.

Derek Chisholm, AICP, LEED AP, ENV SP
Project Manager

Jonathan McDowell, PE
Transportation Engineering Manager

Sections 1-11

Don Tyson Parkway Interchange Justification and Environmental Assessment

AECOM worked with the City of Springdale and the Arkansas Highway and Transportation Department to implement a new service interchange at the junction of I-540 and Don Tyson Parkway in Springdale, Arkansas. The team performed traffic analysis to assist in the justification and design of the proposed interchange.




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 Name as shown in the advertisement	I-10 at LA 74 Routes: I-10 and LA 74
2. Contract Number(s) as shown in the advertisement	4400026027
3. State Project Number(s) , if shown in the advertisement	H.003771.2
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	AECOM Technical Services, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	AECOM Technical Services, Inc. (AECOM) LAPELS No. EF.0002331
6. Prime consultant mailing address	8555 United Plaza Boulevard, Suite 300 Baton Rouge, LA 70809
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	8555 United Plaza Boulevard, Suite 300 Baton Rouge, LA 70809
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Jonathan McDowell, PE Associate Vice President 504.450.9904 • jonathan.mcdowell@aecom.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Jonathan McDowell, PE Associate Vice President 504.450.9904 • jonathan.mcdowell@aecom.com




<p>10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.</p>	<p style="text-align: center;"></p> <p style="text-align: center;">Jonathan McDowell, PE, Associate Vice President</p> <hr/> <p style="text-align: center;">Signature above shall be the same person listed in Section 9</p> <p>June 8, 2023</p> <hr/> <p>Date</p> <p>We acknowledge the following addenda:</p> <ul style="list-style-type: none"> ● Addendum No. 1, dated May 16, 2023 ● Addendum No. 2, dated May 26, 2023 						
<p>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.</p>	<table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;"><u>Firm(s):</u></th> <th style="text-align: left;"><u>Firm(s)' %:</u></th> </tr> </thead> <tbody> <tr> <td>Lakvold Group</td> <td>3.0%</td> </tr> <tr> <td>Marmillion/Gray Media, Inc.</td> <td>1.9%</td> </tr> </tbody> </table>	<u>Firm(s):</u>	<u>Firm(s)' %:</u>	Lakvold Group	3.0%	Marmillion/Gray Media, Inc.	1.9%
<u>Firm(s):</u>	<u>Firm(s)' %:</u>						
Lakvold Group	3.0%						
Marmillion/Gray Media, Inc.	1.9%						

12. Past Performance Evaluation Discipline Table

Past Performance Evaluation Discipline(s)	% of Overall Contract	AECOM	Michael Baker International	Coastal Environments	Gresham Smith	The Lakvold Group	Marmillion/ Gray Media	Each Discipline must total to 100%
Road	16.0%	90%			10%			100%
Bridge	6.0%	100%						100%
Traffic	28.0%	30%			70%			100%
Right of Way	3.0%					100%		100%
Environmental	47.0%	35%	51%	10%			4%	100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.								
Percent of Contract	100.00%	45.2%	24.0%	4.7%	21.2%	3.0%	1.9%	100%

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)
AECOM	Principal	1	1
	Supervisor – Engineer	3	6
	Supervisor – Other	5	8
	Engineer	4	8
	Engineer – Other	2	7
	Environmental Manager	2	4
	Engineering Aide	2	3
	Biologist/Wetlands	2	5
	Environmental Professional	1	4
	Pre Professional	4	6
	Senior Technician	2	4
	CAD Technician	2	4
	Technician	2	3
	Administrative	2	3
Michael Baker INTERNATIONAL	Principal	1	2
	Supervisor – Engineer	4	3
	Supervisor – Other	1	3
	Engineer	2	5
	Engineer Intern	3	5
	Engineer Other	2	5
	Engineer – Aide	2	3
	Environmental Pro	1	2
	Environmental Manager	3	2
	Biologist/Wetlands	2	2
	Historian	0	1
	Archaeologist	0	1
	GIS Analyst	2	3
	Senior Technician	1	5
	Technician	1	5
Administrative	1	2	

Firm Name	DOTD Job Classification	Number of Personnel Committed to this Contract	Total number of personnel available in this DOTD Job Classification (if needed)
 Coastal Environments, Inc.	Archaeologist	2	6
	Archaeologist – Technician	2	6
	Historian	2	2
 Gresham Smith	Principal	1	1
	Supervisor-Engineer	2	6
	Engineer	3	8
	Engineer Intern	3	8
	Professional	1	2
	Senior Technician	2	6
	Clerical	1	1
The Lakvold Group, LLC	Other (Real Estate Appraisal)	1	1
 MARMILLION/GRAY MEDIA	Principal	2	2
	Graphics	1	2
	Administrative	1	1

14. Organizational Chart



15. Minimum Personnel Requirements

MPR No.	Personnel being used to meet the MPR	Firm employed by	Type of license and discipline meeting MPR/ certification & number	State of license	License / certification expiration date
1	Jonathan McDowell, PE	AECOM	PE Civil/PE.0030508	LA	03/31/2025
2, 3	Derek Chisholm, AICP, ENV SP, LEED GA	AECOM			
4	Andrew Kuchta	Michael Baker International, Inc.			
4	Tom Herzog	AECOM			
5	Andrew Frishkorn, PG, LRS	Michael Baker International, Inc.			
5	Zoe Knesl	AECOM			
6	T.J. Holliday, PWS	Michael Baker International, Inc.	PWS # 2447		
6	Jonathan Vavasseur, PWS	AECOM	PWS #3029		
7	Jonathan Martinez	AECOM			
8	David Kelley, PhD	Coastal Environments, Inc.			
8	Joanne Ryan, MA	Coastal Environments, Inc.			
9	Sara Hahn, MA	Coastal Environments, Inc.			
9	Thurston Hahn, BA	Coastal Environments, Inc.			
10	Angela Lemoine-Lakvold	The Lakvold Group, LLC	Appraiser/G0575	LA	12/31/2023
11	Gregory Trahan, PE, RSP ₁	AECOM	PE Civil/PE.0030508	LA	03/31/2025
11	John (Ford) Galtney, PE	AECOM	PE Civil/PE.0029031	LA	09/30/2024
12	Daniel Helms, PE, PTOE, RSP ₂₁	AECOM	PE Civil/PE.0042486 PTOE/2820 RSP ₂₁ /11	LA	09/30/2024 04/14/2025 12/09/2025
12	Bert Moore, PE, PLS, PTOE	Gresham Smith	PE.0031065 PTOE/2728	LA	09/30/2024 09/30/2024
12	Kordel Braley, PE, PTOE	AECOM	PE/Civil/PE.0047329	LA	03/31/2025

Section 16

I-45N Beltway 8 North to Loop 336 South Planning and Environmental Linkages Study

AECOM is conducting this PEL study with a goal to define a viable transportation solution, through resource agency coordination and public involvement, that would effectively address the transportation needs in the corridor and inform the subsequent project-specific NEPA process.



Staff Experience

MPR 1-12


16. Staff Experience

	Firm	AECOM Technical Services, Inc.		
	Jonathan McDowell, PE (MPR 1) Associate Vice President		Years of Relevant Experience with this Employer	20
		Years of Relevant Experience with Other Employer(s)	6	

Degree(s) / Years / Specialization	BS/1996/Civil Engineering		
Active Registration Number / State / Expiration Date	PE.0030508/LA/03.31.2025 • PE.18686/MS/12.31.2023 • PE.19772/AR/12.31.2024 • ATSSA Traffic Control Supervisor – LA State Specific (2023/Exp. 2027) • LADOTD Traffic Process and Report Parts 1, 2 and 3 (2018) • FHWA-NHI-142005 NEPA and Transportation Decision-Making (2011) • AASHTO Highway Safety Manual (2013)		
Year Registered	2003	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	<p>MPR 1. Principal-in-Charge. Jonathan has served as a principal, project manager, and project engineer for a wide variety of transportation and public infrastructure projects in Louisiana and throughout the southeastern U.S. His roles have included numerous Stage 0 feasibility planning studies, NEPA EAs and EISs, line and grade alternatives development for new roadways and improvements to existing roadways, construction contract administration, and construction engineering and inspection for highway and public infrastructure projects. Design projects have included interstate highways, urban and rural roadways, major bridges crossings, railroads, drainage canals and culverts, and intermodal yard and port security improvements. Through his experience, he has the understanding of the project delivery process required to bring a transportation project from an idea to a built reality. His computer skills include AutoCAD, Civil3D, MicroStation, InRoads, PowerGeopak, MS Office, MS Excel, MS Project, HEC-RAS, STAAD, ArcView, and various other design software platforms.</p>		


Experience Dates	Experience and qualifications relevant to the proposed contract.
09/07–07/18	<p>LADOTD, SPN H.001779.5, Red River Bridge at Jimmie Davis Highway (LA 511) Stage 0 Feasibility Study and EA, Bossier and Caddo Parishes, LA. Project Manager, Lead Roadway Engineer. Jonathan managed the Stage 0 Feasibility Study and was the lead roadway engineer for the EA. He designed geometric layout alternatives for capacity improvements and pedestrian and bicycle accommodations for the bridge crossing of the Red River and along Jimmie Davis Highway (LA 511) from the Red River to US 71. Tasks included the development of the purpose and need statement, the project design criteria, and the geometric alternatives of the bridge, interchange ramps on each side of the bridge, and roadway approaches. He developed a median U-turn alternative and off-corridor access management improvements to improve corridor connectivity for LA 511 between the Arthur Teague Parkway and US 71.</p>
06/16–08/17	<p>LADOTD, SPN H.012369.1, US 190 Median Barrier Stage 0 Feasibility Study, Route US 190, St. Tammany Parish, LA. Project Manager, Lead Design Engineer. Jonathan managed this feasibility study to develop alternatives to replace the existing raised median with a median barrier across the LA 22 interchange. Alternatives included MASH-rated guardrail and concrete median barrier details. He used Crash Modifications Factors (CMFs) from the Highway Safety Manual to analyze each barrier alternative. He estimated costs using DOTD Bid Items and completed Stage 0 Scope, Budget, and Environmental Checklists. Jonathan presented the alternative and findings to Highway Safety and District 62 personnel.</p>
08/12–07/14	<p>LADOTD, SPN H.009997.1, Johnston Street Stage 0 Feasibility Study, Route US 167, Lafayette Parish, LA. Roadway Engineer. Jonathan analyzed crash data to identify trends and suggest countermeasures to develop alternatives to improve safety within the corridor of an urban arterial with heavy bicycle traffic. He evaluated the proposed alternatives using CMFs provided in Part D of the Highway Safety Manual. He determined benefit/costs for each alternative for use in the alternatives evaluation.</p>

08/12–01/13	LADOTD, SPN H.009998.1, Stringer Bridge Road Stage 0 Feasibility Study, Route LA 935, Ascension Parish, LA. <i>Roadway Engineer.</i> Jonathan prepared an alternative to relocate the existing roadway away from Black Bayou as part of a study to improve highway safety. The alternative included curve realignment and subsurface drainage with minimal impact to adjacent residences. He estimated project costs using LADOTD Pay Items and completed Stage 0 Scope, Budget, and Environmental Checklists.
06/13–10/14	LADOTD, SPN H.009998.1, Williams Boulevard Feasibility Study, Route LA 49, Jefferson Parish, LA. <i>Roadway Engineer.</i> Jonathan analyzed crash data to identify trends and suggest countermeasures for development of alternatives to improve safety within the corridor by converting a five-lane urban arterial to a four-lane road with bicycle lanes. He evaluated the proposed alternatives using the Predictive Method outlined in Part C of the <i>Highway Safety Manual</i> . He determined benefit costs for each alternative for use in the alternatives evaluation.
05/10–12/13	LADOTD, SPN H.005171.1, I-49 South, 26 Stage 0 Interim Improvements for Safety and Efficiency, Raceland to Westbank Expressway, Lafourche, St. Charles, and Jefferson Parishes, LA. <i>Lead Project Engineer.</i> Jonathan developed a program of Stage 0 projects that would provide interim capacity and safety improvements along the US 90 corridor from LA Highway 1 to the current terminus of the elevated portion of the Westbank Expressway and would upgrade the existing US 90 highway to interstate standards from LA Highway 1 to I-310. He was responsible for planning and geometric design of the interstate highway, interchange ramps, and intersections with local collector and arterial roadways; preparation of cost estimates for alternative concepts; completion of Stage 0 Checklists; and preparation of an implementation plan.
05/10–12/13	LADOTD, SPN H.005171.1, I-49 South, 16 Stage 0 Interim Improvements for Safety and Efficiency, Wax Lake Outlet to Berwick, St. Mary Parish, LA. <i>Lead Project Engineer.</i> Jonathan developed a program of Stage 0 projects that would provide interim capacity and safety improvements along the US 90 corridor. He was responsible for planning and geometric design of the interstate highway, interchange ramps, and intersections with local collector and arterial roadways; consideration of alternative concepts to provide phased implementation; developed a U-turn concept that was implemented by the District; preparation of cost estimates for alternative concepts; analysis of environmental impacts; and preparation of an implementation plan.
3/15–01/17	Iberville Parish Government, Westside Expressway and Iberville MRB Crossing, West Baton Rouge, Iberville, Ascension, and St James Parishes, LA. <i>Project Manager, Lead Roadway Engineer.</i> Jonathan managed the planning and development of a high-level corridor study to locate a new highway that connects I-10 west of Baton Rouge to LA 3127 with a spur to connect to LA 30 using the Iberville Parish bridge crossing location identified in the Baton Rouge Loop EIS and a secondary bridge connection to I-10 using the Sunshine Bridge (LA 70). He coordinated TransCAD model data with CRPC using traffic data published in available versions of the Baton Rouge Loop EIS. He completed a DOTD Environmental Inventory and Stage 0 Scope and Budget Checklists for each identified independent segment of utility. He presented proposed alignments to LADOTD, Iberville, and Ascension Parishes, and various stakeholders identified by Iberville Parish.
12/09–04/11	New Orleans Regional Planning Commission, Andrew Higgins Boulevard Feasibility Study, New Orleans, LA. <i>Task Manager.</i> Jonathan managed the civil site and utility relocations plan to install a concrete paver surface along Andrew Higgins Boulevard in downtown New Orleans for conversion of the roadway to a pedestrian mall. Duties included development of typical sections and review of the proposed improvements along with green infrastructure solutions to capture and reuse surface runoff.
10/20–Present	MOVEBR College Drive Enhancements, City-Parish of East Baton Rouge, LA. <i>Project Manager.</i> Jonathan managed the design study, traffic study, and preliminary plans for the completion of capacity and safety improvements that also include Complete Streets and Green Infrastructure enhancements on College Drive and adjacent facilities between Perkins Road and Bawell Street, including the I-10 interchange. Documented preliminary alternatives using LADOTD Stage 0 Project and Scope and Environmental Checklists to apply for state and federal funding grants. He developed preliminary concepts and QC reviewed the safety analysis.


Firm AECOM Technical Services, Inc.			
	Derek Chisholm, AICP, ENV SP, LEED GA (MPR 2, 3) Project Manager	Years of Relevant Experience with this Employer	8
		Years of Relevant Experience with Other Employer(s)	21
Degree(s) / Years / Specialization	MPA/1997/Public Affairs • BS/1994/Organizational Management, Environmental Planning • Post-Grad Certificate/2022/Public Policy Implementation		
Active Registration Number / State / Expiration Date	AICP.147159/12.31.2023 • Leadership in Energy and Environmental Design, Green Associate/#10148303 • Envision Sustainable Professional • FHWA-NHI-142005 NEPA and Transportation Decision-Making		
Year Registered	N/A	Discipline	American Institute of Certified Planners
Contract Role(s) / Brief Description of Responsibilities	MPR 2, 3. Project Manager. <i>Derek is a senior-level NEPA expert and project manager, living in Louisiana, with nearly 30 years of progressive experience. He has managed complex, conceptual planning and NEPA studies for numerous state DOTs, FHWA, and FTA.</i>		


Experience Dates	Experience and qualifications relevant to the proposed contract.
10/16–Present	LADOTD, SPN H.004273.5, I-49 Lafayette Connector, Lafayette, LA. <i>Environmental, Public Involvement.</i> The team is completing the Functional Plan for the I-49 corridor, which is structured around a context-sensitive solutions (CSS) approach. Derek originally served as the bridge between the public and stakeholder involvement of the CSS process and the environmental team. He set up the comment management system, co-leads the NEPA Task, and is facilitating the Section 106 consultation. He has been leading the break-out reevaluation for the first construction segment, and the development of the award-winning virtual reality open house. <i>2022 TransComm Award. DOTD received an Interactive Marketing award for the I-49 Lafayette Connector Virtual Reality Room.</i>
11/17–04/20	LADOTD, SPN H.001779.2, Jimmie Davis Bridge Supplemental EA, Bossier and Caddo Parishes, LA. <i>Senior Advisor.</i> Derek provided quality control review and assisted with complex issues related to bicycling connectivity, Section 4(f) and the final FHWA comments on the preliminary, draft Supplemental Environmental Assessment (EA).
03/06–02/13	Columbia River Crossing, NEPA, IMRs, and Concept Development, Portland, OR. <i>Consultant Environmental Team Manager.</i> This project included a major bridge over a navigable waterway with multi-modal improvements between Portland, OR, and Vancouver, WA. Derek worked with the design teams and others to prepare environmental documentation, plan amendments, and numerous impact analyses. Derek and his team managed various complex tasks, including reburial of tribal remains, de-minimis negotiations for park impacts, navigation and aviation vertical constraints, a Biological Opinion and take, construction phasing, marine mammal protection, and more. • <i>National Environmental Excellence Awards for Climate Change Evaluation and the Fish Hydro-acoustics Impacts Study</i>
8/22–Present	LADOTD, SPN 004891.5, Reserve to I-10 Connector. <i>Technical Lead.</i> This project seeks to complete the EA and Interchange Justification Report for the planned connection between the Port of South Louisiana GlobalPlex facility, and other lands, directly to I-10 in Ascension Parish. Derek has led the AECOM Task to determine funding sources and delivery methods.
11/18–Present	FHWA Synthesis Report on Automated Vehicles (AVs) and NEPA, Nationwide. <i>Project Manager.</i> Derek managed this national study of the manner in which AVs are being incooperate in NEPA analysis. The Synthesis Report includes over a hundred pages with a literature review covering all relevant legislation and guidance as well as the findings from numerous modeling studies showing the benefits of platooning, connectivity, and other advancements on highway system performance. The team interviewed various subject matter experts and DOT leaders who were working on AV deployment projects and NEPA studies, nationwide.
03/18–Present	U.S. Air Force, Barksdale Air Force Base, IMR and EA, Bossier City, LA. <i>Environmental.</i> To improve traffic congestion, safety/national security, Derek assisted with the EA of this improvement, and an MOU and strategy for expeditious completion of the IMR process. The U.S. Air Force is designing and constructing the portion for which AECOM prepared an EA.

03/14–09/16	Lafourche Airport Connector Road EA, Port Fourchon, LA. <i>Environmental.</i> Lafourche Parish and the Port partnered to provide this important new connection between the Port's upland and coastal facilities. The DOTD had not provided funding for the EA but was collaborating with the Parish and Port on this effort. Derek led the development of the draft preliminary EA, design, and the public and agency coordination tasks. AECOM developed a TIGER Grant application as well. <i>(H number was not available during project duration)</i>
03/07–11/10	ODOT Highway 99 Bypass NEPA, IJR, and IMRs, Yamhill County, OR. <i>Public Involvement Lead, EJ Lead.</i> This project included conceptual design, environmental review, extensive outreach, and new and modified interchanges. Derek oversaw the public involvement efforts related to environmental justice for this major highway project in the rapidly urbanizing northwest Willamette Valley. He coordinated with social service organizations and led a number of outreach events targeting environmental justice communities that included low-income families, migrant farm workers, and others.
03/19–Present	Gordie Howe International Bridge, Detroit, MI, to Windsor, Canada. <i>Sustainability Lead.</i> AECOM designed and is delivering the longest span bridge in North America. Derek assisted the project based on his previous experience working on sustainable design and construction issues for similar projects. He helped in the pursuit of both LEED and ISI Envision certifications for the bridge and portals. • <i>Numerous awards, including Best Available or Innovative Technology Award. Windsor, Detroit Bridge Authority, Bridging North America, and AECOM for the Gordie Howe International Bridge, Post-NEPA Environmental Management and Compliance Program</i>
11/07–03/10	WSDOT Alaska Way Viaduct Seattle Waterfront Promenade and Overlook Walk, Seattle, WA. <i>Environmental.</i> Derek led the environmental justice analysis and authored the respective sections of the social discipline reports for Supplemental Draft EIS, and for the Final EIS. He led the development of an analytical model and outreach program to determine potential high and disproportionate impacts related to tolling of the facility. Following on his NEPA work removing the Alaska Way Viaduct from the Seattle waterfront, Derek assisted with the completion of a world-class promenade. The promenade was the subject of its own NEPA process.
10/18–Present	ADOT I-11 Corridor Alternative Selection Report and Tier 1 Environmental Impact Statement (EIS), AZ. <i>Environmental Justice Senior Advisor.</i> This study involves conducting alternatives analysis and preparing a Tier 1 EIS to assess a new 280-mile high-capacity, access-controlled transportation corridor in Arizona. Derek provided guidance and quality control.
05/10–8/13	ODOT Clackamas River-Springwater Road Bridge, Clackamas, OR. <i>Environmental.</i> This project developed and evaluated alternative river crossings in the core of Carver, OR. Derek led the public involvement discussions and aspects of the alternatives analysis. He also led the NEPA process. Issues included direct impacts to many businesses, a low-income manufactured home park, and historic resources.
07/08–09/10	Portland-Milwaukie Light Rail Project, Willamette River Transit Bridge, Portland OR. <i>Environmental.</i> Derek supported the built environment analysis, assisted modestly with the design (elements related to complete streets and the approaches), and worked on a shared environmental justice impact report and mitigation that were caused by a combination of this and other projects requiring the construction of a new facility for the light rail vehicles. • <i>National Honor Award. 2016 (ACEC), Best Highway/Bridge Project Award, 2016. Engineering News-Record (ENR), Northwest. Project of the Year, 2016. American Segmental Bridge Institute (ASBI)</i>
07/10–04/13	WSDOT Mukilteo Multimodal Project, Mukilteo, WA. <i>Environmental.</i> Derek wrote the socioeconomic technical report, assisted with environmental justice and cultural resource issues, and authored sections of the final documents. The City of Mukilteo and WSDOT worked together to develop solutions for the problems associated with the State ferry landing facilities. • <i>Outstanding Achievement Award. Excellence in Environmental Document Preparation, EIS Category, FTA, 2013</i>
10/05–04/07	ODOT Bridges Visual Performance, Oregon, Statewide. <i>Visual Assessment.</i> Derek led a team of ODOT project management specialists, engineers, visual specialists, and others in preparing the visual performance standards (VPS) for the Oregon Transportation Investment Act (OTIA) III State Bridge Delivery Program. The VPS established context-sensitive, performance-based, and programmatic aesthetic guidelines and standards for bridge repair or replacement projects. Derek managed the field investigations of over 200 bridges, and prepared visual context data sheets from which each bridge's visual exposure and prominence in the visual environment was assessed.

Firm Michael Baker International, Inc.			
	Andrew Kuchta (MPR 4) Noise Technical Manager	Years of Relevant Experience with this Employer	28
		Years of Relevant Experience with Other Employer(s)	12
Degree(s) / Years / Specialization	BA/1983/Geography; Community, Urban & Regional Planning • NHI NEPA and Transportation Decision Making/2011 • NHI Highway Traffic Noise/2011		
Active Registration Number / State / Expiration Date	N/A		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	MPR 4. Noise Analysis. Andrew is a noise technical expert and is experienced with MOVES, CALINE, CAL3QHC, TNM, FTANOISE, FRANOISE, HSRNOISE, and HUD-related software.		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
07/11–Present	LADOTD, H.005168: New Orleans Rail Gateway EIS, Jefferson and Orleans Parishes, LA. Air Quality & Noise Analysis. Andrew was responsible for air quality and noise analysis for \$638M in improvements to the New Orleans Rail Gateway, the fourth-largest freight rail gateway in the United States. Michael Baker's services include environmental and engineering services, GIS development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination including FRA, DOTD, NORPC, seven Class 1 railroads, Amtrak, NOPB, City of New Orleans, Jefferson Parish, the Port of New Orleans and federal/state resource agencies, and extensive public and minority community outreach.		
09/99–09/04	LADOTD, 700-29-0112, Louisiana 1 Improvements Alternatives Analysis and EIS/ROD, Lafourche Parish, LA. Air Quality & Noise Analysis. Andrew was responsible for air quality and noise analysis for a \$1.3 billion, 17-mile four-lane fully controlled access elevated highway on new location with bridges spanning navigable waterways. Michael Baker conducted the route location, conceptual engineering, and environmental evaluation. The project area encompassed some of the most ecologically unique and sensitive areas in Louisiana, and perhaps the nation, and traversing the area with a highway on new location presented major environmental challenges. The project received national attention for its environmental stewardship and streamlining accomplishments and was the recipient of the 2004 AASHTO President's Transportation Award for Environment.		
08/97–09/05	LADOTD, 700-09-0117, North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, LA. Air Quality & Noise Analysis. Andrew was responsible for air quality and noise analysis for a \$670M, 35-mile four-lane fully controlled highway on new location between I-220 in Shreveport and the Arkansas state line (now referred to as I-49 North). The project included logical termini evaluation, interchange justification studies, Phase I Cultural Resources Assessment, wetland delineation and surface waters evaluations, Phase I ESAs, highway traffic noise studies, and air quality impact assessment.		
04/01–11/14	LADOTD, 700-94-0003, F.A.P. No. HPI-690-1(001), I-69 Section of Independent Utility No. 15 EIS/ROD, LA (HPC 18 US 171 to I-20), Bossier, Caddo and DeSoto Parishes, LA. Noise Analysis. Andrew was responsible for noise analysis for a Stage 1 study of a \$1.7 billion, 35-mile interstate facility on new location between US 171 near Stonewall in DeSoto Parish, and I-20 near Houghton in Bossier Parish. Michael Baker conducted a preliminary engineering and environmental study for I-69 Section of Independent Utility (SIU) 15 including conceptual Red River Bridge design and navigable waterway studies, interchange justification studies, Phase I Cultural Resources Assessment including probability modeling for archaeological resources and geoarchaeological study, wetland delineation and surface waters evaluations, Phase I ESA, highway traffic noise studies, Endangered Species Act Section 7 consultation, and Interior least tern (ILT) and Red-cockaded woodpecker (RCW) biological assessments.		


05/08–05/11	<p>Northwest Louisiana Council of Governments, 700-08-0130, East-West Corridor EA/FONSI, Bossier Parish, LA. <i>Noise Administrator.</i> Andrew was responsible for noise analysis for four alternatives on a new eight-mile, two-lane urban collector with right-of-way clearance for future widening to a five-lane facility when traffic conditions warrant. The purpose of the new \$56 million facility was to alleviate congestion and reduce travel delays along the other roadways that link the rapidly growing residential areas of Bossier Parish with the Shreveport and Bossier City employment centers. Michael Baker’s services included traffic analyses including conducting traffic counts and forecasting traffic using NLCOG’s TransCAD regional travel demand model; Phase I Cultural Resources Assessment including probability modeling for archaeological resources and geoarchaeological study; wetland delineation and surface waters evaluations; Phase I ESA; and highway traffic noise studies.</p>
10/22–Present	<p>MOVEBR, Airline Highway North, Florida Boulevard to I-110, East Baton Rouge Parish, LA. <i>Noise Administrator.</i> Andrew was responsible for the noise analysis study and analysis along Airline Highway (US 61) from Florida Boulevard to I-110. The project is currently in the Stage 1 (Environmental) phase for East Baton Rouge Parish Department of Transportation and Drainage but adhering to DOTD environmental requirements to qualify for federal/state funds. The project is adding outside lanes to both sides of Airline Highway, converting the corridor from a four-lane divided highway to a six-lane divided highway. The noise analysis is part of the NEPA study to determine what or if any mitigation requirements are necessary along this corridor due the neighboring property usage.</p>

Firm AECOM Technical Services, Inc.			
	Tom Herzog (MPR 4) Senior Air Quality and Noise Specialist	Years of Relevant Experience with this Employer	19
		Years of Relevant Experience with Other Employer(s)	12
Degree(s) / Years / Specialization	MBA/1994/Finance • BA/1988/Physics		
Active Registration Number / State / Expiration Date	N/A		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	MPR 4. Noise and Air Analysis. Tom specializes in determining transportation air quality, noise and vibration impacts, and designing cost-effective mitigation measures. He uses the latest prediction methodologies, including the FHWA's Traffic Noise Model (TNM) for highway and bus rapid transit noise, the FTA's Transit Noise and Vibration Modeling Assessment guidelines, as well as other acoustical algorithms and methodologies to predict and assess noise impacts from highway and transit sources (such as pure tone mitigation). He has also used the FHWA Roadway Construction Noise Model and the FTA construction guidelines to assess noise and vibration impacts from, and develop mitigation measure for, proposed construction activities. Tom provides air quality technical services, including emission inventories and dispersion modeling for mobile and stationary sources of pollution as part of NEPA documentation and permit approvals for transportation and infrastructure projects.		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
03/16–Present	LADOTD, SPN H.004273.5, I-49 Lafayette Connector Supplemental EIS, LA. Noise Analysis. Tom is leading the effort to conduct roadway noise impact assessment and mitigation.		
01/14–07/19	LADOTD, SPN H.001779.5, Red River Bridge at Jimmie Davis Highway (LA 511) EA, Bossier and Caddo Parishes, LA. Noise Analysis. Tom conducted noise impact assessment and evaluated noise berms for this project to improve the capacity of the LA 511 crossing of the Red River.		
07/15–09/15	LADOTD, SPN H.004932, Supplemental EA, US 90 at LA 318, St. Mary Parish, LA. Noise Analysis. Tom conducted a noise impact assessment and evaluated noise barriers.		
11/05–04/12	NYSDOT Tappan Zee Bridge Replacement Project, Alternative Analysis and EIS Phases, NY. Air Quality and Noise Analysis. Tom conducted an air quality and noise assessment and evaluated noise barriers.		
06/17–06/19	PennDOT I-78 / SR-61 Interchange EA & Final Design, PA. Air Quality and Noise Analysis. Tom conducted a noise impact assessment and designed noise barriers.		
03/19–07/19	NCDOT Independence Boulevard, NC. Noise Analysis. Tom conducted a noise impact assessment and evaluated noise barriers.		
11/14–05/19	ConnDOT I-84 Hartford Project EIS, CT. Noise Analysis. Tom conducted a noise impact assessment and evaluated noise barriers.		
10/15–09/16	NYSDOT Hutchinson River Parkway / I-95 Interchange, NY. Air Quality and Noise Analysis. Tom conducted an air quality and noise assessment and evaluated barriers.		
07/14–05/15	MDDOT MD180 / SR 351 Ballenger Creek Extension, MD. Noise Analysis. Tom conducted a noise impact assessment and evaluated noise barriers.		
05/14–12/15	Pennsylvania Turnpike MP 298 to MP 302 Widening, PA. Noise Analysis. Tom conducted a noise impact assessment and evaluated noise barriers.		
04/09–04/13	MassDOT Fore River Bridge Replacement Project. Noise Analysis. Tom conducted a noise impact assessment and evaluated noise barriers.		


Firm Michael Baker International, Inc.				
	Andrew Frishkorn, PG, LRS (MPR 5)		Years of Relevant Experience with this Employer	37
	Waste Management Technical Manager		Years of Relevant Experience with Other Employer(s)	1
Degree(s) / Years / Specialization		Graduate Studies/Hydrology • BS/1984/Geology/Chemistry		
Active Registration Number / State / Expiration Date		PG #37/LA/08.12.2023 • PG in 9 other states, plus Licensed Remediation Specialist in WV		
Year Registered		2014	Discipline	Geologist
Contract Role(s) / Brief Description of Responsibilities		MPR 5. NEPA/Environmental Studies/Phase I ESA. Andrew has diverse educational and practical experience related to geological, hydrogeological, solid, and hazardous waste investigations under a variety of geological settings and regulatory conditions. He has been responsible for development and/or implementation of hazardous waste and/or hydrogeological investigations and Phase I ESAs throughout the U.S., including Louisiana. These projects have been conducted to meet the requirements of state and federal regulatory programs (e.g., RCRA and CERCLA) for a variety of steel, chemical, energy, transportation, manufacturing, military, and other governmental clients.		

Experience Dates	Experience and qualifications relevant to the proposed contract.
08/08–08/08	Northwest Louisiana Council of Governments (NLCOG), 700-08-0130, East-West Corridor EA/FONSI, Bossier Parish, LA. <i>Geologist.</i> Andrew provided senior technical consultation concerning hazardous waste issues. Michael Baker provided preliminary engineering and NEPA and environmental documentation for a new 8-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard. The purpose of the new facility was to alleviate congestion and reduce travel delays along the other roadways that link the rapidly growing residential areas of Bossier Parish with the Shreveport and Bossier City employment centers.
03/22–Present	PennDOT District 09, Frankstown Road Improvements, Altoona, PA. <i>Task Manager.</i> Andrew performed a Phase I, II, and III ESA to support upgrades to a highway in Altoona. The work included performance of a Phase I ESA for multiple parcels along a roughly 0.8-mile section of Frankstown Road. Based on the results of the Phase I ESA, a geophysical survey and environmental testing program were developed. Soil borings were drilled to characterize the material to be excavated during construction. Contract specifications were prepared for excavation, management, and disposal of contaminated materials. Cost estimates were developed for waste management items.
06/16–07/21	PennDOT District 11, Highland Park Interchange Improvements, PA. <i>Task Manager.</i> Andrew was responsible for development and implementation of a Phase I & Phase II ESAs, a Sampling and Analysis Plan (SAP), Health and Safety Plan (HASP), subcontractor procurement and oversight of sampling. Based on the results of sampling special provisions were prepared to support the contract documents. Cost estimates were developed for waste management items. Andrew provided technical review of contractor submittals including their HASP, SAP, waste management plan (WMP) and excavation work plan during construction. Michael Baker performed alternatives analysis, preliminary through final design, and construction support services.
02/21–Present	Indiana Department of Transportation (INDOT), Sherman Minton Corridor Project, Phase I Design-Build Procurement Support, New Albany, IN. <i>Technical Specialist.</i> Andrew is responsible for providing technical review of the project Environmental Management Plan and Hazardous Materials Management Plan and Health. He provides periodic consultations on waste management issues identified during construction. Michael Baker is providing preliminary engineering support and environmental services for the design-build rehabilitation of the Sherman Minton Bridge in New Albany. Services include project management, agency coordination, environmental documentation, preliminary engineering and design, and utility coordination.


05/21–Present	<p>PennDOT District 12, Salina Bridge Final Design, Bell Township and, Kiskiminetas Township, PA. <i>Task Manager.</i> Andrew was responsible for development and implementation of a residential well sampling program for properties near the bridge, development of waste management special provisions, dewatering quantity estimates, waste management cost estimates, and performance of a Phase I ESA for an expanded project footprint, including an approximately 0.4-mile section of Main Street. The residential sampling involved interviews and scheduling with local residents and their legal representation. This work was a continuation of hazardous and residual waste work conducted during preliminary design that included performance of a Phase I and Phase III ESA. He was also responsible for development and implementation of a HASP and SAP that was implemented during preliminary design in conjunction with geotechnical drilling to control costs. The preliminary design sampling included soil and groundwater characterization in the vicinity of a former industrial facility and active railroad. Michael Baker provided environmental and engineering services for the replacement design of the Salina Bridge, which carries SR 1060 over the Kiskiminetas River and Norfolk Southern Railway in Bell Township, Westmoreland County, and Kiskiminetas Township, Armstrong County, Pennsylvania.</p>
09/21–03/23	<p>PennDOT District 10, I-80 Brookville East, Brookville, PA. <i>Task Manager.</i> Andrew was responsible for development and implementation of a Phase I ESA, in accordance with PennDOT Publication 281 for a roughly 7-mile section of I-80, including three interchanges and multiple bridges to support preliminary design and highway improvements. Michael Baker is providing preliminary engineering for the I-80 Brookville East reconstruction project to achieve environmental clearance and a 30% design. Tasks include project management, surveys, public involvement, wetlands and water studies, hazardous and residual wastes, streams and waterways, agricultural resources, noise study, utility location, and plan development.</p>
07/22–04/23	<p>PennDOT District 11, Squirrel Hill Interchange Improvements, SR 0376 Section A76, PA. <i>Task Manager.</i> Andrew performed a Phase I ESA for a complex urban interchange. Michael Baker performed alternatives analysis.</p>
01/23–04/23	<p>PennDOT District 11, I-79 Section A65 and SR 910 Interchange, PA. <i>Task Manager.</i> Andrew performed a Phase I ESA for a complex suburban interchange. Michael Baker performed environmental studies to support the alternatives analysis.</p>
02/19–06/22	<p>PennDOT District 10, SR 0068 Karns Crossing Bridge, Butler County, PA. <i>Task Manager.</i> Andrew was responsible for performance of a Phase I and II ESA for the bridge alternatives assessment. The project required coordination with two railroads. Each railroad had company-specific Roadway Worker Training requirements. The work included development of a HASP, a Phase III ESA Sampling and Analysis Plan (SAP), collection of soil, groundwater, and waste samples in conjunction with the geotechnical program, waste management support and development of special provisions and remedial cost estimates for the bid documents. Michael Baker provided engineering and environmental services for the bridge replacement project.</p>
04/09–01/12	<p>Kellogg Brown & Root/Federal Emergency Management Agency (FEMA), Primary Entry Point Expansion, Caddo Parish, LA. <i>Task Manager.</i> Andrew performed a Phase I ESA at over 40 radio tower sites across the U.S., including one in KWKH-AM in Caddo Parish. The preparation of Phase I ESAs were in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process." As part of this effort, Michael Baker collected and assessed wetlands data, flood plain data; NEPA screening data was also collected. An existing facility condition assessment was also conducted.</p>

Firm AECOM Technical Services, Inc.			
	Zoe Knesl (MPR 5) Environmental Scientist	Years of Relevant Experience with this Employer	15
		Years of Relevant Experience with Other Employer(s)	15
Degree(s) / Years / Specialization	MS/2002/Marine Science • BA/1994/Integrative Biology/Ecology • BA/1994/Studio Art		
Active Registration Number / State / Expiration Date	ArcView 3.2 and GPS Mapping for GIS with Trimble Geo Explorer Certification • OSHA HAZWOPER 40-Hour Training, 8-Hour Refresher Training, and Annual Medical Exam • OSHA 30-hour Construction Supervisor Training • USACE Wetlands Delineation Training Certification #5535		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	MPR 5. Environmental Scientist. Zoe has 30 years of experience conducting field surveys, Phase I and Phase II Environmental Site Assessments (ESAs), and reporting, NEPA documentation and impact assessment, GPS data collection, wetlands delineation, and various laboratory procedures. She has conducted data collection, entry, and analysis on various ecological and environmental projects, including soil and water data and reporting. Zoe has authored sections on NEPA impacts for aquatic ecology, terrestrial ecology, wetlands, water resources, land use, and aesthetics/visual resources. She has organized sample collection and report generation. Her laboratory skills include stable isotope analysis; preserving organisms in formalin; identifying benthic invertebrates, plants, and marine and freshwater algae; and various procedures employed during forensic DNA analysis. She also has experience identifying plants and soil types.		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
11/20–04/21	City of Baton Rouge, Baton Rouge LA. Environmental Scientist. Zoe conducted a Phase I ESA of the right-of-way of the College Drive Corridor in Baton Rouge, East Baton Rouge Parish, Louisiana.		
11/18–02/22	Cotton Creek Capitol. Environmental Scientist. Zoe conducted multiple Phase I ESAs on developed and undeveloped properties in Texas and Louisiana.		
06/19–12/21	City of Austin, TX. Environmental Scientist. Zoe conducted multiple Phase I ESAs on a variety of properties in Austin, Texas.		
10/08–03/19	Siemens Water Technologies, Former Siemens Site, Long-Term Monitoring, New Orleans, LA. Environmental Task Manager. Zoe conducted long-term monitoring of a facility, including field sampling, and generated quarterly and annual reports. She coordinated with the laboratory and facility and developed a proposal for additional investigation with a horizontal drill rig.		
06/08–04/10	U.S. Army Corps of Engineers (USACE), Phase I Environmental Site Assessments. Environmental Scientist. <ul style="list-style-type: none"> ● USACE Phase 1 ESA for Pump Stations, New Orleans, LA. Zoe conducted a Phase I ESA of 26 sites in Orleans Parish for potential storm-proofing activities in the pump stations and water plant. ● USACE Phase 1 ESA Stockpiles, New Orleans, LA. Zoe conducted a Phase I ESA of four large sites in Orleans Parish for possible stockpiling locations. ● USACE Phase 1 ESA, New Orleans, LA. Zoe conducted a Phase I ESA of five miles of levees in Orleans Parish. ● USACE, Phase II ESA, New Orleans, LA. Zoe participated in the analysis and preparation of a Phase II report investigating potential soil impacts adjacent to two floodwalls in Orleans Parish. 		
04/10–07/10	Veterans Administration and Federal Emergency Management Agency, Phase I ESA for New Hospital Site, New Orleans, LA. Environmental Scientist. Zoe conducted a Phase I ESA of 39.8-acre site for an alternative location for the hospital. She participated in a scoping meeting and provided support for document preparation.		


05/10–10/16	U.S. Department of Veterans Affairs (VA), Dixie Brewery Phase II Investigation, New Orleans, LA. <i>Environmental Scientist.</i> Zoe conducted several Phase II investigations with soil and water sampling. She assisted in taking over 100 soil samples and installing four temporary monitoring wells. She monitored asbestos and lead abatement activities and coordinated subcontractors for contaminated soil, underground storage tank, and hazardous waste removal. She coordinated with the VA, its contractors, and Louisiana Department of Environmental Quality regarding sampling, waste disposal, and RECAP requirements. She also performed data table organization, GPS coordinate logging, and regulatory research.
04/11–04/11	USACE Phase I ESA, Pump Stations, Baton Rouge, LA. <i>Environmental Scientist.</i> Zoe conducted a Phase I ESA of 11 sites in preparation for potential rebuilds and upgrades.
07/13–07/13	Entergy Services, Inc., Phase II Limited Site Investigation and Phase I ESA, Various Locations. <i>Environmental Scientist.</i> Zoe conducted and reported on a Phase I ESA of a boiler facility and a cooling facility for a power company.
06/14–05/19	LANXESS Corp./Arlanxeo Groundwater Monitoring and Report Preparation, Orange, TX. <i>Environmental Scientist.</i> Zoe conducted groundwater monitoring sampling and generated a draft annual report, including data evaluation and text.
09/15–09/15	Entergy Corporation, Liquefied Natural Gas Power Plant Phase I ESA, El Dorado, AR. <i>Environmental Scientist.</i> Zoe participated in the Phase I ESA of a LNG power plant, including site visit, draft report, and historical and governmental research.
02/16 and 08/19	SCT&E LNG Inc., Cameron, LA. <i>Environmental Scientist.</i> Zoe completed a Phase I site assessment of an undeveloped island.
07/16–07/16	Harris Corporation, Lafayette, LA. <i>Environmental Scientist.</i> Zoe performed a Phase I ESA for an office/warehouse property.
09/17–09/17	Pilgrim Energy Partners. <i>Environmental Scientist.</i> Zoe performed a Phase I site assessment of three industrial/commercial properties in Scott, LA.
09/17–09/17	The Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF) and Federal Occupational Health (FOH). <i>Environmental Scientist.</i> Zoe conducted a Phase I ESA and a limited Phase II site investigation for the future location of a dog kennel on Redstone Arsenal.
07/18–05/19	Cotton Creek Capitol. Phase I ESAs. <i>Environmental Scientist.</i> Zoe completed eight Phase I ESAs for properties in Louisiana and Texas.
09/18–09/18	Port of New Orleans, LA. <i>Environmental Scientist.</i> Zoe performed environmental site research and review for properties on the Industrial Canal.
10/18–05/22	Dallas Water Utilities, City of Dallas, TX. <i>Environmental Scientist.</i> Zoe completed multiple Phase I ESAs, File Review/Screening Reports, Phase II ESAs, and Waste Characterization Reports.
11/18–11/19	CF Industries, Phase I ESA. <i>Environmental Scientist.</i> Zoe completed an ASTM compliant Phase I ESA of a vacant property located on the Mississippi River in Louisiana.
01/19–08/19	Diamond Beverage, Fairmont Hotel, Dallas, TX. <i>Environmental Scientist.</i> Zoe completed a Phase III Report, Response Action Plan, and a Response Action Completion Report.
05/19–08/19	City of San Antonio, TX. <i>Environmental Scientist.</i> Zoe completed a Phase I ESA for a 12-block corridor on Broadway Street.
04/19–06/19	City of Austin, TX. <i>Environmental Scientist.</i> Zoe completed two Phase I ESA Reports for properties in Austin.
06/19–08/19	Cargill, Phase I ESA. <i>Environmental Scientist.</i> Zoe completed an ASTM compliant Phase I ESA of a vacant warehouse property located in Louisiana.
08/19–08/19	Teachers Insurance and Annuity Association, Condrey Farms Phase I ESA, LA. <i>Environmental Scientist.</i> Zoe conducted and authored a Phase I ESA of a 1,300-acre farm parcel in northern Louisiana.

		Firm Michael Baker International, Inc.	
T.J. Holliday, PWS (MPR 6) Environmental Planning Manager		Years of Relevant Experience with this Employer	14
		Years of Relevant Experience with Other Employer(s)	11
Degree(s) / Years / Specialization		BS/1998/Biology	
Active Registration Number / State / Expiration Date		#2447/National/04.07.2024	
Year Registered		2014	Discipline Professional Wetland Scientist
Contract Role(s) / Brief Description of Responsibilities		MPR 6. Environmental Specialist. <i>T.J. is experienced in various levels of environmental assessment and other issues related to NEPA. His responsibilities have included studies for wetlands, floodplains, water quality, threatened and endangered species, cultural resources, hazardous materials, noise and air quality, and community impacts. He is a Certified Professional Wetland Scientist (# 2447) with over 20 years of field experience conducting wetland and stream assessments and habitat evaluations. T.J.'s primary project duties have included project management, data collection and analyses, mapping and aerial photo interpretation, document preparation, public outreach, agency coordination, and regulatory permitting and compliance.</i>	
Experience Dates	Experience and qualifications relevant to the proposed contract.		
10/22–12/22	LADOTD District 07, H.015338 IIJA Off-System Bridges Program, LA. <i>Environmental Professional Lead.</i> T.J. oversaw the research by the environmental team for environmental constraints that could serve as a roadblock for the replacement of a bridge structure. The information gathered allowed the engineers to make decisions on which bridge structures should move forward in design based off these environmental constraints. The constraints included but were not limited to Archaeological Sites, NRHP, Pre-1971 La HBI, 71-85 NRHP, Tribal Lands, Wetlands, Scenic Stream, Levee Permit, Coastal Zone, T&E Species, Section 4(f) and 6(f) lands, Navigable Waterway, UST or Contaminated Sites, Potential Mitigation Cost, and Additional Environmental Permits. The project includes five parishes in District 07 for the replacement of existing off-system bridges. LADOTD broke the project into an Initial Phase and a Final Design Phase. Project priorities were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3M with allocations for each parish.		
08/22–Present	NAVAC, Barksdale Air Force Base (AFB) Entrance Roads, Bossier Parish, LA. <i>Environmental Professional Lead.</i> T.J. is responsible for the procurement of environmental permits for the new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with a new four-lane divided highway to tie into the new LA 1267 highway constructed by LADOTD under the I-20/I-220 Design Build interchange improvements. Additional responsibilities include coordination with the USACE and Bossier Parish Engineering Department. The project was broken into two separate construction plans (rough grade and final design) and required additional coordination with LADOTD and USACE. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange.		
05/11–Present	LADOTD, New Orleans Rail Gateway EIS, Jefferson and Orleans Parishes, LA. <i>Environmental Specialist.</i> T.J. conducted field studies and documented findings for wetlands and hazardous materials. Michael Baker is providing environmental and engineering services to develop an EIS for the New Orleans Rail Gateway, the fourth-largest freight and passenger rail gateway in the United States. Michael Baker's services include project management, review of previous studies, environmental resources investigations, GIS development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination, and extensive public outreach.		


01/10–Present	MDOT, Natural Environment Master for Wetland and Other Waters Assessments and T/E Species Surveys for Roadway and Bridge Improvements, Statewide, MS. <i>Environmental Professional Lead.</i> T.J. is responsible for environmental studies and reporting. Under three consecutive 3-year contracts, Michael Baker has conducted listed species surveys and assessments of potential impacts to wetlands and other waters related to the replacement of bridges and construction of other improvements along various roadways throughout the state. Services include data collection and analysis, site investigations, wetland delineations, and report preparation.
3/18–7/18	Jackson County Road Department, Jackson County Bridges, MS. <i>Environmental Professional Lead.</i> Michael Baker assisted the Jackson County Road Department with Section 404 permit coordination for multiple bridge replacement and roadway improvement projects within the county. The project included four sites located along Old Fort Bayou Road, Juniper Drive, and Solomon Road. Michael Baker's services included data collection and analysis for wetlands and other waters of the U.S. and threatened and endangered species. The projects required coordination with the Mobile District USACE, U.S. Fish and Wildlife Service (USFWS), and the Mississippi Department of Marine Resources (MDMR), Department of Environmental Quality (MDEQ), and Department of Archives and History (MDAH).
10/13–07/15	TxDOT, FM 521 Environmental Assessment, TX. <i>Environmental Specialist.</i> T.J. was responsible for completion of the EA document, preparation of the FONSI, and assistance with public involvement activities. Michael Baker performed an EA for the reconstruction and widening of FM 521, an existing two-lane rural undivided facility, to a four-lane divided urban arterial from Beltway 8 to FM 2234 (McHard Road). The project also includes improvements on FM 2234 at FM 521 and proposed grade separations at the Union Pacific Railroad (UPRR) crossings on both FM 2234 and FM 521. Michael Baker's services included wetlands delineation and permitting, public involvement, community impacts assessment, indirect and cumulative impacts assessments, and a Section 4(f) analysis.
02/11–06/11	MDOT, Wetlands Delineation for SR 7 and SR 8 Bridge Replacements, Marshall, Benton, and Calhoun Counties, MS. <i>Environmental Specialist.</i> T.J. conducted wetland and other waters assessments for a bridge replacement and road improvements along SR 7 in Marshall and Benton counties and SR 8 in Calhoun County. He prepared a jurisdictional findings report for submittal to the USACE for Section 404 permit evaluations. Michael Baker performed wetland assessments and delineations for the replacement of the bridges on SR 7 in Marshall and Benton counties and SR 8 in Calhoun County. Michael Baker's services included data collection and analysis, field investigations, wetland delineations and assessments, and report preparation.
03/11–07/11	MDOT, Wetland Delineations and Assessments for the SR 493, SR 19, and I-55 Interchange Bridge Replacements, Kemper, Lauderdale, and Madison Counties, MS. <i>Environmental Specialist.</i> T.J. conducted field studies and prepared a jurisdictional findings report. Michael Baker performed wetland assessments and delineations for the replacement of the bridges on SR 493 in Kemper County, SR 19 in Lauderdale County, and at the I-55 interchange in Madison County. Michael Baker's services included data collection and analysis, field investigations, wetland delineations and assessments, and report preparation.
05/10–02/13	MDOT, SR 607 Improvements from Texas Flat Road to I-59, Hancock and Pearl River Counties, MS. <i>Environmental Specialist.</i> T.J. was responsible for wetland and other waters of the U.S. delineation and reporting. Michael Baker provided engineering services for the widening of SR 607 to four lanes from Texas Flat Road to I-59, including the reconstruction of a bridge over Alligator Branch, the replacement of a bridge over Second Alligator Branch, and the replacement of a bridge over Indian Camp Creek.

Firm AECOM Technical Services, Inc.			
	Jonathan Vavasseur, PWS (MPR 6) Senior Project Biologist	Years of Relevant Experience with this Employer	4
		Years of Relevant Experience with Other Employer(s)	15
Degree(s) / Years / Specialization	BS/2002/Wildlife and Fisheries Sciences		
Active Registration Number / State / Expiration Date	PWS #3029/National/NA • FHWA-NHI-142005 NEPA and Transportation Decision-Making/2016 • NHI 142073 Applying Section 4(f): Putting Policy to Practice/2017		
Year Registered	2018	Discipline	Certified Professional Wetland Scientist
Contract Role(s) / Brief Description of Responsibilities	MPR 6. Wetland Specialist. <i>Jonathan is a certified Professional Wetland Scientist with 17+ years of experience in environmental, regulatory, and ecological consulting with a strong concentration in wetland ecology. He has served as the team leader and field coordinator for environmental project teams. Jonathan has led various projects that range from wetland delineations, threatened and endangered (T&E) species surveys, biological assessments, and environmental site assessments throughout the southeastern U.S. for federal and state agencies, municipalities, and private clients.</i>		


Experience Dates	Experience and qualifications relevant to the proposed contract.
11/20–04/21	City of East Baton Rouge, College Drive Corridor Improvements, LA. <i>Senior Biologist/Permitting Specialist.</i> Jonathan conducted wetland delineations, T&E surveys, and Section 404/10 permitting for all roadway segments within the proposed improvement corridors.
07/20–09/20	City of East Baton Rouge, Jones Creek Road Extension, LA. <i>Senior Biologist/Permitting Specialist.</i> Jonathan conducted wetland delineation and T&E surveys as well as Section 404/10 USACE permitting
02/19–08/20	NASJRB, New Orleans, LA. <i>Project Manager, Senior Biologist.</i> Jonathan conducted wetland and T&E species field surveys, technical reporting, and NEPA documentation for a 500+ acre proposed vegetation clearing project for the Department of Defense.
07/18–06/19	Wanhua Chemical US Holdings, St. James Parish, LA. <i>Project Manager, Senior Biologist.</i> Jonathan conducted wetland delineations and T&E species surveys for five sites. He was the lead permitting specialist responsible for obtaining USACE Section 404/10 permits and LADNR Coastal Use Permitting (CUP). Work included conducting wetland and T&E species field surveys and reporting as well completing and submitting all required federal and state regulatory permits.
02/15–07/15	Colonial Pipeline Company Anomaly Digs. <i>Lead Field Biologist, Permitting Specialist.</i> Jonathan conducted wetland delineations, T&E surveys, technical reporting, and habitat restoration for approximately 75 anomaly locations in Louisiana and Mississippi. Work included project coordination and conducting wetland, T&E field surveys, technical reporting, and regulatory permitting.
07/14–07/15	Baton Rouge Metropolitan Airport. <i>Lead field biologist and project coordinator</i> Jonathan conducted wetland delineations and technical reporting for an approximate 220-acre tract owned by the Baton Rouge Metropolitan Airport. Work included project coordination and conducting wetland delineations at the request of the New Orleans District, USACE.
08/15–08/18	LADOTD (Biologist) DCL for FHWA Funded Highway Projects, Statewide, LA. <i>Environmental Impact Specialist, DCL (Biologist).</i> Jonathan coordinated and oversaw all wetland projects for the LADOTD. He was the lead biologist responsible for coordinating all linear and tract wetland delineations and technical reporting for numerous federally funded highway projects all over the state of Louisiana. Work included serving as the environmental coordinator, coordinating and conducting the wetland and T&E field surveys, NEPA processing for federally funded highway projects, and as technical reporting for state highway projects.
04/13–02/15	Port of Greater Baton Rouge, LA. <i>Lead Field Biologist, Regulatory Specialist.</i> Jonathan conducted wetland delineations, T&E surveys, and regulatory permitting for numerous tracts owned by the Port of Greater Baton Rouge.


Firm AECOM Technical Services, Inc.			
	Jonathan Martinez (MPR 7) Environmental Planner	Years of Relevant Experience with this Employer	21
		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BS/2002/Forestry and Ecosystem Management	
Active Registration Number / State / Expiration Date		USACE Wetland Delineation and Management (Reg. IV) Training Certified	
Year Registered		N/A	Discipline N/A
Contract Role(s) / Brief Description of Responsibilities		MPR 7. Environmental Planner. <i>Jonathan has over 20 years of experience in Louisiana, Mississippi, and Arkansas, developing NEPA analyses and permit applications for LADOTD, MDOT, and ARDOT projects.</i>	
Experience Dates	Experience and qualifications relevant to the proposed contract.		
07/15–Present	LADOTD, SPN H.004273.5, I-49 Connector Supplemental EIS, Lafayette, LA. <i>Environmental Planner.</i> Jonathan assisted with the Supplemental SEIS being conducted for this 5.5-mile segment of I-49 South between I-49/I-10 interchange and the Lafayette Regional Airport through urban Lafayette. The work advances the project beyond the Record of Decision issued for the project by FHWA in January 2003. While the project initially required a reevaluation of the concept of the 2003 Selected Alternative, the passage of time, changes in the environment and community concerns have resulted in refinements to that concept that are substantial enough to warrant an SEIS. Jonathan's role is to write all of the natural environmental sections of the SEIS and assist with the review of the Phase I ESA and the Section 106 Consultation process. To date, he has performed the wetland delineation and preparation of the Section 404 permit as well as to work closely with other staff in the project development.		
09/15–02/19	Port of St. Bernard SPN H.012752, Categorical Exclusion (CE), Weinberger Road at Highway 46, St. Bernard Parish, LA. <i>Environmental Planner.</i> This project includes the realignment eastward and construction of a new intersection between Weinberger Road (Arabi Terminal Port Entrance Road) and Louisiana Highway (LA) 46 (St. Bernard Highway). Jonathan performed a wetland delineation and submitted that report to the USACE, receiving an approved Jurisdictional Determination. He also wrote the CE, which was approved by FHWA.		
01/03–04/12	LADOTD, SPN H.006447.2 I-69 SIU, EIS, Claiborne and Webster Parishes, LA, Columbia and Union Counties, AR. <i>Field Biologist.</i> Jonathan was responsible for fieldwork to determine the presence of threatened and endangered (T&E) species in the area, as well as wetland delineations and the study of a suitable crossing of the Bayou Dorcheat scenic stream. The I-69 Corridor's section of independent utility number 14 spans between Shreveport, LA, and El Dorado, AR, through a rural timber and poultry farming area.		
09/11–02/12	LADOTD, SPN H.004580.5, Re-evaluation of EA and FONSI, US 190 in Mandeville from LA 22 to Lonesome Road, LA. <i>Environmental Planner, Biologist.</i> This project reconstructed US 190 extending from LA 22 to Lonesome Road, including the construction of two new bridge structures over Bayou Chinchuba. This project is a re-evaluation of the original EA and FONSI completed in 1999 and revised in 2006. Jonathan was responsible for applying for a new Section 404 Wetland Permit and Coastal Use Permit as well as a T&E species survey and clearance, as well as additional field work, surveys, and coordination with state and federal agencies and submittal of a Wetland Findings Report and T&E Species Survey Concurrence.		

01/12–05/14	<p>LADOTD State Project No H.004730, EA, US 61/Tulane Avenue Corridor Improvements, Orleans Parish, LA. <i>Environmental Planner.</i> This project includes improvements such as median widening, cold mill and overlay with restriping, and reconstruction of sidewalks along Tulane from S. Carrollton Avenue to S. Claiborne Avenue. The project implemented corridor improvements to enhance quality of life, livability, and sustainability in the corridor and will support future transportation demand and adjacent land use including pedestrian, bicycle, and transit system operations. The completed corridor improvements consist of amenities associated with a complete streets concept.</p>
11/10–10/13	<p>LADOTD, SPN H.004932, EA, US 90 at LA 318, St. Mary Parish, LA. <i>Environmental Planner.</i> Jonathan assisted with an EA associated with a new interchange at US 90 and LA 318. The project was in a rural setting with concerns related to effects on existing utilities, agricultural lands, natural environment, and human environment. The interchange is located on a major east-west route that provides for hurricane evacuation and is part of the future I-49 Corridor. LA 318 Parkway is the major north-south connector from US 90 to the St. Mary Sugar Co-op and the Port of West St. Mary. The project is also critical to accommodate the future upgrading of US 90 to part of the Interstate System as I-49.</p>
07/15–11/15	<p>LADOTD, SPN H.004932, Supplemental EA, US 90 at LA 318, St. Mary Parish, LA. <i>Environmental Planner.</i> Jonathan completed the Supplemental EA (SEA) as part of the design-build process, which included review and revision of the previous EA. He obtained a FONSI on a very aggressive schedule set by the DB contractor, FHWA, and DOTD.</p>
03/09–02/14	<p>LADOTD State Project Nos H.005201 and H.008732, Baton Rouge Loop, Implementation Plan and Tier 1 EIS Alternatives Evaluation and Travel Demand Modeling, Baton Rouge, LA. <i>Environmental Planner.</i> Jonathan was a lead author for portions of the implementation plan and Tier 1 EIS were prepared for the proposed Baton Rouge Loop, a predecessor to this project to site a new Mississippi River Bridge in Metropolitan Baton Rouge. The alternatives evaluation examined a toll roadway concept that was studied in three units: South - I-10 on the west bank of the Mississippi River to I-10 on the east bank; East I-10 on the east bank of the Mississippi River to I-12 near Livingston; and North - I-12 near Livingston to I-10 on the west bank.</p>
10/10–05/15	<p>LADOTD SP No H.004424, EA, US 61 at LA 3125/Clearview Parkway, Jefferson Parish, LA. <i>Environmental Planner.</i> Jonathan assisted with this EA associated with intersection improvements at US 61 and Clearview Parkway. The project is in a densely urban setting with numerous concerns related to effects on existing utilities, infrastructure, and human environmental. The intersection is location on a major east-west route that provides for hurricane evacuation as well as a bypass to I-10. Clearview Parkway is the major north-south connector from the Huey Long Bridge to I-10. The project is also critical to accommodate increased traffic projected with completion of the Huey Long Bridge widening.</p>
2008–2010	<p>Regional Planning Commission, LA 637, West 10th Street, Globalplex Internal Access Roadway EA Reserve, LA. <i>Environmental Planner.</i> Jonathan provided environmental and GIS support for an EA for an improved roadway connection between the Port of South Louisiana's Globalplex facility in Reserve to US 61, approximately 2 miles north of the facility. Improvements involved some new right-of-way in an area of mixed commercial/industrial and residential land use. Jonathan was responsible for analyzing utilities, infrastructure, and potential commercial and residential impacts as well as impacts to the surface waters, soils, and hazardous materials. He also performed analysis for impacts to the floodplain and performed wetland delineations and T&E species surveys as well as development and preparation of corresponding sections for the EA, including ArcView GIS graphics.</p>
02/09–02/09	<p>LA 10 Stage 0 Feasibility Study, St. Helena, Tangipahoa, and Washington Parishes, LA. <i>Environmental Planner.</i> Jonathan provided environmental and GIS support for a Stage 0 Feasibility Study to identify geometric and operational deficiencies along LA 10 within three eastern Florida Parishes in south Louisiana.</p>


Firm Coastal Environments, Inc.			
	David Kelley, PhD (MPR 8) Archaeologist/Historian	Years of Relevant Experience with this Employer	42
		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization	PhD/1990/Anthropology • Introduction to Section 106 Review, Heritage Resources Management Program, University of Nevada, Reno/2002		
Active Registration Number / State / Expiration Date	N/A		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	MPR 8. Archaeologist/Historian. David has over 40 years of experience overseeing cultural resources investigations for LADOTD and other agencies. During that time, he has served as the principal investigator or project archaeologist for over 100 projects.		


Experience Dates	Experience and qualifications relevant to the proposed contract.
08/22–03/23	LA 1/ LA 415 Connector, West Baton Rouge, LA. <i>Principal Investigator.</i> Highway construction.
03/22–04/23	Louisiana Clean Energy Pipeline, Ascension, St. James, St. John the Baptist and Tangipahoa Parishes, LA. <i>Principal Investigator.</i> Carbon sequestration project.
05/12–06/21	I-10 Calcasieu River Bridge Replacement (H.003931.5), Lake Charles, LA. <i>Principal Investigator.</i> Replacement of Interstate Highway bridge.
11/20–04/21	LA 8 Sabine River Bridge Replacement, Vernon Parish, LA. <i>Principal Investigator.</i> Construction of approach to new bridge.
08/18–03/19	LA 70 Widening, Sunshine Bridge to LA 22 (H.002424), Ascension and St. James Parishes. <i>Principal Investigator.</i> Highway widening.
07/17–01/18	US 190/LA 415 Interchange Improvements (H.000358), West Baton Rouge Parish, LA. <i>Principal Investigator.</i> Interchange improvements.
01/17–01/19	LA 3234 Extension from LA 1065 to Hammond Airport (H.008915), Hammond, LA. <i>Principal Investigator.</i> Extension of highway to airport.
10/15–05/16	Dijon Drive Extension (H.0012232), Baton Rouge, LA. <i>Principal Investigator.</i> Construction of connector road.
05/14–01/16	US 61 to I-10 Connector (H.004891), St. John the Baptist Parish, LA. <i>Principal Investigator.</i> Construction of Interstate connector.
05/12–03/17	LA 1 Bridges near Grand Isle (H.005403), Jefferson and Lafourche Parishes, LA. <i>Principal Investigator.</i> Replacement of bridges.
04/08–10/10	Front Street Natchitoches Improvements (700-35-0123) Natchitoches Parish, LA. <i>Principal Investigator.</i> Improvements to brick street.
02/03–12/05	New River Restoration Project, Ascension Parish, LA. <i>Principal Investigator.</i> Drainage improvements to New River.

Firm		Coastal Environments, Inc.		
	Joanne Ryan, MA (MPR 8)		Years of Relevant Experience with this Employer	29
	Archaeologist		Years of Relevant Experience with Other Employer(s)	2
Degree(s) / Years / Specialization		MA/1988/Archaeological Studies • BA/1986/Classical Archaeology • Section 106: An Introduction, National Preservation Institute Seminar/2006		
Active Registration Number / State / Expiration Date		N/A		
Year Registered		N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities		MPR 8. Archaeologist. <i>Joanne has conducted cultural resources investigations in Louisiana, Mississippi, North Carolina, Alabama, and Texas, and is proficient in all phases of fieldwork, proposal and research design development, archival research, aboriginal and historic artifact analysis, and report writing, editing, and production. She has directed numerous field excavations (monitoring, Phase I survey, Phase II testing, and Phase III data recovery) and written nearly 100 cultural resources investigation reports, as well as data-recovery plans and portions of EAs and EISs in compliance with NEPA regulations.</i>		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
12/16–12/19	H.008915.2, LA 3234 Extension from LA 1065 – Hammond Airport. <i>Archaeologist.</i> Conducted cultural resources survey for LADOTD. Subconsultant to N-Y Associates, Inc.			
04/16–12/16	H.002333, Monitoring Bayou Paul Bridge Replacement Route LA 327, Iberville Parish. <i>Archaeologist.</i> Conducted cultural resources monitoring for LADOTD.			
05/14–01/16	H.009012, LA 10 and 67 Intersection Widening & Sidewalk Replacement Project, East Feliciana Parish. <i>Archaeologist.</i> Conducted historical research for survey and testing for LADOTD.			
05/12–12/14	H.005403.2, Stage 1 Environmental Assessment, LA Highway 408-Hooper Road Extension & Widening (LA 16-Sullivan Road), E Baton Rouge & Livingston Parishes. <i>Archaeologist.</i> Conducted cultural resources survey for LADOTD.			
02/10–12/14	H.004891, US 61 to I-10 Connector EIS, St. John the Baptist Parish. <i>Archaeologist.</i> Conducted historical research, fieldwork and report production for LADOTD.			
10/12–03/13	H.001661.2, Black Bayou Bridge Replacement, Caddo Parish. <i>Archaeologist.</i> Conducted cultural resources survey for LADOTD.			
01/12–08/12	H.001970, LA 561 Boeuf River Bridge Replacement Project, Caldwell and Richmond Parishes. Conducted cultural resources survey for LADOTD.			
12/05–10/09	NCB-0002-05[063], Columbus Bypass, U.S. Highway 45, Lowndes County, MS. <i>Archaeologist.</i> Conducted cultural resources survey for MDOT. Subconsultant to Neel-Schaffer, Inc.			
10/07–06/09	700-28-0213, H.004482.2, Ambassador Caffery Extension North EA, Lafayette Parish. <i>Archaeologist.</i> Conducted historical research for LADOTD.			
08/07–03/08	736-52-0043, LA 21 Widening Project, St. Tammany Parish. <i>Archaeologist.</i> Conducted historical research for LADOTD.			
04/02–12/06	NCPD-I-69(1) 103104/101000, I-69, Robinsonville to Benoit, Bolivar, Coahoma, Tunica, and Sunflower Counties, MS. <i>Archaeologist.</i> Conducted cultural resources survey, historic artifact analysis, and co-authored report for MDOT. Subconsultant to Neel-Schaffer, Inc.			
09/00–08/03	019-05-0017, 019-05-0036, Thompson Creek—Bains, Route LA-US 61 Four Lane Project Addition, West Feliciana Parish, LA. <i>Archaeologist.</i> Conducted cultural resources survey, testing, and data-recovery for LADOTD.			


Firm Coastal Environments, Inc.				
	Sarah Hahn, MA (MPR 9)		Years of Relevant Experience with this Employer	26
	Architectural Historian		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		MA/2005/Anthropology • BA/1995/Anthropology		
Active Registration Number / State / Expiration Date		N/A		
Year Registered		N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities		MPR 9. Architectural Historian. Sara provides advice on cultural resources to be considered in planning transportation projects and how to access these databases. She meets the Secretary of the Interior's qualifications for the Architectural Historian and Archaeologist and has taken courses in Section 106, Section 106 Agreement Documents, Section 4(f) compliance for cultural resources and NEPA Compliance. She is certified as a Traffic Control Technician-LA State Specific.		

Experience Dates	Experience and qualifications relevant to the proposed contract.
5/12-6/21	H.003931.5, I-10 Calcasieu River Bridge Replacement Project. Architectural Historian. Cultural resources survey of large bridge replacement project for DOTD.
03/19-09/19	Architectural Survey of Scotlandville, East Baton Rouge Parish. Architectural Historian. Grant from Louisiana Division of Historic Preservation. A total of 1,814 properties were recorded during the survey.
01/17-01/19	H.008915, LA 3234 Extension from LA 1065 – Hammond Airport, Tangipahoa Parish. Architectural Historian. Conducted an architectural survey of proposed alternatives for highway extension project for DOTD.
02/16-02/18	H.005720, Florida Avenue Expressway, Orleans Parish. Architectural Historian. Conducted an architectural survey and NRHP evaluation of structures.
08/17-09/17	H.010815.2-1, LA 124 Extension, Catahoula Parish. Architectural Historian. Conducted an architectural survey and prepared report.
05/14-01/16	H.009012.2, LA 10 & 67 Intersection Widening and Sidewalk Replacement, East Feliciana Parish. Architectural Historian. Conducted an architectural survey and NRHP evaluation of 22 structures and archaeological survey and testing.
11/15-11/16	TramLinkBR Project, Baton Rouge, East Baton Rouge Parish. Architectural Historian. Conducted an architectural survey and NRHP evaluation of 110 structures and determined six as eligible for the NRHP.
05/14-01/15	H.001146.2, LA 120 Bridges near Provencal, Natchitoches Parish. Architectural Historian. Conducted an architectural survey and NRHP evaluation of five structures and the archaeological survey.
04/13-01/15	H.07876.2, HAER: The Bayou Boeuf Bridge on LA 1177, Avoyelles and Rapides Parishes. Architectural Historian. Conducted an archival research and prepared the Historical Report portion of the HAER documentation.
08/12-06/13	H.000263.2, Chef Menteur Bridge and Approaches, Orleans Parish. Architectural Historian. Conducted an archival research and architectural survey of 17 structures and determined two bridges eligible for the NRHP.
(05/12-12/13)	H.005403.2, Stage 1 Environmental Assessment, LA Highway 408-Hooper Road Extension & Widening (LA 16-Sullivan Rd), East Baton Rouge & Livingston Parishes, LA. Architectural Historian. Conducted architectural survey, evaluation and archival research.

Firm		Coastal Environments, Inc.		
	Thurston Hahn, BA (MPR 9)		Years of Relevant Experience with this Employer	35
	Archaeologist/Historian		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BA/1987/History		
Active Registration Number / State / Expiration Date		N/A		
Year Registered		N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities		MPR 9. Architectural Historian. <i>Thurston has over 35 years of experience doing historical research and conducting archaeological surveys for LADOTD and other agencies. He meets the Secretary of the Interior's Qualifications for Architectural Historian, Historian, and Historic Preservation Specialist and has taken courses in Section 106 and Section 106 Agreement Documents.</i>		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
9/22-10/22	Determination of Eligibility for the Hale Boggs Maritime Administration (MARAD) Warehouse, New Orleans, LA. <i>Architectural Historian.</i> Determination of NRHP eligibility of federal warehouse.			
02/22-8/22	Scotlandville Historic Structures Survey Report, East Baton Rouge Parish, LA. <i>Architectural Historian.</i> Creation of a NRHP Multiple Property.			
05/12-05/22	I-10 Calcasieu River Bridge Replacement (H.003931.5), Lake Charles, LA. <i>Architectural Historian.</i> Replacement of Interstate Highway bridge.			
12/20-12/20	Determination of Eligibility for the Acre Road Housing Development, Marrero, LA. <i>Architectural Historian.</i> Determination of NRHP eligibility of housing development.			
12/19-3/20	Plank-Nicholson Bus Rapid Transit Project, Baton Rouge, LA. <i>Architectural Historian.</i> Rapid transit project for FTA.			
02/16-08/18	Florida Avenue Expressway (H.005720), New Orleans, LA. <i>Archaeologist and Historian.</i> Directed archaeological survey, historian. Widening of highway to create expressway.			
07/17-01/18	US 190/LA 415 Interchange Improvements (H.000358), West Baton Rouge Parish, LA. <i>Architectural Historian.</i> Interchange improvements.			
06/15-03/17	US 61 Port Gibson Bypass, Claiborne County, MS. <i>Archaeologist and Historian.</i> Construction of bypass around town for MDOT.			
10/15-05/16	Dijon Drive Extension (H.0012233), Baton Rouge, LA. <i>Architectural Historian.</i> Directed archaeological survey, historian. Construction of connector road.			
05/14-01/16	LA 23 Happy Jack to Port Sulphur (H.001399), Plaquemines Parish, LA. <i>Archaeologist and Historian.</i> Directed archaeological survey, historian. Highway improvements.			
05/12-03/17	Statewide Historic Bridge Inventory (H.007020), LA. <i>Architectural Historian.</i> Inventory of historic bridges in Louisiana.			
04/08-10/10	Front Street Natchitoches Improvements (700-35-0123) Natchitoches Parish, LA. <i>Archaeologist and Historian.</i> Directed archaeological survey, historian. Improvements to brick street.			


Firm The Lakvold Group, LLC			
	Angela Lemoine-Lakvold, MAI, SRA, R/W-AC (MPR 10) Real Estate Appraiser	Years of Relevant Experience with this Employer	23
		Years of Relevant Experience with Other Employer(s)	14
Degree(s) / Years / Specialization	BS/1985/Business and Public Administration • MBA/1998/Masters of Business Administration • Numerous Specialized Appraisal Classes and Seminars		
Active Registration Number / State / Expiration Date	Louisiana State Certified General Appraiser #G0575/LA/12.31.2023 • MAI/1995 • SRA/1993 • R/W-AC/Appraisal Certification International Right-of-Way Association		
Year Registered	1992	Discipline	General Real Estate Appraiser
Contract Role(s) / Brief Description of Responsibilities	MPR 10. Conceptual Stage Relocation Plan. <i>Angie has worked as an appraiser for the LADOTD since 1986 and focuses on infrastructure and litigation appraisals. She will provide the conceptual stage relocation plan.</i>		

Experience Dates	Experience and qualifications relevant to the proposed contract.
11/20–03/22	LADOTD, SPN H.004791, LA 23, Belle Chasse Bridge & Tunnel (HBI), Plaquemines Parish and Jefferson Parish, LA. <i>Real Estate Professional.</i> Angela completed an appraisal for the acquisition of the right-of-way for project construction.
03/20–06/20	LADOTD, SPN H.009932/H009932, US 80 Widening: Vancil Road to Well Road, Ouachita Parish, LA. <i>Real Estate Professional.</i> Angela completed the Conceptual Relocation Plan to be included in the EA. The plan included viewing the project area, analyzing real estate impacts, determining potential relocations, and researching the market area and real estate inventory.
07/19–09/17	LADOTD, SPN H.000284/H.00289/H000284 and H000286, US 90 Pearl River Bridges, Route US 90, St. Tammany Parish, LA, and Hancock County, MS. <i>Real Estate Professional.</i> Angela completed the Conceptual Stage Relocation Plan to be included in the EA.
12/16–04/17	LADOTD, SPN H.007970/12-CS-HC-0043, Old Hammond Highway (LA 426), Segment 1, East Baton Rouge Parish, LA. <i>Real Estate Professional.</i> Angela completed the Conceptual Stage Relocation Plan to be included in the EA.
01/17–08/20	LADOTD, SPN H.012308, Cook Road Improvements, LA 16 to Juban Crossing, Livingston Parish, LA. <i>Real Estate Professional.</i> Angela completed a Conceptual Stage Relocation Plan to be included in the EA and completed the appraisals for the acquisition of the right-of-way for construction.
05/19–08/19	LADOTD, SPN H.001271, Cane River Bridge Church Street, Route LA1-X, Natchitoches Parish, LA. <i>Real Estate Professional.</i> Angela completed a Conceptual Stage Relocation Plan to be included in the EA.
01/18–08/19	LADOTD, SPN H.011670, F.A.P. No. H011670, Interstate 10/Loyola Interchange Improvements, Jefferson Parish, LA. <i>Real Estate Professional.</i> Angela completed the Conceptual Stage Relocation Plan to be included in the Environmental Assessment and completed the appraisal of the advanced acquisition of the Red Roof Inn Hotel.
03/19–06/20	LADOTD, SPN H.007811/007811, Comite River Diversion Canal, East Baton Rouge Parish, LA. <i>Real Estate Professional.</i> Angela completed appraisals for the acquisition of right-of-way for the construction of the Comite River Diversion Canal.
05/19–09/19	LADOTD, SPN H.011670/3-22-0006-110-2018, Runway 13-31 Safety Area, R.P.Z. Runway Improvements, LA Highway 67/Plank Road, Phase I, East Baton Rouge Parish, LA. <i>Real Estate Professional.</i> Angela completed an appraisal for the acquisition of the right-of-way to relocate Plank Road to accommodate expansion of the Baton Rouge Metropolitan Airport.
11/16–05/20	LADOTD, SPN H.012290/H.012290/09CSUS0041, Pecue Lane/I-10 Interchange, East Baton Rouge Parish, LA. <i>Real Estate Professional.</i> Angela completed the appraisals for the acquisition of the right-of-way for project construction. Appraisals were completed in phases.


Firm AECOM Technical Services, Inc.			
	Gregory Trahan, PE, RSP₁ (MPR 11) Roadway Engineer	Years of Relevant Experience with this Employer	17
		Years of Relevant Experience with Other Employer(s)	1
Degree(s) / Years / Specialization	BS/2005/Civil Engineering		
Active Registration Number / State / Expiration Date	PE.0036041/LA/03.31.2025 • #833/RSP ₁ /NA • Highway Safety Manual Workshop • 2015 ATSSA Certified–Traffic Control Technician/Supervisor/Flagger • 2016 ATSSA Certified–High Friction Surface Treatment Inspection & Installation • LADOTD Traffic Process and Report Parts 1,2, and 3 (2018) • 2019 ATSSA Certified–Traffic Control Supervisor Refresher		
Year Registered	2011	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	MPR 11. Roadway Design. <i>Gregory is a civil engineer with experience working with on roadway design teams. He has worked hard delivering credible and quality projects for AECOM since graduating college. During his time with AECOM, Gregory has served as a project engineer and project manager for many transportation, planning, design, specification, and construction projects. He was elected President of the Baton Rouge Louisiana Engineers Society in May 2020.</i>		

Experience Dates	Experience and qualifications relevant to the proposed contract.
08/22–Present	MDOT, US 49, Orange Grove Boulevard to St. Charles Street, Harrison County, MS. <i>Project Manager, Engineer.</i> Gregory is managing the overall project design and coordination with MDOT and subconsultants. This project consists of converting two median turn locations into directional left turns with a mill and overlay on the remaining six lanes of traffic. In addition to the road work, roadway drainage was altered to collect the runoff from the new drainage patterns.
09/17–Present	Coastal Protection and Restoration Authority, LA 23 Over Mid-Barataria Sediment Diversion, Plaquemines Parish, LA. <i>Project Engineer.</i> Gregory assisted in the design plans for the new bridge and roadway structure over the new sediment diversion. The project consists of a new concrete precast girder bridge, approximately 2,200 feet in length, and the connecting asphalt roadway. Design plans include plan and profile sheets, drainage plan and profile sheets, and sequence of construction plans. Multiple construction activities will be conducted at one time. The sequence of construction is a critical element of design to manage traffic and maintain roadway operations even if evacuation routes would be required.
05/20–Present	Jones Creek Road Extension, Segment 1A, Jefferson Highway to Airline Highway, City of East Baton Rouge, East Baton Rouge Parish, LA. <i>Project Manager.</i> Gregory prepared the Traffic, Phase I, Cultural Resources, and Wetland reports for the Design Report. The traffic analysis required for this segment of Jones Creek Road Extension includes the study of a major arterial road in Baton Rouge, Airline Highway (US 61). Gregory assisted in the data collection of Airline Highway, which included 7-day and 24-hour approach counts with classification, and turning movement counts. In addition, he collected the crash data required to analyze the existing crash analysis report. At this time, AECOM is continuing to work on No-Build and Build volumes to provide future Build Analysis
05/14–Present	LADOTD, Earhart Expressway Extension to US 61, Jefferson Parish, LA. <i>Project Engineer.</i> Gregory is assisting with a traffic study involving the new extension of the Earhart Expressway, a six-lane urban freeway, to Airline Drive, a four-lane highway, for a total of 10 lanes. The study will include analyzing existing and future conditions along the US 61 (Airline Highway) and LA 3154 (Dickory Avenue). As part of this project, Gregory is analyzing design alternatives, traffic data collection (speed and vehicular classification) along the corridor, and crash data.

02/07–06/10	Baton Rouge Department of Public Works, Siegen Lane (LA 3246) Improvements, Highland Road to 650 Feet south of Perkins Road, Baton Rouge, LA. <i>Project Engineer.</i> Gregory assisted in the design and plan development to widen a 1.18-mile segment of Siegen Lane to a four-lane boulevard. Tasks include the geometric design of the roadway, subsurface drainage, and the development of the sequence of construction. The drainage area encompassed approximately 225 acres. A study was conducted on the multiple detention ponds, using a pond modeling program to determine if the box culvert system would need to be upgraded. A HEC-RAS model was conducted on an existing drainage ditch crossing Siegen Lane so the proposed drainage would not exceed the existing tail water elevation. The sizing and spacing of culverts and inlets was determined using the LADOTD HYDRWIN hydraulics program. Gregory prepared quantities and cost estimates.
11/04–12/07	LADOTD, SPN 700-92-0016, Florida Avenue Bridge over IHNC, New Orleans, LA. <i>Project Engineer.</i> Gregory assisted in the geometric design of two interchange ramps connecting to Florida Avenue Bridge and two relocated parking areas for two major public installations in the project area. He assisted in the design of girder splices for the steel main span alternative. He also assisted in the preparation of quantity calculations and cost estimates for the steel main span alternative.
05/13–Present	LADOTD, SPN H.001779.5, Red River Bridge at Jimmie Davis Highway (LA 511) EA, Bossier and Caddo Parishes, LA. <i>Project Engineer.</i> Gregory assisted in preparing a feasibility study to widen the existing crossing of the Red River along Jimmie Davis Bridge and to connect shared-use bicycle and pedestrian paths on each side of the river. Tasks included a geometrics study of highway and interchange ramps to produce three feasibility alternatives.
05/01–04/13	LADOTD, Safety Retainer Contract, LA 935 Feasibility Study, Ascension Parish, LA. <i>Project Engineer.</i> Gregory performed a Stage 0 on a segment of LA 935 from LA 431 to LA 22. He developed a conceptual alternative for the realignment of LA 935, including the typical section, design criteria, plan, and cost estimate. The road paralleling Black Bayou was realigned approximately 20 feet off the original alignment. This realignment allowed for the road to be widening to 12-foot lanes and add shoulders to provide a recovery area for drivers. AECOM also performed a cost analysis to ensure the feasibility of a build/no-build condition, minimize required right-of-way, and/or acquisition of properties.
05/10–09/12	LADOTD, SPN H.005171.1, I-49 Study to Identify Interim Improvements for Safety & Efficiency, St. Mary Parish, LA. <i>Project Engineer.</i> Gregory aided in identifying roadway projects that can provide increased capacity or improved safety along the existing US 90 corridor. Some of the improvements may upgrade portions of US 90 to interstate standards.
04/12–06/14	Safety Retainer Contract, US 167 Corridor Study, Lafayette Parish, LA. <i>Project Engineer.</i> Gregory provided crash analysis and environmental inventory associated with the US 167 Corridor Feasibility Study. He collected and analyzed data to identify trends and determine overrepresented crash types. He developed collision diagrams and used Crash Modification Factors to analyze safety countermeasures proposed for each alternative. The study considered a 0.75-mile segment of a heavily traveled, heavily developed narrow five-lane urban roadway with semi-continuous bicycle lanes that has moderate use and a major intersection.
12/01–04/17	LADOTD, Safety Studies Retainer Contract, Low Cost Safety Improvements, Statewide, LA. <i>Project Engineer.</i> Gregory assisted in the preparation of Safety Improvement Plans (SIP) for 282 systemic curves located throughout Louisiana. The tasks associated with this project include site visits to the curves, plan preparation of safety countermeasures for each curve, cost estimates for the plan set, and a pre-construction meeting with each DOTD district. Each site visit includes a ball bank test, photo, and an existing conditions documentation of each curve. The plan preparation includes deriving safety countermeasures at each curve location, preparing a letter size plan set of the safety countermeasures, including the Crash Modification Factors (CMFs) within the plan sheet, and preparing cost estimates for the safety countermeasures. After the completing each letter size plan sets, a meeting was held with each District to discuss countermeasures.


Firm AECOM Technical Services, Inc.			
	John (Ford) Galtney, PE (MPR 11)		Years of Relevant Experience with this Employer
	Senior Roadway Engineer		Years of Relevant Experience with Other Employer(s)
Degree(s) / Years / Specialization		BS/1996/Civil Engineering	
Active Registration Number / State / Expiration Date		PE.0029031/LA/09.30.2024	
Year Registered		2000	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		MPR 11. Roadway Design. Ford will support the project manager and other team members with roadway design services during the environmental process. Ford served as a design engineer for 21 years for the LADOTD and knows the Department's standards and processes.	

Experience Dates	Experience and qualifications relevant to the proposed contract.
03/08–06/17	LADOTD, Traffic Engineering Development, Design Development Unit. LADOTD Roadway Engineer. Ford provided state highway and other co-agency project reviews and design guidance through various stages to construction. He assisted in development and interpretation of state guidelines to the transportation community.
03/02–03/04	LADOTD, Juban Road Interchange at I-12, Livingston Parish, LA. LADOTD Roadway Engineer. Ford developed design plans, providing interstate access to I-12 from Juban Road in Livingston Parish. The work involved coordinating with various DOTD sections, including planning, survey, right-of-way, environmental, utility, geotechnical, bridge, construction, and hydraulics to maintain the project on time and within budget
05/06–03/08	LADOTD, LA 70, Pierre Part, Assumption Parish, LA. LADOTD Roadway Engineer. This project widened LA 70 from two to three lanes in Pierre Part, including converting 1 mile of open ditches to subsurface drainage and adding a continuous center turn lane, curb and gutter, and sidewalks. The work involved coordinating with various LADOTD sections, including planning, survey, right-of-way, environmental, utility, geotechnical, bridge, construction, and hydraulics to maintain the project on time and within budget
03/04–03/06	LADOTD, US 190 Reconstruction LA 983 to LA 1. LADOTD Roadway Engineer. This project reconstructed and widened 7 miles of US 190 to include a 50-foot median. The work involved coordinating with various LADOTD sections, including safety, survey, right-of-way, environmental, utility, geotechnical, bridge, construction, and hydraulics to maintain the project on time and within budget.
03/06–03/08	LADOTD, US 371 I-49 to LA 1. LADOTD Design Engineer Supervisor. This project extended US 371 from LA to I-49. Work included a new two-lane highway and widening and overlay of a section of existing LA 177 to become US 371. Additional work included environmental obstacles, minor rescoping of project limits, existing highway realignment, turn lanes, flood plain investigation, and changes to an existing railroad crossing.
06/96–06/98	LADOTD, State Route in Laplace, LA. LADOTD Roadway Engineer. This project converted US 61 to five lanes through Laplace. Work included existing median removal, pavement widening, turn lanes, installation of side access control features, and asphalt overlay.
03/98–03/02	LADOTD, LA 435 Bridges, St. Tammany Parish, LA. LADOTD Roadway Engineer. This project replaced three bridges with two bridges and a box culvert on LA 435. This included minor roadway realignment to ease constructability phasing, vertical alignment raising, and environmentally sensitive wetlands.
03/00–03/02	LADOTD, LA 16 Bridges, Washington Parish, LA. LADOTD Roadway Engineer. This project replaced two bridges on LA 16. Work included minor rescoping of project limits, split slab construction, temporary signals, and coordination of construction phasing to have both lanes open during the Parish fair.

Firm AECOM Technical Services, Inc.		
 Daniel Helms, PE, PTOE, RSP₂₁ (MPR 12) Principal Highway Safety and Traffic Engineer	Years of Relevant Experience with this Employer	3
	Years of Relevant Experience with Other Employer(s)	19
Degree(s) / Years / Specialization	ME/2003/Civil Engineering • BS/1998/Civil Engineering	
Active Registration Number / State / Expiration Date	PE.42486/LA/9.30.2024 • PTOE #2820/4.14.2025 • RSP ₂₁ #11/12.09.2025 • ATSSA Traffic Control Technician–LA State Specific/2023 • ATSSA Traffic Control Supervisor –LA State Specific/2023 • LADOTD Traffic Process and Report Parts 1, 2 and 3/2018	
Year Registered	2018	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	MPR 12. Traffic Forecasts/Traffic Safety Analysis. Daniel will use his wealth of experience from his time as traffic safety engineering manager for MDOT, where he developed and managed design projects for intersection improvements, such as roundabouts, RCUTs, and the conversion of traffic signals to flashing yellow arrow (FYA). Daniel also developed several low-cost safety improvement projects that deployed systemic treatments. These projects were based upon projects being developed by LADOTD, at the time.	


Experience Dates	Experience and qualifications relevant to the proposed contract.
06/20–05/22	TxDOT, Loop 1604 and I-10 Schematic and Interchange Access Justification Report (IAJR), San Antonio, TX. Senior Traffic Engineer, Highway Safety Technical Lead. Daniel was responsible for the development and technical quality review in the design and layout of overhead signing for a 20-mile section of freeway. The work included relocating signs for clear and concise understanding for the roadway user. He was also responsible for the Enhanced Interchange Safety Analysis Tool (ISATe) predictive safety analysis for an IAJR for the upgrade of a major system interchange in northwest San Antonio. The IAJR was approved in 2022.
02/20–07/22	TxDOT, I-35W at US 67 IAJR, Alvarado, TX. Senior Highway Safety Technical Lead. Daniel was the highway safety lead for the development of an IAJR for this project that will remove an old left-hand ramp, improve mainline I-35W geometry, revise off/on-ramp sequencing, and convert frontage roads to one-way operations. The IAJR analyzes the impacts to mainlanes, frontage roads, and frontage road cross streets both in terms of traffic operations but also safety. Predictive safety analysis was used to develop a comparative analysis to evaluate the impact to safety, which concluded that safety would not be negatively impacted by the project. The team also worked in collaboration with TxDOT to revise the location of ramp termini and surface streets intersections to improve functionality and safety. The IAJR was approved in 2022.
04/18–01/20	LADOTD, I-10 Interchange Modification Report (IMR) and Interstate Justification Report (IJR), Ascension Parish, LA. Project Manager, Traffic Engineering Task Lead. Daniel managed the IMR/IJR study for three interchanges on an urban interstate, using the LADOTD Traffic Engineering Process and Report. He led development of the traffic analysis, including defining the methodology to develop design year volumes, development and high-level evaluation of interchange concepts, and coordinating with outside consultants that were developing a Feasibility Study for an intersecting route.
09/20–Present	City of Baton Rouge, Feasibility Study and Report/TEPR, College Drive, Parish of East Baton Rouge, LA. Traffic Task Lead. This roadway enhancement project will improve traffic operations and safety along a congested urban corridor. Daniel works with a group of subconsultants on the development and documentation of various traffic operations and safety analyses, and provides quality checks to work prior to submittal. This project requires adherence to LADOTD’s Traffic Engineering Process and Report.

02/19–01/20	<p>LADOTD, Barksdale Interchange Design-Build, Bossier City, LA. <i>Senior Transportation Engineer.</i> This design-build project was to construct a new controlled access roadway, connecting at the I-20, I-220 interchange in northwest Louisiana. Mr. Helms was responsible for: the development of the signing plans, including overhead and ground mounted signs, detour plans development of and providing quality control for the project's IMR and the Transportation Management Plan (TMP). The project required coordination with state, federal and military stakeholders.</p>
04/18–01/20	<p>LADOTD, I-10 Interchange Modification Report (IMR) and Interstate Justification Report (IJR), Ascension Parish, LA. <i>Project Manager and Traffic Engineering Task Lead.</i> Daniel managed this study for three interchanges on an urban interstate, using the LADOTD Traffic Engineering Process and Report. He led this effort to develop the traffic analysis, which included defining the methodology to develop design year volumes, a high-level evaluation of interchange concepts, and coordinating with outside consultants who were developing a Feasibility Study for an intersecting route.</p>
02/20–Present	<p>MOVEBR Jones Creek Road Extension, Segments 1A and 1B, City-Parish of East Baton Rouge, LA. <i>Traffic Task Lead.</i> This roadway project will extend a suburban arterial from its current terminus to Airline Highway. Daniel is responsible for the development of the traffic analysis, looking at different alternatives, including signalized intersections, roundabouts, and alternative intersections. This project follows LADOTD's Traffic Engineering Process and Report, coordinating analysis work with the City-Parish and LADOTD. He also leads the development of Appendix C – Existing Safety Analysis, which uses the Crash1 and Crash3 databases to conduct spot-specific and segment crash analysis, using the CATScan tool.</p>
06/07–12/17	<p>Traffic Safety Engineering Manager, Mississippi Department of Transportation (MDOT). <i>Program Manager.</i> As day-to-day manager of the traffic safety engineering program, Daniel performed site review, crash data analysis, benefit-to-cost analysis, countermeasure development and selection, design contract scope development and contract review, and design project management, including design and plan review. He managed several traffic signal projects, which included the crash data analysis, countermeasure selection, design, benefit-to-cost analysis, and traffic signal analysis, including signal timings, warrant analysis, and capacity analysis. These projects include:</p> <p>Standalone Traffic Signal Analysis, Warrant Analysis, and Design for Signal Upgrades and New Signals in Rural and Urban Settings • SR 18 at Midway Road • SR 18 at Palestine Street/Seven Springs Road • SR 53 at Canal Road/Mark West Road • SR 53 at County Farm Road/Shaw Road • SR 63 at SR 614/Wade Vancleave Road • US 72 at Alcorn County Roads 218/306 • SR 18 at Hinds Boulevard/Raymond Lake Road • US 45 at Hamilton Road • US 45 at Ripley Road • US 45 at Pratts Road • US 45 at Southwest Avenue • US 84 at Auburn Road • US 61 at Delta View Road • US 61 at Oak Ridge Road • US 98 at Beaver Dam Road • US 98 at SR 198/Rocky Creek Road</p> <p>District 1 Intersection Systemic Safety Project • Using a homogenous analysis as a starting point, MDOT developed a list of 100+ intersections throughout the state system where a crash was reported. Doing further data mining, MDOT developed an analysis looking at specific risk factors at each intersection – Angle crashes, left turn crashes, and the overall severity of the crashes. Using this data, a scoring system was developed to break intersections into four classes – one of the classes indicated intersections that needed standalone projects. Each class had a different set of treatments including, but not limited to, retroreflective stop sticks, new signage and striping, upsized intersection warning signs, flashing beacons, etc.</p> <p>SR 613 Curves Systemic Safety Project • SR 613 is a Rural Major Collector in George and Jackson counties. This route has several tight, abrupt curves and has been the of fatal and serious injury crashes. Due to the large number of curves, realignment of the route, or even a handful of the worst curves, is not feasible with limited safety funds. This project reviewed 34 curves in a 29.5-mile distance. Using geometric data, MDOT divided the curves into four classes – one of the classes was no treatment, based on the curve's radius. Each class had a different set of treatments including, but not limited to, updated signage, new striping, upsized curve warning signs with an advisory speed plaque, flashing beacons, high friction surface treatment, etc.</p>

Firm Gresham Smith		 Herbert (Bert) Moore, II, PE, PLS, PTOE (MPR 12) Project Executive and Project Manager		Years of Relevant Experience with this Employer	8
				Years of Relevant Experience with Other Employer(s)	16
Degree(s) / Years / Specialization		BS/1999/Civil Engineering			
Active Registration Number / State / Expiration Date		PE.0031065/LA/09.30.2024 • PLS.5043/LA/09.30.2024 • PTOE #2728/09.30.2024 • LADOTD Traffic Engineering Process & Report – Modules 1, 2, and 3 • USDOT FHWA DPFA Certification • 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			
Year Registered		2004 (PE) • 2010 (PLS) • 2009 (PTOE)	Discipline	Civil Engineering • Land Survey • PTOE	
Contract Role(s) / Brief Description of Responsibilities		MPR 12. Project Executive, Project Manager. Bert will provide overall contract management and direction for the Gresham Smith team, and will lead or support the team with a number of tasks as needed.			

Experience Dates	Experience and qualifications relevant to the proposed contract.
03/16–10/17	LADOTD, Traffic Engineering Retainer Contract, TO #1, Farmerville State and Local Road Traffic Study, Farmerville, LA. Project Executive. Gresham Smith was selected to perform a formal traffic study of all the intersections (57) within and around Farmerville. The project included data collection, crash review, development of growth rates, developing alternatives, analysis of existing and proposed conditions and benefit/cost analysis. Bert was responsible for the overall study and led meetings with local officials and agencies.
10/28–Present	LADOTD, Traffic Engineering Retainer Contract, TO #6, LCG Adaptive Traffic Signal System, Lafayette, LA. Project Executive. Gresham Smith was selected to develop an Adaptive Traffic Signal network for the Lafayette Consolidated Government, which involved upgrading 190 traffic signal controllers. In addition, 78 traffic signals will be upgraded to become adaptive traffic signals. This will be the largest adaptive traffic signal system installed within the state of Louisiana. This project includes field inspection of 190 traffic signals, design plans for 78 adaptive signals, implementation of a new EVP system, integration support, and before travel studies. Bert was responsible for quality assurance and verifying the technical adequacy of the plans.
05/17–03/19	LADOTD, Traffic Engineering Retainer Contract, TO #2, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study, Lake Charles, LA. Project Executive. 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 to evaluate the proposed interchange design. The project included data collection, development of growth rates, leading the road safety assessment, developing and calibrating an existing VISSIM model, and evaluation of the proposed alternative. Bert was responsible for the overall study, overseeing data collection, conducting safety analysis, development of VISSIM models, development of alternatives and the report.
05/18–12/21	LADOTD, LA 37, Sullivan Road to Liberty Road Stage 0 Feasibility Study, Baton Rouge, LA. Project Executive. Gresham Smith collected and reviewed over 580 crash reports over a span of 3 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. Crash reports were reviewed and evaluated using the LADOTD safety triage and the safety toolbox. Traffic analyses were performed using mainly HCS and Synchro and other software tools as needed. Gresham Smith reviewed historic traffic volumes counts and TransCAD models and performed an extensive count analysis to develop regional growth rates for the study area. Bert was the supervising professional who was responsible for the traffic and safety portions of the study.


10/17–04/18	<p>LADOTD, Traffic Engineering Retainer Contract, TO #4, I-10 at US 90 Lockmoor Bridge Transportation Management Plan (TMP), H.013076.5-1, Lake Charles, LA. <i>Project Executive.</i> LADOTD oversaw the design of planned bridge maintenance of the US 90 bridge that operates as an on ramp to I-10 eastbound. This bridge crosses over mainline I-10 for both the eastbound and westbound directions as well as the westbound off ramp and eastbound on ramp to/from PPG drive. Gresham Smith was selected to develop the TMP to identify the challenges and strategies to address these challenges to minimize the traffic delays associated with the lane closures, demand volumes, and incidents within the construction limits. Bert oversaw the traffic and crash analysis and the TMP documentation.</p>
05/17–01/19	<p>LADOTD, Traffic Engineering Retainer Contract, TO #3, US 171 MLK Boulevard Traffic Study, Lake Charles, LA. <i>Project Executive.</i> Gresham Smith was selected to develop a calibrated VISSIM model for existing conditions and the future no-build conditions along US 171 in Lake Charles. Alternative improvements were recommended and modeled to determine the best solutions to improve the corridor. The project included data collection, development of growth rates, developing and calibrating an existing VISSIM model and evaluation and development of alternatives. Bert's role was to oversee data collection, develop a data collection report, perform the safety analysis, develop VISSIM models for 6 alternatives and calibrate the models, develop presentation material for the public meeting and development of the final report.</p>
04/18–05/19	<p>LADOTD, Traffic Engineering Retainer Contract, TO #5, I-10 TMP West of LA 108 to I-210 Interchange TMP, Lake Charles, LA. <i>Project Executive.</i> Gresham Smith developed a TMP for the Rubbelization and Overlay on I-10 between I-210 and the LA 108 Interchange in Lake Charles. This project included the mill and overlay of I-10, widening two flat deck bridges on I-10 to add a lane, and replacing all of the concrete panels on I-10 through the LA 108 interchange. To replace the concrete panels on I-10, traffic was moved to a C/D road within the interchange and cloverleaf ramps were closed during construction. Two temporary traffic signals were designed to facilitate traffic at this interchange. This project included data collection and queue and safety analyses and traffic signal design. Bert was responsible for the overall study including overseeing the data collection review, conducting the queue and safety analysis, implementing the proper traffic control plans, development of the TMP report, the design of two temporary traffic signals and QA/QC.</p>
05/21–Present	<p>MOVEBR, LA 30 (Nicholson Drive) Segment 2, Baton Rouge, LA. <i>Project Executive.</i> Gresham Smith is performing a traffic study for capacity improvements along LA 30 (Nicholson Drive) from Lee/College Drive to Bluebonnet Boulevard in Baton Rouge. The project includes data collection, safety analysis, and existing and future analysis.</p>

Firm AECOM Technical Services, Inc.			
	Kordel Braley, PE, PTOE (MPR 12) Senior Traffic Engineer	Years of Relevant Experience with this Employer	5
		Years of Relevant Experience with Other Employer(s)	12
Degree(s) / Years / Specialization		MS/2007/Civil & Environmental Engineering • BS/2005/Civil & Environmental Engineering	
Active Registration Number / State / Expiration Date		PE.0047329/LA/03.31.2025 • PE.74019/AZ/09.30.2024 • PE.0059687/CO/10.31.2023 • PE.19035/ID/02.28.2025 • PE.021556/NV/12.31.2024 • PE.134770/TX/03.31.2025 • PE.7705675/UT/03.31.2025 • PTOE/#3173	
Year Registered		2022 (LA) • 2021 (AZ) • 2021 (CO) • 2019 (ID) • (2011) NV • 2019 (TX) • 2010 (UT)	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		MPR 12. Traffic Engineer. <i>Kordel is a senior traffic engineer with extensive experience in transportation analysis. He specializes in the development and application of complex microsimulation models such as VISSIM to help planners, designers, and decision-makers create safe and efficient projects. In Texas, Kordel has led or assisted in the development of several Interchange Access Justification Reports (IAJRs). With the recent update of the FHWA Traffic Analysis Toolbox (TAT) Volume III, Kordel has worked proactively with TxDOT's DES Div to perform new types of analysis, including cluster analysis and statistical evaluation of alternatives to provide a more data-driven approach to traffic analysis.</i>	


Experience Dates	Experience and qualifications relevant to the proposed contract.
07/21–10/22	TxDOT, I-10/I-410 (North) Interchange Evaluation, San Antonio, TX. <i>Traffic Task Lead.</i> Kordel providing preliminary analysis of the I-10/I-410 interchange evaluation in northern San Antonio. AECOM is evaluating several options for this interchange and approach legs and developing a preferred alternative to advance to the schematic/ENV phase. Kordel led the traffic team in using innovative analysis procedures to evaluate existing and future no build conditions and assist in the development of alternatives. Kordel worked collaboratively and proactively with the other discipline leads to identify and document issues and develop and analyze potential options.
06/19–Present	TxDOT, LP 1604, FM 1346 to FM 1303, San Antonio, TX. <i>Lead Traffic Engineer.</i> Kordel provided traffic design, including capacity analysis of segments and intersections using HCS and Synchro. He collected and processed traffic from active and passive sources, developed traffic forecasts, and analyzed travel times, delay, and LOS. He also supported design of signing and pavement marking, performed traffic engineering at intersections, supported environmental analysis, and oversaw predictive safety analysis.
10/18–Present	TxDOT, LP 1604 and I-10 Schematic and IAJR, San Antonio, TX. <i>Lead Traffic Engineer.</i> Kordel is the traffic lead for the development and calibration of a VISSIM model for over 20 miles of freeway and frontage road corridor in northern San Antonio. The model was used to evaluate numerous scenarios and to prepare a draft IAJR for the I-10 interchange area. The IAJR also included a detailed crash analysis and predictive safety analysis using ISATe. The IAJR was approved by FHWA in 2022. Kordel is now leading efforts to analyze dozens of traffic control plans for construction of this project ensuring safety of all modes.
09/19–07/22	TxDOT, I-35W at US 67 IAJR, Alvarado, TX. <i>Lead Traffic Engineer.</i> Kordel developed an IAJR for this project that improves safety and operations to I-35W near US 67 in Alvarado. The IAJR analyzes the impacts to mainlanes, frontage roads, and frontage road cross streets both in terms of traffic operations but also safety. The IAJR was approved in 2022.
07/20–Present	TxDOT, Oak Hill Parkway Design Build, Austin, TX. <i>Lead Traffic Engineer.</i> Kordel provided traffic analysis and development of VISSIM models for maintenance of traffic phases and steps for this freeway construction project, which involves the reconstruction and widening of US 290 from the east end of Circle Drive to Loop 1 (MoPac) and SH 71 from US 290 to Silvermine Drive in Travis County.

06/18–Present	<p>Lehi City, On-Call Traffic Engineering Support, Lehi, UT. <i>Project Manager, Traffic Engineer.</i> Kordel works with Lehi City on an on-call basis to provide traffic engineering support for its Engineering and Public Works departments. Work tasks include traffic signal warrants, pedestrian studies, safe routes to school studies, and speed studies. One larger task order included identifying and prioritizing several gaps in pedestrian facilities in the northeast portion of Lehi. With the opening of a new high school, the city desired to improve conditions for pedestrians. In addition to making several recommendations for controlled and uncontrolled pedestrian crossings, Kordel also helped identify gaps in sidewalk facilities and developed a simple and transparent prioritization process to assist the City in completing these missing portions.</p>
04/15–06/18	<p>UDOT, Traffic Study Support, Statewide, UT. <i>Project Manager, Traffic Engineer.</i> Kordel led efforts in assisting the Division of Traffic and Safety in performing traffic studies on an on-call basis. Comprehensive traffic studies were required to be delivered on short notice, usually within 1 week of request. Over a 3-year period, Kordel's team completed nearly 300 studies, including signal warrants, HAWK warrants, advanced warning system warrants, left-turn studies, pedestrian crosswalk studies, speed studies, passing zone studies, and advisory curve speed studies. These studies were performed across all four regions in Utah. Individual tasks on these studies included data collection, analysis, report preparation, and coordination with the UDOT review team, who is responsible for approving the final studies. These studies also included a cursory safety review using data from UDOT's web-based crash portal (Numetric). Kordel also assisted the project team in evaluating and creating analysis methodologies, such as a warranting process for advance signal system installation, left-turn phasing, and pedestrian crossings. As a result, Kordel has collaborated with other consultants and UDOT staff to deliver quality traffic and safety engineering studies to the UDOT regions. (, Previous Firm)</p>
04/20–10/21	<p>Wasatch Front Regional Council, Local Link Alternatives Analysis, Salt Lake City, Millcreek, and Holladay, UT. <i>Deputy Project Manager, Lead Traffic Engineer.</i> Kordel provided traffic engineering services for this alternatives analysis of transit along 1300 East and Highland Drive in Salt Lake City, Millcreek, and Holladay. He participated in the development of travel times and preparation of ridership estimates for several options, including light rail transit, bus rapid transit, streetcar, and enhanced bus along two alignments. VISSIM models will also be used to evaluate alternatives.</p>
04/21–08/21	<p>Benefit-Cost Analysis for US 101/Hearn Avenue Interchange Project, Santa Rosa, CA. <i>Lead Traffic & Safety Engineer.</i> Kordel assisted in the preparation of this report in support of the RAISE Funding Application. He analyzed both traffic and safety data to quantify the economic benefit of adding vehicle, bike, and pedestrian capacity to the Hearn Avenue Interchange. The addition of capacity to a US 101 exit ramp was also considered as queued vehicles currently extend onto SB US 101. The analysis included both predictive safety analysis as well as the evaluation of crash modification factors (CMFs) from the Highway Safety Manual (HSM). Kordel also evaluated the benefits due to delay savings and air quality improvement in the region due to the proposed changes.</p>
07/19–01/21	<p>Wasatch Front Regional Council, Comprehensive Strategic Mobility Plan, South Salt Lake City, UT. <i>Project Manager.</i> Kordel managed South Salt Lake City's first transportation master plan. Major tasks included public involvement efforts to develop an online survey; leading a goals and visioning workshop with the advisory major committee; developing draft goals, objectives, and policies; coordinating planning efforts with adjacent cities, including Millcreek and Salt Lake City; and developing draft system maps for freight, transit, pedestrian/trails, and bicycle networks. He led the development of scenarios, preparation of a list of catalytic projects, and writing of the draft report. The final strategic plan outlines an integrated mobility system that is safe, accessible, and inclusive for all, and promotes a thriving economy, supports healthy communities, and enhances quality of life.</p>


Staff Experience
Additional Staff
(Alphabetical)

Firm Gresham Smith				
	Kofi Ampofo-Twumasi, EI		Years of Relevant Experience with this Employer	<1
	Engineer Intern		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		MS/2022/Civil Engineering		
Active Registration Number / State / Expiration Date		EI.0035386/LA/09.30.2023		
Year Registered		2022	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Engineer Intern. <i>Kofi will support the traffic analysis and traffic design teams.</i>		

Experience Dates	Experience and qualifications relevant to the proposed contract.
11/22–Present	MOVEBR, Airline Highway, North (Florida Boulevard, I-110)(HUVAL). <i>Engineer Intern.</i> Gresham Smith is preparing a traffic study that includes US 61 (Airline Highway) from the I-110 interchange to the Florida Boulevard interchange. The traffic study is evaluating the widening of US 61 from two lanes to three lanes in each direction in addition to other capacity, safety, and access management improvements that aim to maximize project benefits.
04/22–Present	MOVEBR Contract for Signal Rebuild Phase 2, Group 2 Design Services Parish Synchronization and Communication, Baton Rouge, LA. <i>Engineer Intern.</i> Gresham Smith is providing services through a Master Contract (43075.00 LADOTD-Retainer-ITS CE&I Services-Statewide, Contract 44-11253, TO #011513) to Implement the fiber optic mapping and management system in Lake Charles, New Orleans, and Monoe. The team is providing management throughout the duration of the project for all tasks.
10/20–Present	Ascension Parish, TO #2, LA 621 Realignment Mitigation, Gonzales, LA. <i>Engineer Intern.</i> Gresham Smith is preparing and coordinating a traffic study to analyze existing and future conditions along LA 73 from the I-10 westbound terminal to near Norris Trail and LA 621 corridor from LA 73 to east of L Landy Road to ensure that the mitigation of the realignment of LA 621 will cause no adverse effects to the study area.
08/01–Present	LADOTD, LRSP TO #6, LA-14, US 90 to Power Center Parkway Traffic Report, Lake Charles, LA. <i>Engineer Intern.</i> 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 Parkway. This traffic report is being prepared in conjunction with the DOTD Engineering Directives and Standards Manual (EDSM).


Firm AECOM Technical Services, Inc.			
	Oscar Avila Senior Transportation Designer	Years of Relevant Experience with this Employer	24
		Years of Relevant Experience with Other Employer(s)	12
Degree(s) / Years / Specialization	N/A		
Active Registration Number / State / Expiration Date	N/A		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	Roadway Designer. Oscar is experienced in design and plan preparation of roadway/highway, bridge, rail, drainage, and site development projects involving highway geometrics design (horizontal and vertical), detailing, hydraulics, earthwork, take-offs, cost estimates, bridge detailing, and slab design. He has extensive experience with AASHTO Green Book, DOTD Roadway Design Manual, and Mississippi DOT Roadway Design Manual. He has trained staff on corridor design software such as InRoads, GeoPack, and Civil 3D on both MicroStation and AutoCAD-based platforms. He has extensive experience as the lead CADD coordinator for large projects, for which he has established protocols to efficiently manage, transfer, and maintain CADD files and other documents.		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
05/13–07/15	LADOTD, SPN H.001779.5, Red River Bridge at Jimmie Davis Highway (LA 511) EA, Bossier and Caddo Parishes, LA. Roadway Designer. The project consists of providing engineering and related services required to prepare a Supplemental Environmental Assessment (SEA) in accordance with NEPA, as amended, and the FHWA's regulations and guidelines. Oscar was responsible for geometric design (horizontal and vertical) of at-grade and elevated structures, as well as organizing, preparing, and producing deliverable sets of plans and exhibits for the report and for public meetings.		
09/17–10/18	St. Bernard Port & Terminal Intersection Improvement, Chalmette, LA. Roadway Designer. Oscar was responsible for developing a 3D model of the proposed roadway and will also prepare cross section, plan and profile, detour plans, and typical sections.		
12/13–06/15	LADOTD, SPN H.004367.5, Earhart Expressway Extension to US 61, Route 3139, Jefferson Parish, LA. Roadway Designer. This project included the design of an elevated connection of Earhart Expressway to Airline Drive (US 61) in the vicinity of Lester Avenue, including relocation of the four existing lanes of Airline Drive, construction of additional lanes of Airline Drive, and partial enclosure of Canal No. 6. Oscar's responsibilities included using LADOTD CAD standards, policies, procedures, and guidelines by implementing the LADOTD's required certification softwares such as CadConform to maintain and update CAD detail libraries for several disciplines.		
09/02–12/08	LADOTD, SPN H.005171.1, I-49 South, 26 Stage 0 Interim Improvements for Safety and Efficiency, Raceland to Westbank Expressway, Lafourche, St. Charles, and Jefferson Parishes, LA. Roadway Designer. This project included identifying improvements to the US 90 / I-49 corridor between Raceland and the Westbank Expressway that can be implemented to improve safety and operations pending construction of I-49. These improvements can include partial construction of segments of I-49, rerouting of I-49, and improvements to US 90. Oscar designed and prepared plans showing several horizontal and vertical geometry alternatives.		
05/10–07/15	LADOTD, SPN H.005171.1, I-49 Study to Identify Interim Improvements for Safety & Efficiency, St. Mary Parish, LA. Roadway Designer. The project goal was to identify improvements in the US 90/I-49 corridor in St. Mary Parish, between Ricohoc and Berwick. Those improvements may be implemented to improve safety and operations pending construction of I-49.		


10/00–10/05	LADOTD, SPN H.004273.5, I-49 South Lafayette Regional Airport to LA 88 EIS, Iberia, Lafayette, and St. Martin Parishes, LA. <i>Roadway Designer.</i> Oscar was responsible for creating 3D models of several bridge alternatives, assisting on bridge quantity calculations, and creating project corridor rolls.
02/03–01/08	LADOTD, SPN 700-92-0011, I-49 South, Raceland to Westbank Expressway EIS, Lafourche, St. Charles, and Jefferson Parishes, LA. <i>Roadway Designer.</i> Oscar's responsibilities included geometric design (horizontal and vertical) for Line/Grade Study, analyzing and proposing several alignments, including the design of several complex multi-level interchange alternatives. He also prepared voice/visual-recorded presentation for public hearings. This is a line and grade engineering, public information process, and the development of two EISs, one for each of the two segments of independent utility within the overall project area. Oscar managed and coordinated CADD production and CADD standards among the prime and the subconsultants, including filing maintenance.
11/04–12/07	LADOTD, SPN 700-92-0016, Florida Avenue Bridge over IHNC, New Orleans, LA. <i>Roadway Designer.</i> Oscar's responsibilities included developing horizontal and vertical geometry of the new structure, approaches, and for several ramps that tie to an existing bridge, and detailing. He developed CADD Standards Procedure for the surveyor as well as for the prime and subconsultants, including coordination and supervision of CADD production, setting CADD standards in compliance with the client requirements.
12/15–08/16	Mississippi Department of Transportation (MDOT), SR 172 at Little Yellow Creek and Ellington Branch (Bridge Nos. 0.9), Tishomingo County, MS. <i>Roadway Designer.</i> AECOM prepared Phase A roadway plans for the bridge replacement at Little Yellow Creek (Bridge No. 0.9) and Ellington Branch (Bridge No. 2.3) on SR 172. The Phase A Roadway plans were developed based upon replacing bridges via road closures. Roadway plans conformed to Roadway Design Division's CADD specifications as described in Roadway Design Division's CADD User's Manual. Oscar was responsible for developing a 3D model from the DTM of the proposed roadway and bridges, and prepared cross section, plan and profile, detour plans, and typical sections.
12/15–08/16	MDOT SR 182 Over Vernon Branch (Bridge No. 178.6), Lowndes County, MS. <i>Roadway Designer.</i> AECOM prepared Phase A roadway plans for the bridge replacement at Vernon Branch (Bridge No. 178.6) on SR 182. The roadway plans were developed based upon replacing bridges via road closures. Oscar was responsible for developing a 3D model of the proposed roadway and bridge from the DTM, and also prepared cross section, plan and profile, detour plans, and typical sections.
05/09–09/09	Siegen Lane Improvements (Highland Road to 650 Feet South of Perkins Road), City of Baton Rouge, LA. <i>Roadway Designer.</i> The project goal was to produce a design report and a set of plans and specifications for the construction of a four-lane divided roadway to replace the existing two-lane road. Oscar's responsibilities included design horizontal and vertical geometry of the new roadway, develop CADD standards in compliance with the client requirements, as well as preparing CADD Standard Procedure for the surveyor, coordination, and supervision of project CADD production.
11/08–04/16	I-595 Corridor Improvements, Broward County, FL. <i>Roadway Designer.</i> This design-build project includes 56 bridges, from which a group of five bridges were assigned to the New Orleans office. Besides coordinating the CADD production, Oscar's responsibilities included setting geometrics and producing layout, plan/elevation, sections and detailing drawings of foundation, and substructure and superstructure. This work was produced under a very strict schedule.

Firm AECOM Technical Services, Inc.			
	Jess Billmeyer, PE, PTOE Transportation/Traffic Engineer	Years of Relevant Experience with this Employer	21
		Years of Relevant Experience with Other Employer(s)	30
Degree(s) / Years / Specialization	MS/1998/Civil Engineering • BS/1997/Civil Engineering		
Active Registration Number / State / Expiration Date	PE.35784-6/WI/07.31.2024 • PE10810127/IN/07.31.2024 • PE.114129/TX/03.31.2024 • #1360/PTOE		
Year Registered	2002 (WI) • 2008 (IN) • 2013 (TX)	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	Traffic Engineer. <i>Jess has extensive experience in design and operational analysis of freeways, interchanges, arterials, and intersections. His specialty is combining traffic operations analysis and geometric design sketch planning of freeways and interchanges. He has analyzed, modeled, or designed over 400 miles of freeway and 200 interchanges during his career. His specialized work has included evaluations of numerous types of interchanges, including system interchanges in dense urban environments, tight urban diamonds, single point urban diamonds, diverging diamonds, split diamonds, partial cloverleaves, half cloverleaves, full cloverleaves, trumpets, and "Y"s. Jess is an expert in the FHWA Interstate Access Justification Report (IAJR) process and approvals. He has authored or overseen over 10 IAJs in his career as well as FHWA Safety, Operations & Engineering (SO&E) reports that serve as preliminary IAJs.</i>		


Experience Dates	Experience and qualifications relevant to the proposed contract.
12/12–10/21	Wisconsin Department of Transportation (WisDOT), I-39/I-90 Corridor Management Team, Various Locations, WI. <i>Traffic Lead.</i> Jess led the corridor management team (CMT) overseeing the I-39/I-90 capacity expansion design from Illinois to Madison (more than 45 miles of interstate and 12 interchanges, including the I-39/I-43 interchange and the I-39/USH 12/USH 18 interchange). He was responsible for coordinating all traffic activities on the project, including microsimulation evaluations of major system interchange and overseeing traffic analysis in Paramics, Synchro, and HCS. Coordinated all 12 FHWA interstate access justification reports (IAJR), including IAJs with FHWA Washington DC oversight. He was also responsible for setting geometric design criteria and operational review of three diverging diamond interchanges (DDI) in the corridor at WIS 26, WIS 11, and WIS 81. Involved with public outreach and education on the new DDI design. WIS 11 is the first DDI to open in Wisconsin.
01/14–02/17	WisDOT, I-39/I-90/I-94 Environmental Impact Statement, Madison, WI. <i>Project Manager.</i> Jess managed this EIS to evaluate possible capacity expansion of I-39/I-90/I-94 from Madison to Portage (approximately 35 miles and 15 interchanges). He was responsible for all aspects of the project, including sketch plan geometrics alternative development, traffic analysis (Paramics and Synchro), public involvement, environmental investigation, and document controls. The project evaluated various managed lane alternatives, including a truck lane, HOV/HOT lanes, and reversible lanes. The project also included evaluations and screening of 14 new interchange access points in the urban Madison area. Three new interchanges were advanced for further study based on their potential to get approved IAJs.
01/19–01/21	WisDOT, I-90 Needs Study, Madison to Tomah WI. <i>Project Manager.</i> Jess managed this needs study from Madison to Tomah (approximately 100 miles and 25 interchanges). The project evaluated congestion, safety, pavement, and structure needs in the corridor. The project considered the effect of heavy freight and recreational traffic in the corridor. The study evaluated the traffic congestion impact from future pavement and bridge maintenance activities. The results of the study were used to advance the corridor into the environmental and alternatives evaluation process.

01/06–01/08	WisDOT, Southwest Region, Madison Beltline Needs and Improvement Study, Madison, WI. <i>Lead Traffic Engineer.</i> This corridor study involved 20 miles of urban freeway and 18 interchanges, including system interchanges, cloverleaves, partial cloverleaves, diamond interchanges, and scissors interchanges. Jess developed sketch plan geometrics for short- and long-term interchange improvements. He performed operational and safety analysis in Paramics for all freeway, ramp, and intersections along project corridor. He recommended freeway and interchange short-term improvements to improve operations in the 2020 and 2030 design years. He also prepared a Paramics microsimulation model for the entire corridor and evaluated ramp metering improvements along the corridor.
05/17–01/19	TxDOT, I-45N, Beltway 8 to Loop 336, Planning and Environmental Linkages (PEL) Study, Houston, TX. <i>Senior Technical Leader.</i> This 22-mile urban freeway project included two system interchanges at Beltway 8 and Grand Parkway (SH 99), as well as numerous service interchanges along a one-way frontage way system. The project included development of improvement alternatives, including managed lanes and interchange improvements. It also included stakeholder and public involvement.
01/18–01/19	TxDOT, I-10, I-35 to LP 1604 West, PEL Study, San Antonio, TX. <i>Senior Technical Leader.</i> This 16-mile urban freeway project includes three system interchanges at I-35 downtown, I-410, and LP 1604, as well as numerous service interchanges along a one-way frontage way system. The project included development of improvement alternatives to extend HOV lane from suburbs to downtown and interchange improvements. Jess developed short term bottleneck solutions for I-10 and I-410 interchange.
01/14–07/15	Illinois Department of Transportation (ILDOT), I-90/I-94 at I-290 Jane Byrne (Circle) Interchange Rehabilitation, Phase 2 Design, Chicago, IL. <i>Senior Technical Leader.</i> Jess led the development and evaluation of alternatives in a congested downtown interchange. The project included a Vissim traffic model of downtown Chicago system interchange and closely spaced adjacent service interchange providing access to the central business district. The location is one of the worst bottleneck locations in the U.S. and experiences over 8 hours of congestion per day. Jess developed sketch plan geometric alternatives to modify the interchange to improve traffic operations while maintaining access to key surface streets
01/99–01/01	Georgia Department of Transportation (GDOT), I-75/85 & 17th Street Interchange, Atlanta, GA. <i>Lead Geometric Designer.</i> This interchange modification project consisted of reconstructing I-75 and I-85 southbound ramps to include a new access ramp to the new 17th Street bridge in downtown Atlanta. The design accommodated access from the adjacent system interchange to the new 17th Street bridge in a dense urban environment. Jess coordinated design with development of the Atlantic Steel site. The design included accommodation of high-occupancy vehicle lanes.
01/08–01/09	Ontario Ministry of Transportation, Highway 401 Widening, Highway 403/410 Interchange to the Credit River, Toronto, Ontario. <i>Lead Traffic Engineer.</i> This project included capacity expansion on Highway 401 from Credit River to the Hurontario interchange. Jess evaluated improvement alternatives in VISSIM microsimulation software, including location and design of collector distributor roadway core/collector transfer roads, and effects on adjacent system interchanges (Highway 401 and Highway 410/403). Highway 401 is one of the busiest highways in North America. It has an extensive collector distributor (local and express lane) system to address merging and weaving issues.


Firm		AECOM Technical Services, Inc.	
	Prachi Borkar		Years of Relevant Experience with this Employer
	Transportation Designer/Planner		Years of Relevant Experience with Other Employer(s)
Degree(s) / Years / Specialization		MSc/2020/Civil Engineering • BE/2011/Civil Engineering	
Active Registration Number / State / Expiration Date		N/A	
Year Registered		N/A	Discipline N/A
Contract Role(s) / Brief Description of Responsibilities		<p>Transportation Designer/Planner. Prachi is a transportation designer with a passion for creating safe and efficient transportation systems. She has worked on IAJR studies involved in conducting traffic engineering analyses and modeling, traffic impact analyses, safety analyses, travel demand model analyses, and multi-modal corridor planning studies. She also has 5 years of international experience in managing land development projects and delivering accurate and timely construction estimates. She has successfully coordinated teams of over 25 subcontractors and verified quality control and compliance with project specifications. Prachi is a team player who enjoys collaborating with clients and stakeholders to find innovative solutions for complex transportation challenges. Her software skills include VISSIM, Vistro, Synchro, ArcGIS, AutoCAD Civil3d, OpenRoads SignCAD, and MicroStation</p>	
Experience Dates	Experience and qualifications relevant to the proposed contract.		
10/21–Present	<p>SH 35/I-160 Interstate Access Justification Report (IAJR) Study, Houston, TX. Traffic Analysis. Prachi is assisting in the traffic analysis for the corridor using VISSIM software. She is responsible for summarizing traffic count data and developing volume count balancing for the build and no-build analysis. She developed origin/destination spreadsheet analysis for volume development for the VISSIM model for the corridor.</p>		
06/22–12/22	<p>MoKan CAV Corridor Study, Austin, TX. Traffic Analysis. Prachi performed a feasibility study for this smart mobility corridor. She was responsible for traffic data collection and documentation and performed traffic volume forecasting for the proposed corridor.</p>		
09/22–10/22	<p>TxDOT, US 90 Environmental & Schematic Project, Houston, TX. Traffic Analysis. Prachi performed traffic volume forecasting for HGAC model data to develop 2045-No-build volumes for the corridor.</p>		
11/22–Present	<p>Gulf Freeway I-45S PEL Study, Houston, TX. Transportation Planner. Prachi is responsible for reviewing existing plans and identifying facilities with bicycle and pedestrian improvements across the project corridor to provide an integrated network for bicycle and pedestrian travel. She developed a GIS database for the bicycle and pedestrian network map development. She also performed a travel demand model analysis for the cube network data across the corridor for various alternatives to study the throughput and travel times across the various segments of the corridor.</p>		
01/23–Present	<p>CMTA Orange Line Preliminary Engineering and NEPA, Austin, TX. Traffic Analysis. Prachi is responsible for developing balanced corridor volumes for the project and origin/destination spreadsheet analysis for volume development for the VISSIM model. She developed the VISSIM model network for the extended phase to analyze the existing and future conditions.</p>		
03/23–04/23	<p>Hempstead Feasibility Study, Houston, TX. Traffic Analysis. Prachi is responsible for analyzing the CRIS data for 23 intersections across the corridor. She performed intersection safety analysis using the Intersection Safety spreadsheet tool for various intersections.</p>		

		Firm AECOM Technical Services, Inc.	
Daniel Boyd, PE Bridge Engineer		Years of Relevant Experience with this Employer	3
		Years of Relevant Experience with Other Employer(s)	13
Degree(s) / Years / Specialization		BS/2006/Civil Engineering	
Active Registration Number / State / Expiration Date		PE.36728/LA/03.31.2024 • PE.133235/TX/12.31.2023	
Year Registered		2011 (LA) • 2019 (TX)	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Bridge Engineer. Daniel has more than 16 years of structural engineering experience in the transportation industry. He most recently was a part of two design-build projects, serving as a structural Independent Design Check Engineer for two prestressed bridge packages, and as structural task lead for the design of overhead traffic signs for LBJ East in Dallas, TX; and as bridge design engineer and Independent Design Check engineer for Oak Hill Parkway in Austin, TX. His technical experience also includes steel girder bridge design, precast/prestressed concrete girder design, structural steel design, structural concrete design, and deep and shallow foundations design. He has a thorough working knowledge of AASHTO and LADOTD Standards, as well as ACI, AISC, and ASCE. He has experience in both new construction and design projects, as well as retrofit and/or expansion projects requiring modifications to existing structures, bridges, and foundations to meet current engineering codes and industry best practices. Daniel also has field inspection experience before, during, and after construction.	
Experience Dates	Experience and qualifications relevant to the proposed contract.		
03/21–09/21	LADOTD, SPN H.004273.5, I-49, Connector, Lafayette, LA. <i>Structural Design Engineer.</i> Daniel performed a review of I-49 mainline viaduct layouts for the three different structural options being presented to LADOTD for selection. He performed reviews and updated structural quantities and costs to reflect current design layouts and current bid pricing to verify consistency across the three structural options.		
03/21–09/21	LADOTD, SPN H.004273.5, I-49, Connector, Lafayette, LA. <i>Structural Design Engineer.</i> Performed a review of I-49 mainline viaduct layouts for the three different structural options being presented to LADOTD for selection. Performing reviews and updating structural quantities and costs to reflect current design layouts and current bid pricing to ensure consistency across the three structural options.		
09/19–10/19	TxDOT, Loop 1604 From SH16 to IF-35, San Antonio, TX. <i>Structural Design Engineer.</i> Prepared preliminary bridge layouts for two bridge over-passes and two creek crossings in a dense urban area with limited right of way. Preliminary design and layout were completed using TxDOT prestressed concrete girder standards. Performed QA/QC review for multiple bridges and crossings to ensure adequate vertical clearances were met.		
10/20–02/21	TxDOT, IH 820 SE Connector Design-Build Project, Fort Worth, TX. <i>Structural Design Engineer.</i> Performed preliminary structural design for multiple substructure and foundation arrangements, including inverted-tee bents, multi-column bents, hammer-head bents, and the foundations for each of these, as part of the preliminary design phase of a large design-build project. Also per-formed QA/QC on numerous bridge calculations, and detailed plan reviews on bridge plan drawings.		

01/20–09/21	TxDOT, LBJ East Design Build Project, Dallas, TX. <i>Structural Design Engineer.</i> Completed detailed Independent Design Checks (IDC) for two pre-stressed bridge packages in the project. IDC analyses were performed for entirety of each bridge structure, from geometry, superstructure design, substructure design, and foundation design to verify the validity of each design. Structural Task Leader and engineer of record for the design of Overhead Sign Structures, consisting of 137 custom Overhead Sign Bridge (OSB) Structures and Cantilever Overhead Sign Structures (COSS), as well as ITS and Tolling equipment structures. The structure inventory included a combination of both ground mounted and bridge mounted applications. Design included analysis of the steel trusses for the OSB and COSS structures, analysis and design of custom aesthetic concrete support columns for the truss structures, and deep foundations for each structure. Provided construction support for sign structure task to answer RFIs, resolve issues, review shop drawings, etc.
04/20–11/20	Port of Gulfport, Port of Gulfport Connector, Gulfport, MS. Structures Discipline Leader. Daniel performed preliminary structural design for prestressed concrete girders and steel plate girder superstructures, preliminary substructure design, and geometric design for a new bridge structure on 30th Avenue spanning Highway 90, providing direct trucking access into the Port of Gulfport.
03/21–02/22	TxDOT, Oak Hill Parkway, Austin, TX. <i>Structural Design Engineer.</i> Daniel was a design engineer for one bridge team, providing analysis and design for multiple substructures and foundations, Independent Design Check (IDC) engineer for the design of three prestressed bridge packages, and all IDC engineer for all overhead sign structures for the project. IDC analyses were performed for entirety of each bridge structure, from geometry, superstructure design, substructure design, and foundation design to verify the validity of each design.
01/07–12/07	City-Parish of East Baton Rouge, Highland Road (LA 42) Improvements (Perkins to Airline), Baton Rouge, LA. <i>Civil/Structural Design Engineer.</i> This project included two new bridges on Highland Road at Ward's Creek crossing. He performed structural analysis on multiple aspects of project. Design included concrete bridge deck, guard rails, analysis and design of pre-stressed quad beam concrete girders, girder bearing design, and prestressed concrete piles and concrete bents. He also performed calculation reviews on multiple aspects of project.
06/09–01/12	LADOTD, Statewide ITS Project, Multiple Locations, LA. <i>Structural Design Engineer.</i> Daniel performed analysis and design of digital message signs (DMS) signs and closed-circuit television (CCTV) camera systems to install and/or replace multiple DMSs and CCTVs as part of a statewide ITS project. Responsibilities included analysis of the sign and/or camera systems and their supports for high wind loads to design steel support poles, foundations, and pilings for a wide variety of soil and subsurface conditions around the state.
10/06–08/11	LADOTD, SPN H.008273, Red River Bridge on US 71, Alexandria, LA. <i>Structural Design Engineer.</i> Daniel designed main river spans consisting of two three-span units (one each direction) with 300'-400'-300' spans, and multiple simple spans greater than 200' crossing river levees. He designed all aspects and components of the steel plate girder bridge units, including diaphragms, bolted splices, bearing, and stiffeners. He also performed analysis and design of prestressed concrete girders, concrete bridge deck and columns, pile bents and piles, and performed peer review on other components of the project. Daniel collaborated with the steel fabricator to review approve shop drawings for all steel bridge girders and components.
09/20–Ongoing	City of Baton Rouge/Parish of East Baton Rouge, Feasibility Study and Report/TEPR, College Drive, Baton Rouge, LA. <i>Structural Design Engineer.</i> Daniel was the bridge engineer for the design study, traffic study, and preliminary plans for the completion of roadway improvement on College Drive and its vicinity between Perkins Road and Bawell Street inclusive of the interchange with I-10. The design study will include development of numerous concepts to enhance operational capacity and efficiency along the corridor while including Complete Streets and green infrastructure improvements. Preliminary alternatives were developed and documented using LADOTD Stage 0 Project and Scope and Environmental Checklists to apply for state and federal funding grant applications to expand funding for the project beyond the allocation of the parish MOVEBR bond funds. The project included Stage 0 checklists.


Firm		Michael Baker International, Inc.		
	Elizabeth Brock Environmental Planning Manager		Years of Relevant Experience with this Employer	4
			Years of Relevant Experience with Other Employer(s)	5
Degree(s) / Years / Specialization		BS/2010/Environmental Science		
Active Registration Number / State / Expiration Date		N/A		
Year Registered		N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities		Environmental Scientist. Elizabeth has experience in the environmental consulting profession, with an emphasis in natural resources investigation and related GIS mapping. Her expertise includes the preparation of NEPA documentation, wetland delineations and evaluations, and Section 404 Permit Applications. She has conducted wetlands evaluations and delineations in compliance with the 1987 USACE Wetlands Delineation Manual and the Atlantic and Gulf Coastal Plain Regional Supplement through an initial area reconnaissance; a review of historical, environmental, and regulatory records; a site investigation; and wetlands flagging with GPS locations.		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
08/22–Present	NAVAC, Barksdale AFB Entrance Roads, Bossier Parish, LA. <i>Environmental Scientist.</i> Elizabeth is responsible for the procurement of environmental permits for the new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with a new four-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Additional responsibilities include coordination with the USACE and Bossier Parish Engineering Department. The project was broken into two separate construction plans (Rough Grade and Final Design) and required additional coordination with DOTD and USACE. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange.			
11/22–08/23	City of Hammond, Runway 31 Approach Obstruction and Acquisition, Hammond, LA. <i>Environmental Scientist.</i> Elizabeth was responsible for environmental services. Michael Baker provided professional services associated with the development and submittal of the necessary NEPA documentation in the form of a short form EA for the Runway 31 Approach Obstruction Mitigation project at Hammond Northshore Regional Airport.			
11/21–09/23	Heart of Georgia Regional Airport Authority, Taxiway A Rehabilitation CE, Eastman, GA. <i>Environmental Scientist.</i> Elizabeth assisted with environmental services. Michael Baker provided engineering and environmental services for the rehabilitation of Taxiway A for Runway 02-20, which has a length of 6,500 feet and a width of 50 feet. Rehabilitation will include milling of the existing surface, crack/joint sealing, placement of new HMA surface, and pavement markings. Michael Baker conducted the technical studies necessary to prepare NEPA documentation, which included a review for wetland impacts.			
03/19–06/19	ARDOT, Saline and Caddo River Bridges Design Services, Pike, Howard, and Sevier Counties, AR. <i>Environmental Scientist.</i> Elizabeth was responsible for environmental services. Michael Baker provided roadway and bridge design for the replacement of three bridges in Sevier, Pike, and Howard counties in Arkansas. Individual sites on the project include Highway 70 over the Caddo River, Highway 70 over the Saline River, and Highway 278 over the Saline River. Michael Baker provided plans for the replacement of the bridges and approaches and hydraulic and geotechnical studies and completed the environmental clearance documentation at all locations.			

08/21–09/21	Northwest Alabama Regional Airport Authority, Runway 12-30 RSA Grading, Muscle Shoals, AL. <i>Environmental Scientist.</i> Elizabeth assisted with environmental services. Michael Baker provided engineering and environmental services for the rehabilitation of Taxiway A for Runway 02-20, which has a length of 6,500 feet and a width of 50 feet. Rehabilitation will include milling of the existing surface, crack/joint sealing, placement of new HMA surface, and pavement markings. Michael Baker conducted the technical studies necessary to prepare NEPA documentation, which included a review for wetland impacts.
08/20–12/20	MDOT, SR 601 Canal Road Wetlands Assessment, Gulfport, MI. <i>Environmental Scientist.</i> Elizabeth was responsible for conducting environmental investigations necessary to prepare the wetland delineation in support of the proposed project in the City of Gulfport in Harrison County. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the construction of a new road to connect southern Gulfport to I-10. Michael Baker compiled and analyzed preliminary information regarding the project sites, including color infrared aerial photography, soil surveys, design plans for the roadway, and other readily available information. It then performed site investigations to delineate wetlands and other waters of the United States, completed data forms, and took representative photographs of identified resources.
10/19–11/19	MDOT, SR 27 over Big Black River Replacement Project, Warren and Hinds Counties, MI. <i>Environmental Scientist.</i> Elizabeth was responsible for conducting environmental investigations necessary to prepare the wetland delineation in support of the proposed project to replace the existing bridge (Bridge #117.9) over Big Black River along SR 27, in Hinds and Warren counties. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the replacement of the bridge on SR 27 over Big Black River. Michael Baker reviewed the project plans for the bridge replacement site as well as aerial photography and other mapping of the project area. Michael Baker conducted field investigations in the project area to locate, identify, and delineate wetlands and waters of the United States in accordance with the USACE <i>1987 Wetland Delineation Manual</i> and 2010 Regional Supplement guidance. It also mapped jurisdictional wetland areas and prepared technical reports.
09/19–11/19	MDOT, SR 12 over Moccasin Creek Bridge Replacement Project, Lexington, MI. <i>Environmental Scientist.</i> Elizabeth was responsible for conducting environmental investigations necessary to prepare the wetland delineation in support of the proposed project to replace the existing bridge (Bridge #69.2) over Moccasin Creek along SR 12 in the city of Lexington in Holmes County. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the replacement of a bridge over Moccasin Creek on SR 12. Michael Baker reviewed the project plans for the bridge replacement site as well as aerial photography and other mapping of the project area. Michael Baker conducted field investigations in the project area to locate, identify, and delineate wetlands and waters of the United States in accordance with the USACE <i>1987 Wetland Delineation Manual</i> and 2010 Regional Supplement guidance. Additionally, Michael Baker provided wetland mapping and a technical report.
06/20–07/20	MDOT, SR 8 Bridge Replacement Wetland Assessment, Sunflower County, MI. <i>Environmental Scientist.</i> Elizabeth was responsible for conducting environmental investigations necessary to prepare the wetland delineation in support of the proposed project in Sunflower County. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the replacement of a bridge over the Quiver River on SR 8. Michael Baker reviewed the project plans for the bridge replacement site as well as aerial photography and other mapping of the project area. It then conducted a field investigation in the project area to locate, identify, and delineate wetlands and waters of the United States in accordance with the USACE <i>1987 Wetland Delineation Manual</i> and 2010 Regional Supplement guidance. Michael Baker also performed wetlands mapping and provided a technical report.

Firm AECOM Technical Services, Inc.			
 Troy Brumfield, PG Environmental Compliance Program Manager	Years of Relevant Experience with this Employer		17
	Years of Relevant Experience with Other Employer(s)		16
Degree(s) / Years / Specialization	BSc/1990/Environmental Management Systems		
Active Registration Number / State / Expiration Date	PG.737/LA/04.27.2024 • RPG.1007/MS/12.31.2023 • PG.3720/TN/02.01.2025		
Year Registered	2021 (MS) • 2015 (LA) • 1995 (TN)	Discipline	Professional Geoscientist (LA) Professional Geologist (MS, TN)
Contract Role(s) / Brief Description of Responsibilities	Environmental Specialist. <i>Troy has managed numerous environmental projects and programs for various government and industrial clients. He has specific experience in air quality; stormwater management; Emergency Planning and Community Right-to-Know Act; Toxic Substances Control Act; Resource Conservation and Recovery Act; Comprehensive Environmental Response, Compensation, and Liability Act; National Environmental Policy Act; Oil Pollution Act; drinking water; and wastewater compliance and program implementation. He has conducted compliance assessments, environmental audits, geologic field investigations, contamination assessments, and plume delineations throughout the southeastern United States and Puerto Rico.</i>		

Experience Dates	Experience and qualifications relevant to the proposed contract.
10/11–02/18	USACE Fort Worth District, Remedial Investigations and Feasibility Studies, Fort Polk, LA. <i>Project Manager.</i> Troy led the Remedial Investigation (Phase I and Phase II) of the 3400 Block area. His responsibilities included managing prime and subcontracts, internal project controls, Quality Control, status reports on work being performed, invoicing and pay requests, and other coordination and personnel support for the project team. He also provided technical guidance and support in developing all work plans, sampling plans, waste management plans, QA/QC, and other plans required to complete the work. The results of the remedial investigation for all areas of the site were compiled into a comprehensive report in accordance with Louisiana RECAP guidelines. Troy also managed RI/FS work to determine the extent of subsurface impacts and select appropriate remedial actions for Solid Waste Management Unit (SWMU) 23A, SWMU 26, Cubic Site, and the North Fort Fire Department site.
01/13–Present	Environmental Compliance Audits, Gulf Coast On-Shore Facilities, Confidential Client. <i>Environmental Client Account Manager.</i> Troy is responsible for all environmental audits and related projects. He has coordinated, scheduled, and conducted Environmental Compliance Audits at multiple client-owned facilities throughout Louisiana, Mississippi, Florida, and Georgia and managed environmental audits conducted by staff members at specified client-owned facilities in other areas of the country. Each audit was conducted to evaluate the facility's fence-to-fence compliance with all federal, state, and local environmental regulatory requirements. The audits also included an evaluation of each facility's compliance with company-specific environmental directives, policies, and procedures. The findings were tabulated to produce a score sheet for each facility and a Remedial Work Plan was developed to provide guidance for achieving environmental compliance. Troy also implemented and oversaw the completion of multiple Phase I and Phase II ESAs at client-owned facilities located in Louisiana.
06/20–Present	U.S. National Guard Facilities, PFAS Preliminary Assessments and Site Investigations, MS. <i>Senior Lead.</i> Troy is overseeing Preliminary Assessments (PA) and Site Inspections (SI) for per- and polyfluoralkyl substances (PFAS) at U.S. Army National Guard (ARNG) facilities in the Gulf Coast Region. He has been involved with the development and review of several PFAS PAs for the ARNG and has also been involved with PFAS SI work, which includes work plan development, stakeholder presentations, field work execution and reporting.

01/15–Present	Environmental Program Manager, Fort Polk, LA. <i>Program Management, Environmental Compliance.</i> Troy provides guidance and direction for the installation with respect to all environmental programs and media. He prepares and delivers materials, presentations, and command briefings to educate stakeholders regarding existing and upcoming environmental requirements and permit requirements and manages and provides direction for an onsite environmental compliance staff responsible for helping the Army sustain its Environmental Mission. Troy interfaces with regulators and other stakeholders on behalf of clients. He evaluates projects and activities and develop recommendations for mitigating impacts to various environmental media. He provides oversight and guidance related to development and updating of management plans and procedures to verify continued compliance and sustainability of environmental programs at Fort Polk.
01/08–01/09	U.S. Air Force, Barksdale Air Force Base Environmental Baseline Survey, Bossier City, LA. <i>Project Manager.</i> Troy provided project management and technical oversight of an Environmental Baseline Survey for Enhanced Use Leasing opportunities at Barksdale Air Force Base. The project included an evaluation of the overall environmental condition and UXO clearance requirements for over 11,000 acres of Air Force property.
06/07–Present	USACE Fort Worth District, Release Detection Monitoring Program Support, Fort Polk, LA. <i>Environmental Compliance Specialist.</i> Troy provided environmental regulatory guidance and program support to ensure Fort Polk’s continued compliance with the RCRA Subpart X Operating Permit, which regulates waste treatment operations at the EOD Range. Specific support included preparation and submittal of Subpart X permit renewal application, implementation and maintenance of the Operating Record, development, implementation, and oversight of the release detection monitoring program for Open Burn and Open Detonation operations, interfacing with regulators regarding permit requirements and program implementation, HSWA permit compliance, and the development of Standard Operating Procedures for multi-increment sampling and related activities. Oversight of EOD Range sampling activities and preparation of the associated monitoring reports.
02/07–Present	USACE Fort Worth District, Annual Environmental Management Performance Review, Fort Polk, LA. <i>Project Manager.</i> Troy provided environmental guidance and program support to Fort Polk’s Environmental and Natural Resource Management Division programs to document compliance with Fort Polk’s Environmental Management System requirements. Specific data elements and metrics are compiled from each program within Fort Polk’s Environmental, Conservation, and Natural Resource branches. These data are compiled into a comprehensive Environmental Management Performance Review, which is published annually and presented to Fort Polk’s Top Management.
10/19–Present	USACE Fort Worth District, RCRA Subpart X Permit Application, Fort Polk, LA. <i>Team Leader.</i> Troy prepared and submitted Fort Polk’s RCRA Subpart X (miscellaneous unit) renewal permit application associated with Explosive and Ordinance Disposal (EOD) operations at the EOD Range. Development of the Subpart X permit application included collaboration with Fort Polk Staff and Regulatory Agencies to ensure all areas of interest were adequately covered and discussed in the renewal application. The final RCRA Subpart X permit application was submitted to the Regulatory Agencies in 2020 and was determined to be technically complete. Once the regulatory agencies’ review is completed, a new 10-year renewal permit will be issued for Fort Polk’s EOD Range based on the application and other submitted information.
10/08–10/11	U.S. Army, Environmental Program Support, Fort Bragg, NC. <i>Project Manager.</i> Troy provided environmental regulatory oversight, client support, and day-to-day management of an onsite team and activities at Fort Bragg. Specific compliance support of Fort Bragg’s environmental programs included hazardous and non-hazardous waste management, recycling, spill response, asbestos, lead-based paint, ozone-depleting chemicals, air quality, environmental training, and pollution prevention.

Firm Michael Baker International, Inc.			
	Gary Chodhowski, PE Project Manager/Senior Associate	Years of Relevant Experience with this Employer	29
		Years of Relevant Experience with Other Employer(s)	10
Degree(s) / Years / Specialization	BSCE/1989/Civil Engineering		
Active Registration Number / State / Expiration Date	PE0039376/LA/03.31.2023 • ATSSA Traffic Control Technician, Louisiana • ATSSA Traffic Control Supervisor, Louisiana • ATSSA Traffic Control Flagger, Louisiana		
Year Registered	2006 • 2002	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	Cost Estimates/Value Engineering. Gary is an experienced construction engineer who has been involved in numerous bridges, highway construction, and rehabilitation projects. He has managed inspection staffs, performed inspection and design work, prepared construction CPM schedules and cost estimates, performed constructability reviews, and managed contractor operations.		


Experience Dates	Experience and qualifications relevant to the proposed contract.
03/18–Present	PennDOT, Tarentum Bridge Rehabilitation (Allegheny River), Tarentum, PA. <i>Cost Estimator.</i> Gary is providing cost and time information for preservation of Ramp B of the Tarentum Bridge Interchange. Michael Baker's services included bridge inspection; structure type, size, and location studies; right-of-way investigations; safety review; supplemental surveys; maintenance and protection of traffic during construction; utility investigations; and railroad grade crossing activities.
07/16–10/20	ODOT Main Broadway, OH. <i>Cost Estimator.</i> Gary provided cost estimates on various utility, bridge, highway, walls adjustments used to check contractor pricing for this \$89M Interstate and Akron Interchange Replacement with 14 miles of urban/ interstate reconstruction, including 11 bridges (eight over the railroad), 11 walls, and four noise walls.
04/11–05/11	KYDOT/INDOT, Sherman Minton Bridge, Louisville, KY. <i>Construction Engineer.</i> Gary provided cost and time information for the rehabilitation of this major interstate river crossing into Louisville, KY. He also developed a proposed heating insulated blanket system and cost for heating the tie-girder through the winter. Michael Baker performed construction management and inspection, in addition to fracture-critical inspection, for the rehabilitation of the 1,600-foot-long Sherman Minton Bridge, a double deck tied-arch structure that carries I-64 eastbound and westbound and US 150 over the Ohio River and connects Louisville, KY, with downtown New Albany, IN. <i>The project received the 2012 Project Achievement from the Construction Management Association of America.</i>
04/14–10/17	ArDOT, Bella Vista Bypass, Bentonville, AR. <i>Construction Engineer.</i> Gary provided cost and scheduling data during construction of this new divided highway around Bentonville, AR. Michael Baker provided construction management and inspection services for the construction of the Bella Vista Bypass, approximately 6.37 miles of two-lane roadway with main lane, ramp, and overpass bridge structures extending from US 71B to US 72 South. Michael Baker's services included project management, construction management, and construction inspection.
08/1–02/17	PennDOT, Yellow Creek Bridge, PA. <i>Cost Estimator.</i> This project was the first work order of a 5-year, \$2M open end agreement with PennDOT Engineering District. PennDOT used Michael Baker's full spectrum of preliminary engineering, final design, and environmental services. The types of projects included, but were not limited to, bridge replacements or rehabilitations, roadway betterments, minor capital improvements, and minor location studies. Gary provided cost and time analysis during design of this road and bridge replacement over Yellow Creek in Pennsylvania.


06/15–12/16	<p>PennDOT, Millfair Road Bridge and Roadway Improvements, Erie, PA. <i>Cost Estimator.</i> Gary provided cost and time analysis for the route connecting road and railroad bridge crossing. Michael Baker provided engineering services for the realignment of Millfair Road (SR 4016), including two new bridges over existing railroads. Michael Baker's services included project management; preliminary and final roadway and bridge design; railroad coordination; and highway lighting, traffic control, traffic signal timing, pavement marking and signing and sign lighting plans. Michael Baker provided oversight of surveys and the preparation of right-of-way plans, drainage and stormwater management plans, and erosion and sedimentation control plans by subconsultants.</p>
12/03–12/05	<p>USACE, Middle East District Task 0010, A/E Services to Provide a Reconstruction and Rehabilitation Program Master Plan and Program / Integration Management Plan / Solicitation Package Development. <i>Cost Estimator.</i> Gary provided parametric construction estimating services for the reconstruction of various bridges and roadways in Iraq. Michael Baker provided a team, both in Iraq and working in the U.S., to assist the client and the Coalition Provisional Authority (CPA) in the development of the Reconstruction and Rehabilitation Program Master Plan for the country of Iraq and the associated Program Management / Integration Management Plans / Solicitation Package Development to support the objectives of the CPA in the accomplishment of their assigned program.</p>
08/14–8/14	<p>Sports and Exhibition Authority of Pittsburgh and Allegheny County, Lower Hill/Centre Avenue Infrastructure Project, Allegheny County, PA. <i>Cost Estimator.</i> Gary was responsible for generating an estimate and constructability reviews during the preliminary design phase. Michael Baker provided full-service site civil, transportation, and sustainable infrastructure design and engineering for the Lower Hill Redevelopment Site, a 28-acre parcel situated adjacent to Downtown Pittsburgh on the land formerly occupied by the Pittsburgh Civic Arena.</p>

Firm AECOM Technical Services, Inc.			
 Louis Costa NEPA Specialist	Years of Relevant Experience with this Employer		22
	Years of Relevant Experience with Other Employer(s)		31
Degree(s) / Years / Specialization	MCP/1970/City Planning and Urban Design • BA/1964/Political Science and History		
Active Registration Number / State / Expiration Date	FHWA-NHI-142005 NEPA and Transportation Decision-Making • Introduction to Federal Projects and Historic Preservation offered through the General Services Administration		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	NEPA Specialist. <i>Louis is experienced in the environmental analysis of highway and transit facilities as well as the management of other land use, transportation, economic development, and historic preservation projects. For the last 29 years, beginning during his employment with the New Orleans Regional Transit Authority, his work has been primarily in the management, participation, and quality review of NEPA projects. He managed two EISs for the LADOTD that received Records of Decision (ROD), and participated in a third LADOTD EIS that received a ROD. He participated in the preparation of three other EISs that received RODs for transit projects, managed two LADOTD EAs that received a Finding of No Significant Impact (FONSI), and has participated in or completed quality reviews for numerous other highway and transit projects.</i>		

Experience Dates	Experience and qualifications relevant to the proposed contract.
07/15–Present	LADOTD, SPN H.004273.5, I-49 Lafayette Connector Supplemental EIS, Lafayette, LA. <i>Environmental Task Lead.</i> Louis is managing the preparation of the SEIS for the 5.5-mile segment of I-49 South through urban area of Lafayette, LA. This assignment includes management of the Section 106 process for the project-both the Standing Structures Inventory Update and the consultation process. To date, work has involved preparing the Inventory Update and coordinating with the CSS and design team members in a Concept Refinement Process to identify alternatives to be studied in the SEIS.
08/22–Present	LADOTD, SPN H. 004891.5, Reserve to I-10 Connector, Ascension Parish, LA. <i>Environmental Planner.</i> This project seeks to complete the EA and Interchange Justification Report for the planned connection between the Port of South Louisiana GlobalPlex facility, and other lands, directly to I-10 in Ascension Parish. Lou has supported the AECOM Task to determine funding sources and delivery methods.
05/13–07/15	LADOTD, SPN H.001779.5, Red River Bridge at Jimmie Davis Highway (LA 511) EA, Bossier and Caddo Parishes, LA. <i>Project Manager.</i> Louis managed this EA to improve capacity of the LA 511 crossing of the Red River. Major concerns were community concern that the project is long overdue, commercial relocations, impacts to wetlands, and the inclusion of a shared use trail on the bridge to connect the existing trails on each side. A FONSI was issued by FHWA in 2015.
02/03–01/08	LADOTD, SPN 700-92-0011, I-49 South, Raceland to Westbank Expressway EIS, Lafourche, St. Charles, and Jefferson Parishes, LA. <i>Project Manager.</i> Louis managed this EIS for 38 miles of interstate highway in the US 90 corridor. He led a team providing line and grade, public outreach, traffic analysis, website development, cultural resource investigation, and preparation of supplemental environmental reports. Originally the project was intended to prepare two EISs for each of two sections of independent utility. Following the review of the DEIS for SIU 1 comments and in response to the 2005 hurricane season, a single EIS was undertaken. AECOM performed line and grade and public outreach services as well as program management. Louis was the lead author of the EIS document. A ROD was issued by FHWA in 2008. This project was one of the first LADOTD projects to include a Project Management Plan mandated for mega-projects by SAFETEA-LU.


10/00–10/05	<p>LADOTD, SPN 799-99-0230, I-49 South Lafayette Regional Airport to LA 88 EIS, Iberia, Lafayette, and St. Martin Parishes, LA. <i>Deputy Project Manager.</i> Louis helped manage an EIS for 10.8 miles of new urban and suburban interstate highway in the US 90 alignment. Major issues included highly congested intersections at railroad grade crossings in industrial areas and community opposition. A ROD was issued by FHWA in 2005.</p>
11/00–12/06	<p>LADOTD, SPN 700-99-0230, I-49 South, Wax Lake Outlet to Berwick EIS, St. Mary Parish, LA. <i>Project Manager.</i> Louis managed an EIS for 9.3 miles of rural and suburban interstate highway in the US 90 alignment plus a 1-mile rural access road. Wetlands were largely avoided by the use of the existing alignment, but Louisiana Black Bear habitat and the proximity of a main line railroad paralleling US 90 were major concerns. The project included an extensive public participation program. Work involved standardizing travel lane widths, adding safety shoulders, and providing interchanges, frontage roads, and drainage improvements. A ROD was issued by FHWA in 2006.</p>
01/12–03/14	<p>Maryland Transit Authority, Purple Line EIS, Suburban Washington, D.C. <i>Environmental Specialist.</i> Louis was a member of the EIS team for the preparation of this document. Primary areas of his responsibility were the construction impacts, visual assessment, indirect and cumulative sections, and the responses to comments. A ROD was issued by FTA in 2014. <i>The project received the 2015 FTA Outstanding Achievement Award for Excellence in Environmental Document Preparation in the EIS category.</i></p>
07/08–08/12	<p>Metropolitan Atlanta Rapid Transit Authority, Atlanta BeltLine Tier 1 EIS, Atlanta, GA. <i>Environmental Specialist.</i> Louis was a member of the EIS team for this major transit project to create a 23-mile light rail system and trails encircling the inner city of Atlanta in existing railroad corridors, including the creation of four major transfer facilities where the new rail line intersects with the existing MARTA heavy rail transit system. Louis prepared the transportation and land use sections and performed a quality control review of the other chapters. He also prepared the ROD that was issued by FTA in 2012.</p>
03/95–10/97	<p>Regional Transit Authority, Canal Streetcar EIS, New Orleans, LA. <i>Agency Project Manager.</i> Louis managed this project to reintroduce streetcar service on Canal Street. Work on the EIS began following a Major Investment Study. The scope included a new streetcar storage and maintenance facility, improvements to the existing streetcar manufacturing and maintenance facility, a transfer terminal at the outbound end of the line, and a connection to the Riverfront Line. Noise, utility conflicts, and historic preservation were major issues. A ROD was issued by FTA in 1997.</p>
06/01–07/03	<p>LADOTD, SPN 700-26-0254, Harvey Boulevard, Wall Boulevard to Engineers Road EA, Jefferson and Plaquemines Parishes, LA. <i>Project Manager.</i> Louis managed this EA to extend a suburban residential roadway on both an existing right-of-way and a new alignment to cross a canal to connect with Engineers Road (LA 3017). Major issues were noise, an adjacent seaplane facility, and community opposition based on expectation of truck traffic in a residential area. A FONSI was issued by FHWA in 2003.</p>

Firm		AECOM Technical Services, Inc.		
	Will Fullilove, EI Civil Engineering Intern		Years of Relevant Experience with this Employer	1
			Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BS/2022/Civil Engineering		
Active Registration Number / State / Expiration Date		EI.0035203/LA/03.31.2025		
Year Registered		2022	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Roadway Design. <i>William has experience in technical development for transportation engineering projects. Tasks and project experience include roadway design, construction submittal reviews, design plan development, construction cost estimating, document control, and plan checking. William will be supporting the project manager and other team members to provide road design services.</i>		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
10/22–Present	MDOT, US 49, Orange Grove Boulevard to St. Charles Street, Harrison County, MS. <i>Roadway Designer.</i> This project consists of converting two median turn locations into directional left turns with a mill and overlay on the remaining six lanes of traffic. In addition to the road work, roadway drainage will be altered to collect the runoff from the new drainage patterns. Will worked on design plan development and roadway design calculations for temporary traffic control.			
09/14–Present	Coastal Protection and Restoration Authority (CPRA) of Louisiana, Maurepas Swamp Diversion, St. John the Baptist Parish, LA. <i>Roadway Designer.</i> Will provided planning, engineering, and design services for the reconstruction of US 61 and Airline Road. The roads will be created in conjunction with the diversion channel to reintroduce sediment and freshwater into Lake Maurepas from the Mississippi River. Will is assisting with plan development, cost estimation, roadway design calculations, and plan checking.			
06/20–Present	CPRA of Louisiana, Mid-Barataria Sediment Diversion, Plaquemines Parish, LA. <i>Roadway Designer.</i> Will provided planning engineering, and design services for the creation of the Mid-Barataria Sediment Diversion Channel to strategically reintroduce sediment and freshwater inputs into the Barataria Basin. He worked on plan development, cost estimation, roadway design calculations, abutment design, and plan checking.			
07/11–Present	Feasibility Study and Report, TEPR, College Drive, City of Baton Rouge/Parish of East Baton Rouge, Baton Rouge, LA. <i>Roadway Design, CADD Design.</i> This project aims to provide access management, signalization, and capacity improvements along College Drive. The project includes a flyover exit ramp from I-10 westbound Ramp to College Drive. He assisted with the collection of unit quantities and development of Microsoft PowerPoint slides.			


		Firm Michael Baker International, Inc.	
Christopher Gesing, PE Project Manager		Years of Relevant Experience with this Employer	43
		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization	MS/1984/Civil Engineering • BS/1980/Civil Engineering		
Active Registration Number / State / Expiration Date	PE.#0026996/LA/03.31.2025		
Year Registered	1996	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	<p>NEPA Document Manager. <i>Chris is well-known and respected within LADOTD and the consulting community. For 26 years, he has served LADOTD as the project manager and environmental lead for the North-South Expressway, LA 1 Improvements and I-69 SIU 15 EISs and is leading the NEPA/environmental studies for LADOTD's New Orleans Rail Gateway (NORG) Program. He brings over 40 years of bridge, traffic, roadway, and planning (Stage 1 studies) expertise. Chris authored LADOTD's first Stage 1 (Planning/Environmental) Manual of Standard Practice and has instructed NEPA classes for both LTRC and ASCE. He is a former member of the TRB Committee on Analysis in Transportation (NEPA Committee) where he served as the Steering Subcommittee Chair. He has taken the NHI Course No. 142005, NEPA and Transportation Decision Making and has authored numerous NEPA documents (EISs, EAs, and CEs) for both LADOTD and transportation agencies nationwide. Chris satisfies all LADOTD requirements for a Stage 1 project manager and environmental lead.</i></p>		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
04/22–Present	<p>LADOTD, LA 30, EBR PL to I-10, Ascension, Iberville, and East Baton Rouge Parishes, LA. <i>Deputy Project Manager, Environmental Lead.</i> Chris is managing the NEPA study for the widening of LA 30. The project is currently in the Part 1 phase of the study to determine the required widening requirements of LA 30 from the East Baton Rouge Parish Line to I-10. The project covers nearly 14 miles of improvements along LA 30 through Iberville and Ascension Parish. The study will determine how many additional lanes necessary for LA 30 along this stretch with intersection improvements at Bayou Paul Lane, LA 74, LA 3115, LA 73, and LA 3251. Additional responsibilities include managing the environmental field services to collect the necessary field data along with developing the FHWA Project Management Plan.</p>		
07/11–Present	<p>LADOTD, H.005168: New Orleans Rail Gateway Program, Jefferson and Orleans Parishes, LA. <i>Project Manager, Environmental Lead.</i> Chris is managing this \$638M in improvements to the New Orleans Rail Gateway, the fourth-largest freight rail gateway in the United States. Michael Baker's services include environmental and engineering services, GIS development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination including FRA, FHWA, LADOTD, NORPC, six Class 1 railroads, Amtrak, NOPB, City of New Orleans, Jefferson Parish, the Port of New Orleans and federal/state resource agencies, and extensive public and minority community outreach. A "Program of Projects" throughout the Gateway is being advanced to improve rail/roadway operational performance and eliminate bottlenecks. Stage 1 studies are currently underway to close, consolidate and grade separate highway-railroad crossings along US 90 in Jefferson, LA, and in the Waggaman, LA, areas.</p>		

08/02–12/06	<p>LADOTD, 736-99-1025: Stage 1 – Planning/Environmental Manual of Standard Practice, Statewide, LA. <i>Project Manager, Author, Course Instructor.</i> Chris developed the LADOTD's initial Manual of Standard Practice and training program and conducted several half-day training sessions. The <i>Stage 1 Planning/Environmental Manual of Standard Practice</i> provides transportation project managers guidance in advancing transportation improvements projects through Stage 1 of the LADOTD's Project Development Process (PDP). A half-day training course was developed, and Michael Baker provided several half-day training sessions to LADOTD and FHWA Louisiana Division staff. The LADOTD updated the manual in 2018.</p>
09/99–09/04	<p>LADOTD, 700-29-0112, Louisiana 1 Improvements Alternatives Analysis and EIS/ROD, Lafourche Parish, LA. <i>Project Manager, Environmental Lead.</i> Chris managed this project that involved a \$1.3 billion, 17-mile four-lane fully controlled access elevated highway on new location with bridges spanning navigable waterways. Michael Baker conducted the route location, conceptual engineering, and environmental evaluation. The project area encompassed some of the most ecologically unique and sensitive areas in Louisiana, and perhaps the nation, and traversing the area with a highway on new location presented major environmental challenges. The project received national attention for its environmental stewardship and streamlining accomplishments and was the recipient of the 2004 AASHTO President's Transportation Award for Environment.</p>
08/97–09/05	<p>LADOTD, 700-09-0117, North-South Expressway, Location, and Environmental Study, EIS/ROD, Caddo Parish, LA. <i>Project Manager.</i> Chris managed this \$670M, 35-mile four-lane fully controlled highway on new location between I-220 in Shreveport, LA, and the Arkansas state line (now referred to I-49 North). The project included logical termini evaluation, interchange justification studies (IJS), Phase I cultural resources assessment, wetland delineation and surface waters evaluations, Phase I ESA, highway traffic noise studies, and air quality impact assessment.</p>
01/11–12/11	<p>LADOTD, 700-94-0003; F.A.P. No. HPI-690-1(001): I-69 Section of Independent Utility No. 15 EIS/ROD, (HPC 18 US 171 to I-20), Bossier, Caddo, and DeSoto Parishes, LA. <i>Project Manager, Environmental Lead.</i> Chris managed this project that involved a Stage 1 study of a \$1.7 billion, 35-mile interstate facility on new location between US 171 near Stonewall in DeSoto Parish, and I-20 near Haughton in Bossier Parish. Michael Baker conducted a preliminary engineering and environmental study for I-69 Section of Independent Utility (SIU) 15, including conceptual Red River Bridge design and navigable waterway studies, interchange justification studies (IJS), Phase I Cultural Resources Assessment, including probability modeling for archaeological resources and geoarchaeological study, wetland delineation and surface waters evaluations, Phase I ESA, highway traffic noise studies, Endangered Species Act Section 7 consultation, and Interior least tern (ILT) and Red-cockaded woodpecker (RCW) biological assessments.</p>
05/08–05/11	<p>Northwest Louisiana Council of Governments (NLCOG), 700-08-0130, East-West Corridor EA/FONSI, Bossier Parish, LA. <i>Project Manager, Environmental Lead.</i> Chris managed this project that involved a new location 8-mile, two-lane urban collector with right-of-way clearance for future widening to a five-lane facility when traffic conditions warrant. The purpose of the new \$56M facility was to alleviate congestion and reduce travel delays along the other roadways that link the rapidly growing residential areas of Bossier Parish with the Shreveport and Bossier City employment centers. Michael Baker's services included traffic analyses including conducting traffic counts and forecasting traffic using NLCOG's TransCAD regional travel demand model (TDM); Phase I Cultural Resources Assessment including probability modeling for archaeological resources and geoarchaeological study; wetland delineation and surface waters evaluations; Phase I Environmental Site Assessment (ESA); and highway traffic noise studies.</p>


Firm AECOM Technical Services, Inc.			
	Jonathan Giardina, EI Roadway Design	Years of Relevant Experience with this Employer	6
		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization	BS/2019/Civil Engineering		
Active Registration Number / State / Expiration Date	EI.34290/LA/03.31.2024		
Year Registered	2019 (EI)	Discipline	Civil Engineer
Contract Role(s) / Brief Description of Responsibilities	Roadway Design. <i>Jonathan has experience in technical development for transportation engineering projects. Tasks and project experience include roadway design, water line design, drafting and 3D modeling, construction submittal reviews, design plan development, construction cost estimating, document control, and plan checking.</i>		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
06/18–Present	Coastal Protection and Restoration Authority (CPRA) of Louisiana, Mid-Barataria Sediment Diversion, Plaquemines Parish, LA. <i>Roadway Designer.</i> The project provides planning, engineering, and design services (\$1.5 billion CMAR project) for the creation of the Mid-Barataria Sediment Diversion Channel to strategically reintroduce sediment and freshwater inputs into the Barataria Basin. Jonathan worked on plan development, cost estimation, traffic report, roadway design calculations, guardrail design, plan checking, temporary traffic control planning and design, typical sections, and geometric details.		
11/19–Present	City of New Orleans Department of Public Works, Broadmoor Neighborhood Reconstruction, New Orleans, LA. <i>Roadway Designer.</i> The project includes a complete reconstruction of 22 neighborhood blocks within the Broadmoor neighborhood in New Orleans. Reconstruction includes the roadway, concrete sidewalks, concrete curbs and/or gutters, driveway aprons, water lines, and stormwater system and corresponding infrastructure. He assisted in preliminary design, roadway design, water line design, quantity and cost estimating, design plan development, and client meetings.		
01/19–Present	City of New Orleans Department of Public Works, Milan Group A, New Orleans, LA. <i>Roadway Designer.</i> The project consisted of reconstruction/restoration of roadways in the Milan neighborhood, which is bounded by Napoleon Avenue, Claiborne Avenue, Louisiana Avenue, and St. Charles Avenue. The project includes milling and overlaying with full depth patching of selected streets, incidental patching, sidewalk repairs, and repairs to drainage structures, and the installation of handicap ramps. Jonathan worked on the plan development, tabulation of quantities, and development of cost estimates.		
03/21–Present	East Baton Rouge Parish, MOVEBR Program, Airline Highway/Jones Creek Road TEPR Study, Baton Rouge, LA. <i>Roadway Designer.</i> The project is providing traffic engineering for the proposed extension that will connect Tiger Bend Road and Airline Highway. Jonathan assisted with existing intersection analysis, queue, and unmet demand traffic counts along the corridor, and a traffic study report.		
09/18–05/19	Jefferson Parish Department of Public Works, Mounes St. Drainage Improvements, Jefferson Parish, LA. <i>Roadway Designer.</i> The project consists of the design of traffic control plans and technical specifications for drainage improvements along Mounes Street. Jonathan worked on temporary traffic control design, quantity tabulation, and plan drafting.		
06/20–Present	East Baton Rouge Parish, MOVEBR Program, Jones Creek Road Highway Extension, Baton Rouge, LA. <i>Roadway Designer.</i> The project is providing traffic engineering for the proposed Jones Creek Road Extension that will connect Tiger Bend Road and Airline Highway. Jonathan assisted in the design, layout, and quantity tabulation of bioswales to implement green infrastructure along the corridor.		
11/22–Present	MDOT, Directional Medians for US 49, Orange Grove Boulevard to St. Charles Street, Harrison County, MS. <i>Roadway Designer.</i> The project consists of highway improvements and directional medians on US 49 from Orange Grove Boulevard to St. Charles Street. Jonathan performed J-turn analysis and design, roadway design, and plan development for conceptual plans.		

Firm		Marmillion/Gray Media, Inc.		
	Rannah Gray Public Involvement Lead		Years of Relevant Experience with this Employer	16
			Years of Relevant Experience with Other Employer(s)	22
Degree(s) / Years / Specialization		MA/1979/Journalism • BA/1977/Journalism		
Active Registration Number / State / Expiration Date		N/A		
Year Registered		N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities		<p>Public and Stakeholder Involvement, Communications. <i>One of the state's most experienced public engagement professionals for transportation projects, Rannah has developed and implemented successful strategies for public and stakeholder outreach in Louisiana, Texas, Mississippi, Alabama, and Florida. She serves as the communications lead and public engagement co-lead for MOVEBR, and the public outreach and marketing lead for Commuter Krewe, a project of the Capital Region Planning Commission (CRPC) and DOTD to reduce traffic congestion by promoting alternatives to single-occupied vehicle travel. Rannah has worked on environmental studies for the proposed Baton Rouge Loop project and the proposed Nicholson Corridor High-Capacity Transit System, which is now the Bust Rapid Transit project. She is a graduate of the 2013 Louisiana Leadership Class and her work has won over 20 national marketing and communications awards.</i></p>		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
07/19–Present	<p>MOVEBR Transportation and Infrastructure Improvements Program for East Baton Rouge Parish, Baton Rouge, LA. <i>Communications Lead, Public Involvement Co-Lead.</i> Rannah wrote the program's strategic communications plan, created the MOVEBR brand; and manages media outreach, public events, and in-person and online stakeholder outreach. The MOVEBR program is the largest transportation and infrastructure initiative in East Baton Rouge Parish history, providing an investment of over \$1 billion in capacity projects, existing corridor enhancements, community improvements, and traffic signal synchronization.</p>			
09/19–Present	<p>Local Public Agency Documented Planning Process for DOTD, Baton Rouge, LA. <i>Public Outreach Consultant.</i> Rannah wrote the plan's public and stakeholder involvement chapters, including strategies for gathering in-person and online public input. She led development of toolkit templates and resources to be used by smaller cities, towns, and parishes for transportation planning. The project will be piloted in three communities and the consulting team will use lessons learned to revise the final planning document.</p>			
12/18–12/21	<p>Baton Rouge Bus Rapid Transit Feasibility Study for East Baton Rouge Parish, Baton Rouge, LA. <i>Public Outreach Lead.</i> Rannah was responsible for the planning and implementation of stakeholder and public meetings to gather input for proposed bus routes on Nicholson Drive and Plank Road. This project and its funding has been brought into the MOVEBR program for more efficient management where Rannah will continue to manage the project's public engagement strategies.</p>			
04/18–10/18	<p>ADA Transition Plan for Baton Rouge Parks and Recreation Commission (BREC), Baton Rouge, LA. <i>Public Outreach Lead.</i> Rannah was responsible for the planning and implementation of stakeholder and public outreach activities, development of a database of advocacy organizations and people living with disabilities; management of accessible public meetings, surveys and stakeholder outreach; and creation of outreach materials. This project evaluated BREC facilities, gathered public and stakeholder input to determine priorities and developed a plan for bringing facilities into compliance with the Americans with Disabilities Act (ADA).</p>			

07/17–05/23	Baton Rouge Travel Demand Management project (Commuter Krewe of Louisiana) for the Capital Region Planning Commission (CRPC), Baton Rouge, LA. <i>Public Outreach & Marketing Lead.</i> Rannah was responsible for development of the Commuter Krewe brand, marketing plan, and promotional strategies to help reduce single-occupied vehicles. The Commuter Krewe program was developed to help reduce traffic congestion in the Capital Region.
03/09–03/16	Implementation Plan and EIS for the Baton Rouge Loop project for the Capital Area Expressway Authority (CAEA), Baton Rouge, LA. <i>Public Outreach Lead.</i> Rannah was responsible for building stakeholder databases, managing stakeholder workshops, public meetings, surveys, elected official briefings, and public hearings. The Baton Rouge Loop was a proposed bypass around Baton Rouge to help reduce traffic congestion in the Capital Region.
09/15–12/16	Nicholson Corridor High-Capacity Transit System for East Baton Rouge Parish, Baton Rouge, LA. <i>Public Outreach Lead.</i> Rannah's responsibilities included development of the TramLinkBR brand, and stakeholder and public outreach activities, including workshops, public open houses, and presentations to business, civic, and neighborhood organizations. TramLinkBR was a proposed modern streetcar system connecting LSU and Downtown Baton Rouge. It has been converted to a proposed bus rapid transit route by the current administration.
04/15–04/16	Capital Region Metropolitan Transportation Plan Update for the CRPC, Baton Rouge, LA. <i>Public Outreach Lead.</i> Rannah managed public and stakeholder outreach, including developing the MOVE2042 branding, managing stakeholder and public outreach, surveys, public meetings and elected official outreach. This project provided an update of the long range transportation plan for the five parishes in the Capital Region MPO.
08/10–01/12	Capital Region Bicycle and Pedestrian Safety Campaign for the CRPC, Baton Rouge, LA. <i>Project Manager.</i> Rannah was the prime consultant for creating a public education campaign in the five Capital Region parishes in the MPO. Her responsibilities included producing TV spots, collateral materials, and community outreach strategies. This project aimed to reduce bicycle crashes and pedestrian deaths and during the campaign, bicycle crashes decreased 24% in the Capital Region and 32% in East Baton Rouge Parish, while pedestrian deaths decreased 12% in the Capital Region and 31% in East Baton Rouge Parish.
01/10–09/11	East Baton Rouge Parish Comprehensive Master Plan for Land Use, East Baton Rouge Parish, Baton Rouge, LA. <i>Public Involvement Lead.</i> Rannah wrote the public outreach plan and managed public engagement, stakeholder workshops, and branding. This included developing the FUTUREBR logo, managing stakeholder workshops, public meetings, surveys, and a public outreach effort that signed up over 2,000 residents to be "citizen planners" to provide ongoing input. This plan replaced the parish's Horizon Plan for land use.


Firm AECOM Technical Services, Inc.			
 Tom Hunter Principal Planner	Years of Relevant Experience with this Employer		27
	Years of Relevant Experience with Other Employer(s)		12
Degree(s) / Years / Specialization	BLA/1984/Landscape Architecture		
Active Registration Number / State / Expiration Date	Certified AECOM Project Manager • FHWA-NHI-142005 NEPA and Transportation Decision-Making • Improving the Quality of Environmental Documentation Course (NEPA) 2014		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	Technical Advisor. Tom is experienced in managing and leading projects through the transportation planning, IJR/IMR, and NEPA process, having led or participated in 17 transportation NEPA projects (EAs and EISs) in Louisiana alone. He has significant experience in project coordination with LADOTD, FHWA, and CRPC, as well as local, state, and federal resource agencies. He is very knowledgeable of the project area, having led the environmental inventory, development of alternative corridors, and assessment of numerous environmental impacts for the Baton Rouge Loop Implementation Plan and Tier 1 EIS. His experience includes managing complex traffic analysis, including regional travel demand modeling and travel demand forecasting. Tom also has extensive experience in leading community and stakeholder involvement programs, developing and evaluating alternatives, and building consensus on projects. He has applied these skills on numerous corridor and NEPA studies as well as new or modified interstate access requests throughout the state and Gulf South region.		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
03/04–07/05	Capitol Region Planning Commission, Baton Rouge North Bypass Feasibility and Toll Road Study, Baton Rouge, LA. Deputy Project Manager, Principal Transportation and Environmental Planner. Tom was responsible for development of a feasibility study for a 40-mile Northern Bypass of Baton Rouge. He led the alternatives development and evaluation, coordinated regional travel demand modeling services and traffic and revenue forecasts for the toll road alternatives, and was instrumental in implementation plan development. He also maintained a leadership role in the project's public involvement component.		
05/07–12/15	LADOTD, SPN H.005201 (H.008732), City of Baton Rouge, Baton Rouge Loop Implementation Plan and Tier 1 EIS Alternatives Evaluation and Travel Demand Modeling, Baton Rouge, LA. Principal Environmental Planner. Tom's primary role was leading the environmental inventory, significant participation in alternatives development, providing environmental evaluations, evaluation of alternatives, and NEPA services, and coordinating travel demand modeling, a Level 1 Toll Study, and stakeholder and public engagement.		
10/01–05/07	LADOTD, SPN 700-26-0242, East-West Corridor Highway Component Environmental Impact Statement, St. Charles, Jefferson & Orleans Parishes, LA. Deputy Project Manager. Tom assisted in managing this EIS to upgrade US 61 (Airline Drive) from I-310 to David Drive and the extension of the existing Earhart Expressway, including an elevated roadway section. He led the alternatives development and evaluation, and the public and stakeholder involvement program and dispute/mitigation resolution. A Record of Decision was issued for the project in 2007.		
01/03–04/12	LADOTD, SPN 736-99-1032, I-69, Section of Independent Utility No. 14 EIS, Junction I-20 near Haughton, LA, to US 82 near El Dorado, AR, Bossier, Claiborne and Webster Parishes, LA, Columbia and Union Counties, AR. Senior Transportation Planner. Tom was responsible for assisting in the development of alternative corridors, and Environmental Impact Statement for a 75-mile segment of Interstate 69 Corridor's section of independent utility number 14 which spans between Haughton, LA and El Dorado, AR. During development of the final EIS he undertook the role of Deputy PM and moving the project toward issuance of the ROD.		

07/15–Present	LADOTD, SPN H.004273.5, I-49 Lafayette Connector Supplemental EIS, Lafayette, LA. <i>Principal Planner.</i> Tom is assisting in the preparation of an SEIS for the 5.5-mile segment of I-49 South through an urban area of Lafayette. To date, work has involved preparing the Inventory Update and coordinating with the CSS and design team members in a Concept Refinement Process to identify alternatives to be studied in the SEIS. Tom's role has focused on review of alternatives, public engagement and facilitation of breakout groups for public and stakeholder engagement.
05/17–Present	LADOTD, SPN H.001779.5, Red River Bridge at Jimmie Davis Highway (LA 511) Supplemental EA, Bossier and Caddo Parishes, LA. Principal Planner for an Environmental Assessment (EA) to improve capacity of the LA 511 crossing of the Red River. Major concerns are community concern that the project is long overdue, commercial relocations, impacts to wetlands, and the inclusion of a shared use trail on the bridge to connect the existing trails on each side.
11/10–10/13	LADOTD, SPN 700-51-0110, Interchange for US 90 / LA 318 Environmental Assessment, Route US 90, St. Mary Parish, LA. <i>Principal Planner.</i> Tom assisted with this EA for the proposed construction of a grade-separated interchange at the intersection of US 90 and LA 318 to upgrade US 90 as part of the proposed future I-49 South corridor to improve connectivity, mobility, and safety. He was responsible for the daily coordination and preparation of the final EA and evaluation of the new alternative development from the public hearing. The final EA and FONSI were completed in 2013.
07/15–11/15	LADOTD, SPN H.004932, Supplemental Environmental Assessment, US 90 at LA 318, St. Mary Parish, LA. <i>Project Manager.</i> Tom completed the Supplemental EA as part of the design-build process, which included review and revision of the previous EA. He obtained a FONSI on a very aggressive schedule set by the DB contractor, FHWA, and DOTD (4 months).
05/09–11/11	Arkansas Highway and Transportation Department, Don Tyson Parkway Interchange Justification Report and Environmental Assessment, Springdale, AR. <i>Senior Project Manager.</i> Tom managed the development of reports based on AHTD's Procedures for New or Revised Freeway Access to assist in the justification and design of the proposed interchange. He was responsible for technical oversight of project deliverables, and stakeholder coordination and public involvement.
08/22–Present	LADOTD, SPN H. 004891.5, Reserve to I-10 Connector, Ascension Parish, LA. <i>Transportation Planner.</i> This project seeks to complete the EA and Interchange Justification Report for the planned connection between the Port of South Louisiana GlobalPlex facility, and other lands, directly to I-10 in Ascension Parish. Tom has supported the AECOM Task to determine funding sources and delivery methods.
10/06–12-07	Stage 0 Feasibility Study and Report, I-210 Corridor Lake Charles, LA. <i>Principal Transportation Planner.</i> Tom assisted with this 12-mile corridor study for I-210 in the City of Lake Charles. The study evaluated existing transportation deficiencies and provided recommendations for improvements at nine interchanges. Tom led the alternatives analysis process and the community and stakeholder involvement program. He was also key in developing a program of near-, mid-, and long-term projects and investments to address future transportation needs in the corridor.
10/20–Present	MOVEBR, College Drive Enhancements, City of Baton Rouge/Parish of East Baton Rouge, Baton Rouge, LA. <i>Project Director.</i> This project involves a design study, traffic study, and preliminary plans for the completion of roadway improvement on College Drive and its vicinity between Perkins Road and Bawell Street inclusive of the interchange with I-10. The design study will include development of numerous concepts to enhance operational capacity and efficiency along the corridor while including complete streets and green infrastructure improvements. Preliminary alternatives were developed and documented using LADOTD Stage 0 Project and Scope and Environmental Checklists to apply for state and federal funding grant applications to expand funding for the project beyond the allocation of the parish MOVEBR bond funds. Tom completed the Stage 0 checklists and provided a QC review of the safety analysis, which used the Predictive Method from the <i>Highway Safety Manual</i> .
02/14–11/14	Stage 0 Feasibility Study and Report, Weinberger Road, St. Bernard Parish, LA. <i>RPC Project Manager.</i> Tom led the evaluation of alternatives to reroute heavy truck traffic from Aycock Street through the Arabi Historic District associated with Domino's Sugar Refinery onto the Port of St. Bernard primary access road, Weinberger Road. After the existing and forecast traffic analysis was complete, alternatives were developed to reroute truck traffic away from Aycock Street onto Weinberger Road and complete street concepts were applied to Aycock Street to reconnect and enhance the Arabi Historic Neighborhood.


Firm Gresham Smith			
	Tait Karlson, PE, PTOE Senior Traffic Engineer	Years of Relevant Experience with this Employer	10
		Years of Relevant Experience with Other Employer(s)	6
Degree(s) / Years / Specialization		Master of Engineering/2005/Transportation Engineering • BS/2001/Civil Engineering	
Active Registration Number / State / Expiration Date		PE.0040438/LA/9.30.2024 • PTOE #2213/07.30.2023	
Year Registered		2016 (LA) • 2011 (PTOE)	Discipline Civil Engineering • PTOE
Contract Role(s) / Brief Description of Responsibilities		Senior Transportation Engineer. <i>Tait will support the traffic design and analysis portions of the contract.</i>	

Experience Dates	Experience and qualifications relevant to the proposed contract.
05/18–12/21	LADOTD, LA 37, Sullivan Road to Liberty Road Stage 0 Feasibility Study, Baton Rouge, LA. QA/QC. Gresham Smith collected and reviewed over 580 crash reports over a span of 3 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. Crash reports were reviewed and evaluated using the LADOTD safety triage and the safety tool box. Traffic analysis was performed using mainly HCS and Synchro and other software tools as needed. Gresham Smith reviewed historic traffic volume counts and TransCAD models and performed an extensive count analyses to develop regional growth rates for the study area. The team evaluated the effectiveness of safety improvements using the <i>Highway Safety Manual</i> , and identified Safety Performance Functions (SPFs) to determine Level of Service of Safety. To compare alternatives, benefit-cost ratio and net present value analyses were performed. Tait assisted with the development of the final report and performed QA/QC review.
05/17–03/19	LADOTD, Traffic Engineering Retainer Contract, TO #2, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study, Lake Charles, LA. QA/QC. 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 to evaluate the proposed interchange design. The project included data collection, development of growth rates, conduct a road safety assessment, developing and calibrating an existing VISSIM model, and evaluation of the proposed alternative. Tait assisted with the development of the final report and performed QA/QC reviews.
03/16–10/17	LADOTD, Traffic Engineering Retainer Contract, TO #1, Farmerville State and Local Road Traffic Study, Farmerville, LA. <i>Engineer.</i> Gresham Smith was selected to perform a formal traffic study of all the intersections (57) within and around the City of Farmerville on both state and local routes. The project included data collection, safety/crash review, development of growth rates, developing alternatives, analysis of existing and proposed conditions and benefit/cost analysis. Gresham Smith held a public meeting with local elected officials and met with many local agencies during the process to discuss the scope of the study, the results and possible alternatives. Tait assisted with the development of the final report and performed QA/QC review.
10/28–Present	LADOTD, Traffic Engineering Retainer Contract, TO #6, LCG Adaptive Traffic Signal System, Lafayette, LA. <i>Engineer.</i> Gresham Smith was selected to develop an Adaptive Traffic Signal network for the Lafayette Consolidated Government, which involved upgrading 190 traffic signal controllers. In addition, 78 traffic signals will be upgraded to become adaptive traffic signals. This will be the largest adaptive traffic signal system installed within the state of Louisiana. This project includes field inspection of 190 traffic signals, design plans for 78 adaptive signals, implementation of a new EVP system, integration support, and before travel studies.

05/17–03/19	LADOTD, Traffic Engineering Retainer Contract, TO #3, US 171 MLK Boulevard Traffic Study, Lake Charles, LA. <i>Engineer.</i> Gresham Smith was selected to develop a calibrated VISSIM model for existing conditions and the future no-build conditions along US 171 in Lake Charles. Alternative improvements were recommended and modeled to determine the best solutions to improve the corridor. The project included data collection, development of growth rates, developing and calibrating an existing VISSIM model, and evaluation and development of alternatives. Tait assisted with performing peak-hour field observations, developing VISSIM models for existing, no-build and the alternatives, calibrating the models, developing the final report, and performing QA/QC review.
03/21–03/21	MOVEBR, Bluebonnet Boulevard Sidewalks, North Mall Drive to Bluebonnet Centre Boulevard, City-Parish Project No. 20-EN-HC-0029, East Baton Rouge, LA. <i>QA/QC.</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. The project goal was to bring this existing intersection up to current ADA requirements for pedestrians.
05/21–Present	MOVEBR, Nicholson Drive Segment 2, Baton Rouge, LA. <i>QA/QC.</i> Gresham Smith is performing a traffic study for capacity improvements along Nicholson Drive in Baton Rouge. The project includes data collection, safety analysis, and existing and future analysis.
10/17–04/18	LADOTD, Traffic Engineering Retainer Contract, TO #4, I-10 at US 90 Lockmoor Bridge Transportation Management Plan (TMP), H.013076.5-1, Lake Charles, LA <i>QA/QC.</i> LADOTD oversaw the design of planned bridge maintenance of the US 90 bridge that operates as an on ramp to I-10 Eastbound. This bridge crosses over mainline I-10 for both the Eastbound and Westbound directions as well as the Westbound Off Ramp and Eastbound On Ramp to/from PPG drive. We were selected to develop the TMP to identify the challenges and strategies to address these challenges in order to minimize the traffic delays associated with the lane closures, demand volumes and incidents within the construction limits.
04/18–05/19	LADOTD, Traffic Engineering Retainer Contract, TO #5, I-10 TMP West of LA 108 to I-210 Interchange TMP, Lake Charles, LA. <i>QA/QC.</i> Tait assisted with the development of the final report and performed QA/QC review.
05/21–Present	MOVEBR, Sherwood Forest Boulevard Multi-Use Path (MUP), C-P Project No. 20-EN-HC-0027, Baton Rouge, LA. <i>Engineer.</i> 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 MUP 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.
03/21–Present	MOVEBR, Contract for Signal Rebuild Phase 1, Group 3 Design Services Parish Synchronization & Communication, Baton Rouge, LA. <i>Engineer.</i> Gresham Smith is performing engineering services for signal rebuilds in support for the synchronization and communication signal rebuild project. Services include traffic investigations, data collection, analysis, and preparation of final signal construction contract plans.
03/21–Present	MOVEBR, Contract for Signal Rebuild Phase 2, Group 2 Design Services Parish Synchronization & Communication, Baton Rouge, LA. <i>Engineer.</i> Gresham Smith is performing engineering services for signal rebuilds in support for the synchronization and communication signal rebuild project. Services include traffic investigations, data collection, analysis, and preparation of final signal construction contract plans.


Firm AECOM Technical Services, Inc.		
 Chris McKown, PE Structural Engineer	Years of Relevant Experience with this Employer	3
	Years of Relevant Experience with Other Employer(s)	7
Degree(s) / Years / Specialization	MBA/2019/Business Administration • BS/2012/Civil Engineering (Structures Minor)	
Active Registration Number / State / Expiration Date	PE.0041077/LA/03.31.2025 • PE.0058540/CO/10.31.2023 • ATSSA Traffic Control Supervisor–LA State Specific/2022	
Year Registered	2016 (LA) • 2021 (CO)	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	Structural Engineer. <i>Chris's role on the design team is informed by his experience with the structural design of bridges. He has worked designing bridges in both the public and private sectors and has experience with steel girder design, prestressed girder design, reinforced concrete design, accelerated bridge construction, phased construction, load rating, and providing construction support. Chris is well-versed in the AASHTO bridge design codes and LADOTD's Bridge Design and Engineering Manual and applicable design methodologies.</i>	
Experience Dates	Experience and qualifications relevant to the proposed contract.	
02/20–03/21	TxDOT, I-635 LBJ East, Dallas, TX. <i>Design Engineer for Quality Control.</i> The project's scope is for the construction of an approximately 11.2-mile corridor of Highway I-635 LBJ East from US 75 to IH-30 in Dallas County to improve safety, mobility, and relieve congestion in the region. Chris provided independent design checks and plan verifications (QC) for one bridge and all the project's sign structures.	
03/17–12/17	LADOTD, H.012422, I-110 Interchange Modification at Terrace Avenue, Baton Rouge, LA. <i>Design Engineer, Engineer of Record.</i> This project involved the superstructure design of a new off-ramp from I-110 South to Terrace Avenue in downtown Baton Rouge. The project's purpose was to provide a new exit ramp to improve connectivity in the area and reduce congestion at the I-10/I-110 merge. Chris was responsible for the design of the deck, steel girders, bearings for the new structure, and construction support.	
03/20–Present	LADOTD, I-49 Connector, Lafayette, LA. <i>Design Engineer.</i> Chris was responsible for advancing preliminary conceptual design plans for the Mainline Viaduct. He performed review of the three Mainline Viaduct structure type options and the options presented for the Signature Bridge. He performed reviews of structural quantities and conceptual cost estimates. Recent submittals included two conceptual design submittal packages for highway grade separations across BNSF and LDRR tracks. The project includes a very elaborate Context Sensitive Solutions process that is occurring concurrently with the environmental process. The project includes a signature bridge, an urban master plan for local road and frontage road connections, implementation strategies, and potential modifications to an adjacent railroad track including the replacement of up to three at-grade crossings with underpasses and possible modifications to an Amtrak station platform. Other rail modifications include replacing at grade crossing with highway overpasses.	
07/16–01/20	LADOTD, H.003184, I-10, Texas State Line East of Coone Gully, Calcasieu Parish, LA. <i>Design Engineer, Engineer of Record.</i> This project will widen approximately 11 miles of I-10 from Vinton, LA, to the Texas state line. The project called for the complete replacement of nine different structures within the project limits. Chris served as Engineer of Record for various components across the eight-slab span bridges. The structures will be replaced using phased construction.	
07/15–05/19	LADOTD, H.010009, LA 507 over I-20 Bridge Rehabilitation, Lincoln Parish, LA. <i>Design Engineer, Engineer of Record.</i> This project involved the complete replacement of the bridge superstructure of the LA 507 overpass near Simsboro, LA. The project called for accelerated bridge construction for the replacement of the bridge superstructure and various structural repairs. The bridge was built onsite and moved into place over the course of several weekends. Chris was responsible for the design of the deck, the steel girders, and the new bearings. Special consideration was given to minimize construction time and any road closures.	

10/04–08/19	LADOTD, H.002446, LA 40, Tchefuncte River Bridge, Near Folsom, LA. <i>Engineer of Record, Bridge Design Task Lead.</i> This project involved the complete replacement of the LA 40 bridge over the Tchefuncte River near Folsom. The project called for the replacement of the existing structurally deficient bridge using phased construction. Chris was responsible for the complete design of the new 420-foot-long slab span structure, including all substructure components. An “as-designed” load rating of the new structure was also provided.
02/21–Present	El Paso County, South Academy Boulevard over BNSF Rehabilitation, Colorado Springs, CO. <i>Design Engineer, Engineer of Record.</i> This project involves the design of widening and rehabilitation of three separate structures on South Academy Boulevard in Colorado Springs for capacity improvements. The widened superstructures will be a mixture of prestressed I-girders, prestressed box girders, and steel plate girders. The project also includes plans for scour mitigation and structural rehabilitation to extend the service life of the existing structures. A key aspect of this project was coordinating with the BNSF railroad for all submittals in accordance with UPRR/BNSF Railroad Grade Separation Guidelines for the steel plate girder bridge.
03/16–08/16	CDOT, IM 0252-495, I-25 Rehabilitation, MP 127–MP 135, Colorado Springs, CO. <i>Design Engineer for Quality Control.</i> The project's scope was to rehabilitate approximately 8 miles of I-25 in Colorado Springs. The project included multiple bridge widenings. Chris provided a complete independent design check and plan verifications of the proposed widened structure over Dry Wash Creek. The existing structure consisted of a three-span steel-rolled beam superstructure supported by a multicolumn bent on spread footings. The new portion of the bridge was widened to match the existing structure.
09/17–Present	Coastal Protection and Restoration Authority, BA-0153, Mid Barataria Sediment Diversion, Plaquemines Parish, LA. <i>Design Engineer.</i> This project involves the relocation of LA 23 and the NOGC Railroad tracks across the proposed sediment diversion. Chris performed QC review of the LA 23 bridge plans and served as a staff engineer for the development of maintenance access bridge design. The rail improvements extend the track across the diversion channel intake structure, which will feature a bridge with a moveable span for channel maintenance and about 10,000 feet of new railroad track. The highway improvements will include a 2,300-foot-long structure composed of precast and cast in place concrete elements that will carry two lanes in each direction with shoulders and two sets of conduits for fiber optic cables below the bridge deck. Roadway improvements include access roads on each side of the bridge to maintain adjacent property access and relocated alignments of the rural divided highway to connect the existing highway to the new bridge structure.


Firm Michael Baker International, Inc.			
	Jeffrey McRae, PE Technical Manager – Bridge	Years of Relevant Experience with this Employer	26
		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BS/1996/Civil Engineering	
Active Registration Number / State / Expiration Date		PE.0034554/LA/09.30.2023	
Year Registered		2009	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Structures Engineer. <i>Jeffrey is involved as project manager and bridge design lead on various bridge design projects. His responsibilities include the completion of contract plans from the conceptual layout stages through final structural design on numerous bridge design projects, generation of bridge quantity calculations, checking of concrete and steel bridge shop drawings, and generation of substructure and superstructure design calculations. He has also performed the duties of project manager on several bridge design projects and three bridge inspection projects.</i>	

Experience Dates	Experience and qualifications relevant to the proposed contract.
11/21–Present	LADOTD, US 371, KCS RR Overpasses HBI, Webster Parish, LA. <i>Bridge Design Lead.</i> This project involves the replacement of three bridges along US 371 at two locations: Sibley and Minden. Jeffrey’s responsibilities include overseeing the bridge design calculations and development of bridge plans making sure they meet both DOTD and KCS <i>Railroad Design Guidelines</i> . The project includes the design of a detour structure (Akrow Bridge) for the bridge site at Sibley to keep US 371 open under traffic.
10/22–Present	LADOTD District 07, Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program, LA. <i>Bridge Engineer.</i> Jeffrey assisted with the development of expected bridge construction cost based on anticipated square footage of bridge using recent off-system and on-system bridge bid tabulations. Additional responsibilities included assisting with Preliminary Bridge Matrix and Final Structure Recommendation for the five parishes in District 07. The project is broken into Initial Phase and Additional Design Phase. Matrix developments were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3M with allocations for each parish. An additional Phase NTP was issued on 05/02/2023.
08/21–Present	MDOT, SR 28 Quinn Creek and Strong River Bridge Replacements, Simpson County, MS. <i>Project Manager.</i> Jeffrey’s responsibilities include overall project management, QA/QC of bridge design calculations, generation of final contract plans, and review of contractor submittals. Michael Baker provided design and engineering services for bridge hydraulics and conceptual and final bridge construction plans for two prestressed girder hydraulic bridge sites, including a three-span spliced post-tension concrete girder span.
06/20–12/21	MDOT, SR 601 Middle-Canal Road, Harrison County, MS. <i>Bridge Design Lead.</i> Jeffrey’s responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final bridge design contract plans for three grade crossings and one hydraulic crossing. Michael Baker provided engineering services for Alternate No. 2 (with North Connector Road) for the development of contract plans for the middle section (approximately 3.0 miles) of a four-lane divided highway on new alignment from US 90 to I-10. Four bridges are on the alignment. Michael Baker also provided aerial mapping and centerline alignment for the entire length of the highway from US 90 to I-10.

11/19–12/21	MDOT, US Highway 49 Flyover Bridge Rehabilitation, Rankin County, MS. <i>Project Manager.</i> Jeffrey's responsibilities included overall project management, QA/QC of bridge design calculations, generation of final contract plans, and review of contractor submittals. Michael Baker provided design and engineering services for final contract plans for the replacement of the curved right-side railing (outside of curve) and overhang on the US 49 North to I-20 West flyover bridge (Bridge No. 30) in Rankin County. Michael Baker also developed traffic control plans, performed infrared and ground-penetrating radar surveys of the existing bridge deck, and prepared a special provision specification for a high friction overlay to be applied to the bridge deck.
09/19–Present	MDOT, SR 9 Bridge Replacements, Calhoun County, MS. <i>Project Manager.</i> Jeffrey's responsibilities included generating preliminary bridge ROW plans, geometric calculations, and design calculations for three hydraulic bridge crossings. One of the crossings, Strong River, required four separate alternates to be detailed as well as a constructability report and cost estimate comparison discussing the advantages and disadvantages of each alternate. Michael Baker is providing engineering services for the replacement of the SR 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design.
07/18–12/22	MDOT, Appalachian Corridor "V," Itawamba County, MS. <i>Project Manager.</i> Jeffrey's responsibilities included overall project management, QA/QC of bridge design calculations, generation of final contract plans, and reviewing of contractor submittals. Michael Baker provided design and engineering services for bridge hydraulics, conceptual and final bridge construction plans, and construction engineering services for four twin hydraulic bridge crossings on the Appalachian Corridor "V" alignment (SR 76) from Fairview to SR 23.
07/12–12/22	MDOT, US Highway 49 Improvements between Florence and the Scales Area, Rankin County, MS. <i>Bridge Design Lead.</i> Jeffrey's responsibilities included generating final construction bridge plans, geometric calculations, design calculations, and review of contractor submittals for three hydraulic bridge crossings and three box bridges. Michael Baker provided engineering services for roadway and bridge construction on U.S. 49 between Florence and the Scale Area just south of I-20. Michael Baker's services included the development of detailed design plans for bridges and roadway, including lighting, traffic control, signing, signalization, and ITS.
04/11–10/14	MDOT, SR 15 Ripley Bypass, Tippah County, MS. <i>Project Manager.</i> Jeffrey's responsibilities included project management duties and generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans. Michael Baker provided engineering services to upgrade SR 15 to a four-lane limited-access highway to bypass the city of Ripley. The bypass included interchanges at several intersections from the Union County line to 1 mile north of SR 4 in Tippah County. Michael Baker's services included surveying, the design of eight prestressed concrete beam bridges that included three hydraulic crossings and five grade crossings, and the design of a retaining wall adjacent to a railroad.
04/07–12/16	MDOT, I-269, East of I-55 to North of SR 305, DeSoto County, MS. <i>Bridge Design Lead.</i> Jeffrey's responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, conceptual through final design contract plans and reviewing of contractor submittals for seven bridges. Michael Baker provided engineering services for I-269 from east of I-55 to north of SR 305. Michael Baker's services included detailed mapping from aerial photography, field surveys, traffic analysis, the preparation of final right-of-way plans, and preparation of final construction plans.
05/10–12/15	MDOT, SR 607 Improvements from Texas Flat Road to I-59, Hancock and Pearl Counties, MS. <i>Bridge Design Lead.</i> Jeffrey's responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, conceptual through final design contract plans and reviewing of contractor submittals for three prestressed girder bridges. Michael Baker provided engineering services for the widening of SR 607 to four lanes from Texas Flat Road to I-59, including the replacement of bridges over Alligator Branch, Second Alligator Branch and Indian Camp Creek. Michael Baker's services included bridge hydraulic design, load and resistance factor design of the bridges, and the preparation of construction plans.
04/07–03/10	Madison County, Reunion Parkway over I-55 Interchange, MS. <i>Project Manager.</i> Jeffrey's responsibilities included project management and generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans for a curved steel box girder bridge. This project includes bridge and retaining wall design, as well as surveying for a Single Point Urban Interchange (SPUI) located at the intersection of I-55 and Reunion Parkway in Madison County, MS.


Firm		Michael Baker International, Inc.		
	Stephen Martin		Years of Relevant Experience with this Employer	2
	Environmental Associate		Years of Relevant Experience with Other Employer(s)	6
Degree(s) / Years / Specialization		BS/2013/Environmental Biology • AS/2020/Drafting and Design		
Active Registration Number / State / Expiration Date		N/A		
Year Registered		N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities		Environmental Associate. <i>Stephen has experience in the environmental consulting profession, with an emphasis in natural resources investigation and related GIS mapping. His expertise includes field studies for wetland delineations and evaluations, preparation of Section 404 Permit Applications, field studies for T&E species, and USFWS Section 7 Coordination. He has conducted wetland evaluations and delineations in compliance with the 1987 USACE) Wetlands Delineation Manual and the Atlantic and Gulf Coastal Plain Regional Supplement through an initial area reconnaissance; a review of historical, environmental, and regulatory records; a site investigation; and wetlands flagging with GPS locations.</i>		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
10/22–Present	LADOTD District 07, Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program, LA. <i>Environmental Associate.</i> Stephen reviewed the proposed project areas and collected data for environmental constraints that could serve as a roadblock for the replacement of a bridge structure. The information gathered allowed the engineers to make decisions on which bridge structures should move forward in design based off these environmental constraints. The constraints included but were not limited to Archaeological Sites, NRHP, Pre-1971 La HBI, 71-85 NRHP, Tribal Lands, Wetlands, Scenic Stream, Levee Permit, Coastal Zone, T&E Species, Section 4(f) and 6(f) lands, Navigable Waterway, UST or Contaminated Sites, Potential Mitigation Cost, and Additional Environmental Permits. The project includes five parishes in District 07 for the replacement of existing off-system bridges. DOTD broke the project into an Initial Phase and a Final Design Phase. Project priorities were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3M with allocations for each parish			
09/21–02/22	Jackson County Board of Supervisors, Bayou Boat Launch, Jackson County, MS. <i>Environmental Associate.</i> Stephen completed wetland and other waters of the U.S. delineation and reporting, T&E species survey and technical report, and an EA. Michael Baker provided environmental, design, and engineering services for the improvement at Ft. Bayou Boat Launch located off Washington Avenue in Jackson County. Project elements included improved traffic circulation and parking, improved lighting, boat ramp improvements, and new finger piers. Michael Baker provided design, permitting, bid-phase support, and construction administration services.			
09/21–09/22	Jackson County Board of Supervisors, Jackson County Dredging, Jackson County, MS. <i>Environmental Associate.</i> Michael Baker performed design and engineering services for maintenance dredging of material from Dutch Bayou and Catherine Roberts Bayou. The project was initiated to promote safe access to the waterways in Jackson County and promote positive drainage in these areas. For the project, Michael Baker provided design, permitting, bid-phase support, and construction administration services.			

10/21–06/22	Jackson County Board of Supervisors, Lemoyne Boulevard EC (PH2), Jackson County, MS. <i>Environmental Associate.</i> Stephen completed wetland and other waters of the U.S. delineation and reporting for USACE Section 404 permit coordination and T&E Species surveys and technical reports for Section 7 coordination with the USFWS. Michael Baker performed environmental, design, and engineering services for the development of drainage and erosion control improvements along an existing drainage way located north of Lemoyne Boulevard in the Saint Martin Community located on the west side of Jackson County. For the project, Michael Baker provided design, permitting, bid-phase support, and construction administration services.
02/22–06/22	Jackson County Board of Supervisors, Letort Lane Drainage, Jackson County, MS. <i>Environmental Associate.</i> Stephen was responsible for regulatory agency permit coordination. He completed wetland and other waters of the U.S. delineation and reporting for USACE Section 404 permit coordination and T&E species surveys and technical reports for Section 7 coordination with the USFWS. Michael Baker performed environmental, design, and engineering services for the development of drainage and erosion control improvements along an existing drainage way located north of Lemoyne Boulevard in the Saint Martin Community located on the west side of Jackson County, Mississippi. Michael Baker provided design, permitting, bid-phase support, and construction administration services.
11/21–03/22	MDOT, I-59 & US 11, Hattiesburg, Forrest County, MS. <i>Environmental Associate.</i> Stephen was responsible for high-level field reconnaissance to verify the presence and condition of five potential hazardous materials sites. Michael Baker provided environmental, design, and engineering services for the improvements along I-59 at the US 11 interchange. A review was conducted to identify potential environmental concerns in the vicinity of the study area. Michael Baker provided design, permitting, bid-phase support, and construction administration services.
10/21–03/22	MDOT, SR 15 Tippah 101632, Forrest County, MS. <i>Environmental Associate.</i> Stephen was responsible for the completion of a wetland and other waters of the U.S. delineation and report and for Section 404 permit coordination with the USACE. He also completed a T&E species survey and technical report and coordinated clearance with the USFWS. Michael Baker provided environmental, design, and engineering services for the improvements along SR 15 beginning 1 mile north of SR 4 and extending northward to a point along existing SR 15. Michael Baker provided design, permitting, bid-phase support, and construction administration services.
09/21–11/21	Jackson County Board of Supervisors, Beachview Drive Widening (PH2), Jackson County, MS. <i>Environmental Associate.</i> Stephen was responsible for the completion of a wetland and other waters of the U.S. delineation and report and for Section 404 permit coordination with the USACE. Michael Baker provided environmental, design, and engineering services for the improvements along Beachview Drive between Blueberry Drive and Old Walnut Road located in the Gulf Park Estates community of Jackson County, MS. The project was initiated to provide a minimum 12-foot travel lanes for traffic and 5-foot sidewalks on each side of Beachview Drive. For the project, Michael Baker provided design, permitting, bid phase support, and construction administration services.

Firm Michael Baker International, Inc.			
	Lu Ann May GIS Analyst/NEPA Specialist	Years of Relevant Experience with this Employer	34
		Years of Relevant Experience with Other Employer(s)	4
Degree(s) / Years / Specialization		BS/1983/Management Information Systems	
Active Registration Number / State / Expiration Date		N/A	
Year Registered		N/A	Discipline N/A
Contract Role(s) / Brief Description of Responsibilities		NEPA/Environmental Studies, GIS Analysis. <i>Lu Ann is a technical manager with extensive experience in NEPA, transportation planning, and GIS applications. Her technical skills, combined with varied project experience, enable her to provide the knowledge needed to lead the most challenging projects. Her practical experience includes preparing environmental documentation, impact assessments, public and agency outreach presentations and exhibits, and GIS inventory and analysis.</i>	


Experience Dates	Experience and qualifications relevant to the proposed contract.
04/22–Present	LADOTD, LA 30, EBR PL, I-10, Ascension, Iberville, and East Baton Rouge Parishes, LA. <i>GIS Manager.</i> Lu Ann is currently serving as the GIS Manager for the NEPA study for the widening of LA 30. The project is currently in the Part 1 phase of the study to determine the required widening requirements of LA 30 from the East Baton Rouge Parish Line to I-10. The project covers nearly 14 miles of improvements along LA 30 through Iberville and Ascension Parish. The study will determine how many additional lanes necessary for LA 30 along this stretch with intersection improvements at Bayou Paul Lane, LA 74, LA 3115, LA 73, and LA 3251. Lu Ann was responsible for building the project GIS of environmental constraints.
04/01–11/14	LADOTD, 700-94-0003; F.A.P. No. HPI-690-1(001), I-69 Section of Independent Utility (SIU) No. 15 EIS/ROD, LA (HPC 18 U.S. 171 to I-20), Bossier, Caddo, and DeSoto Parishes, LA. <i>Deputy Project Manager, GIS Manager.</i> Lu Ann was responsible for a Stage 1 study of a \$1.7 billion, 35-mile interstate facility on new location between US 171 near Stonewall in DeSoto Parish, and I-20 near Haughton in Bossier Parish. She was responsible for supporting the project manager in all work activities for preparing an EIS. In addition, she was responsible for managing the project GIS of environmental data and performing GIS analysis to support technical studies and alternative comparison. Michael Baker conducted a preliminary engineering and environmental study for I-69 Section of SIU 15, including conceptual Red River Bridge design and navigable waterway studies, interchange justification studies (IJS), Phase I Cultural Resources Assessment including probability modeling for archaeological resources and geoarchaeological study, wetland delineation and surface waters evaluations, Phase I ESA, highway traffic noise studies, Endangered Species Act Section 7 consultation and Interior least tern (ILT) and Red-cockaded woodpecker (RCW) biological assessments.
05/08–05/11	Northwest Louisiana Council of Governments (NLCOG), 700-08-0130, East-West Corridor EA, Bossier Parish, LA. <i>GIS Manager.</i> Lu Ann was responsible for the application of GIS to support the NEPA process for a new location 8-mile, two-lane urban collector with right-of-way clearance for future widening to a 5-mile facility when traffic conditions warrant. She performed GIS analysis to support agency and public meetings, property access, field studies, alignment development and selection, quantifying potential impacts, and preparation of the EA document and technical reports. Michael Baker's services included traffic analyses including conducting traffic counts and forecasting traffic using NLCOG's TransCAD regional travel demand model (TDM); Phase I Cultural Resources Assessment including probability modeling for archaeological resources and geoarchaeological study; wetland delineation and surface waters evaluations; Phase I ESA; and highway traffic noise studies.

09/99–09/04	<p>LADOTD, 700-29-0112: LA 1 Improvements Alternatives Analysis and EIS/ROD, Lafourche Parish, LA. <i>GIS Manager.</i> Lu Ann was responsible for building the project GIS, which consists of field and secondary data sources and GIS analysis to calculate potential environmental impacts for each of the alignment alternatives to support alignment selection and EIS preparation. Michael Baker conducted the route location, conceptual engineering, and environmental evaluation. The project area encompassed some of the most ecologically unique and sensitive areas in Louisiana, and perhaps the nation, and traversing the area with a highway on new location presented major environmental challenges. The project received national attention for its environmental stewardship and streamlining accomplishments and was the recipient of the 2004 AASHTO President’s Transportation Award for Environment.</p>
08/97–09/05	<p>LADOTD, 700-09-0117, North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, LA. <i>GIS Manager.</i> Lu Ann was responsible for building the project GIS of environmental constraints and performing GIS analysis to produce environmental impact reports and corresponding graphic maps to support corridor selection and EIS preparation. The \$670 million highway will be an interstate facility on new location, 35-mile four-lane fully controlled highway on new location between I-220 in Shreveport, Louisiana, and the Arkansas state line. The project included logical termini evaluation, interchange justification studies (IJS), Phase I Cultural Resources Assessment, wetland delineation and surface waters evaluations, Phase I Environmental Site Assessment (ESA), highway traffic noise studies, and air quality impact assessment.</p>
07/11–Ongoing	<p>LADOTD, H.005168, New Orleans Rail Gateway EIS, Jefferson and Orleans Parishes, LA. <i>Deputy Project Manager, GIS Manager.</i> Lu Ann was responsible for supporting the project manager in all work efforts associated with the engineering and environmental studies to develop an EIS for \$638M in improvements to the New Orleans Rail Gateway, the fourth-largest freight rail gateway in the United States. She was also responsible for the development and analysis of a project-specific GIS containing environmental and engineering coverages. Michael Baker’s services include environmental and engineering services, GIS development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination including FRA, LADOTD, NORPC, seven Class 1 railroads, Amtrak, NOPB, City of New Orleans, Jefferson Parish, the Port of New Orleans and federal/state resource agencies, and extensive public and minority community outreach.</p>
11/08–08/12	<p>The Grand Parkway Association, Grand Parkway EIS, Houston, TX. <i>GIS Manager.</i> Lu Ann was responsible for building the GIS of environmental constraints and performing GIS analysis to produce environmental impact reports and corresponding graphic maps to support corridor selection and EIS preparation for four individual segments. Michael Baker developed alternative alignments, conducted environmental studies, facilitated public involvement and agency coordination activities, and prepared NEPA documentation for four individual segments of the proposed SH 99, Grand Parkway. Michael Baker provided overall project management; performed engineering and environmental studies, project Need and Purpose, and alternatives analysis; performed and managed field investigations and data collection; and prepared draft and final EISs and RODs. Additionally, Michael Baker developed an indirect and cumulative impact study; an administrative record; a GIS database; agency and public comment tracking systems; public hearing; video presentations; and a comprehensive public outreach program that included a website, visualizations, renderings, and resource agency workshops.</p>
04/09–03/12	<p>ARDOT, Southeast Arkansas I-69 Connector Location and Environmental Study, Monticello, AR. <i>GIS Manager.</i> Lu Ann managed the input of environmental constraints from both field-verified and secondary data sources including wetlands, farmlands, floodplains, tax map parcels, historic/archaeological resources, T&E species, parks and other natural and socioeconomic resources. She was responsible for building the project GIS and performing GIS analysis to determine potential environmental impacts for each of the alternatives. Michael Baker conducted a location and environmental study for the Southeast Arkansas I-69 Connector. The proposed highway is an interstate facility, approximately 50 miles in length, which connects I-530 in Pine Bluff, AR, to the proposed I-69 in the vicinity of Warren and Monticello. The project involved an engineering location study of several alternatives, an assessment of environmental impacts, the preparation of draft and final EISs and a record of decision, and Phase III archaeological mitigations.</p>


Firm Gresham Smith		 Rebecca Murray, PE, PTOE, RSP₁ Traffic Engineer		Years of Relevant Experience with this Employer	7
				Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BS/2015/Civil Engineering			
Active Registration Number / State / Expiration Date		PE.0043788/LA/03.31.2024 • PTOE 4861/03.26.2023 • RSP ₁ #611/04.05.2024			
Year Registered		2019 (LA) • 2020 (PTOE) • 2021 (RSP ₁)	Discipline	Civil Engineering • PTOE • RSP ₁	
Contract Role(s) / Brief Description of Responsibilities		Traffic Engineer. <i>Rebecca will lead and support various tasks throughout the project.</i>			

Experience Dates	Experience and qualifications relevant to the proposed contract.
03/16–10/17	LADOTD Traffic Engineering Retainer Contract, TO #1, Farmerville State and Local Roads Study, Farmerville, LA. <i>Pre-Professional.</i> Gresham Smith was selected to perform a formal traffic study of all the intersections (57) within and around Farmerville. The project included data collection, crash review, development of growth rates, developing alternatives, analysis of existing and proposed conditions and benefit/cost analysis. Rebecca's role was to review traffic and crash data, develop growth rates, perform existing and proposed traffic analysis, develop alternatives and prepare the project report.
05/17–01/19	LADOTD Traffic Engineering Retainer Contract, TO #3, US 171 MLK Boulevard Traffic Study, Lake Charles, LA. <i>Pre-Professional.</i> Gresham Smith was selected to develop a calibrated VISSIM model for existing conditions and the future no-build conditions along US 171 in Lake Charles. Alternative improvements were recommended and modeled to determine the best solutions to improve the corridor. The project included data collection, development of growth rates, developing and calibrating an existing VISSIM model and evaluation and development of alternatives. Rebecca's role was to oversee data collection, develop a data collection report, perform the safety analysis, develop VISSIM models for 6 alternatives and calibrate the models, develop presentation material for the public meeting and development of the final report.
05/17–03/19	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 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.
07/18–12/21	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 3 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.

10/17–04/18	LADOTD, Traffic Engineering Retainer Contract, TO #4, I-10 at US 90 Lockmoor Bridge Transportation Management Plan (TMP), H.013076.5-1, Lake Charles, LA. <i>Pre-Professional.</i> LADOTD oversaw the design of planned bridge maintenance of the US 90 bridge that operates as an on ramp to I-10 eastbound. This bridge crosses over mainline I-10 for both the eastbound and westbound directions as well as the westbound off ramp and eastbound on ramp to/from PPG drive. We were selected to develop the TMP to identify the challenges and strategies to address these challenges in order to minimize the traffic delays associated with the lane closures, demand volumes and incidents within the construction limits. Rebecca assisted with the traffic and crash analysis and the TMP documentation.
04/18–04/19	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 two 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.
05/21–Present	MOVEBR, LA 30 (Nicholson Drive) Segment 2, Baton Rouge, LA. <i>Lead Traffic Engineer.</i> Gresham Smith is performing a traffic study for capacity improvements along Nicholson Drive in Baton Rouge. The project includes data collection, safety analysis, and existing and future analysis. Rebecca's responsibilities for the traffic study included review of traffic count data, development of volumes, modeling the existing and proposed roadway networks using HCS software, crash analysis, alternative analysis and writing a report to summarize the findings. This project followed LADOTD's Traffic Engineering Process and Report guidelines.
03/21–Present	MOVEBR, Bluebonnet Boulevard Sidewalks, North Mall Drive to Bluebonnet Centre Boulevard) 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. The project goal is to 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.
03/21–Present	MOVEBR, Contract for Signal Rebuild Phase 1, Group 3 and Phase 2, Group 2 Design Services Parish Synchronization & Communication, Baton Rouge, LA. <i>Lead Traffic Engineer.</i> 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 led 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.
11/17–01/18	LADOTD, SRTS/LRSP Task Order 12, Constitution Drive Safety Study, West Monroe, LA. <i>Pre-Professional.</i> Rebecca's role was to review traffic and crash data, perform traffic analysis, develop alternatives and the project report as well as assist with the design of pedestrian improvements and traffic signal plans
05/21–Present	MOVEBR, Sherwood Forest Boulevard MUP, C-P Project No. 20-EN-HC-0027, Baton Rouge, LA. <i>Engineer.</i> 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.


Firm		Gresham Smith		
	Payton Nickles		Years of Relevant Experience with this Employer	1
	Traffic Analysis		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BS/2021/Civil Engineering		
Active Registration Number / State / Expiration Date		N/A		
Year Registered		N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities		Traffic Analysis. Payton will support traffic analysis and traffic design teams.		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
05/21–Present	MOVEBR, LA 30 (Nicholson Drive) Segment 2, Baton Rouge, LA. Traffic Analysis. Gresham Smith is performing a traffic study for capacity improvements along Nicholson Drive in Baton Rouge. The project includes data collection, safety analysis, and existing and future analysis.			
05/21–Present	MOVEBR, Sherwood Forest Boulevard MUP, Baton Rouge, LA. Traffic Analysis. Gresham Smith is performing a traffic study for pedestrian improvements along Sherwood Forest Boulevard in Baton Rouge. The project includes data collection, safety analysis, and existing and future analysis.			
03/21–Present	LADOTD, Complex Bridge Inspections Task Order 3, Statewide, LA. Traffic Analysis. Payton assisted in the development of the traffic control plans for various bridge inspection projects. The traffic control plans included single-lane closures with alternating traffic with flaggers for projects in urbanized areas. Projects included the Charenton Truss Swing Bridge in St. Mary's Parish and the Jeanerette Truss Swing Bridge in Iberia Parish. Payton worked closely with the bridge inspection team to develop the parameters for the lane closures to ensure that adequate protection was provided to the field inspection team while meeting requirements from LADOTD's traffic control standards.			
06/21–Present	EBR DTD, MOVEBR-Plank Road Corridor Enhancement, Baton Rouge, LA. Traffic Analysis. This project is a design study along a portion of the Plank Road corridor between Dawson Drive and Harding Boulevard. Payton's responsibilities include assisting the design engineer with the development of typical sections and plan and profile sheets. She is also responsible for addressing general markups in MicroStation.			
03/21–03/21	MOVEBR, Bluebonnet Boulevard Sidewalks (North Mall Drive to Bluebonnet Centre Blvd.) City-Parish Project No. 20-EN-HC-0029, East Baton Rouge, LA. Traffic Analysis. 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. The project goal is to bring this existing intersection up to current ADA requirements for pedestrians.			
08/01–Present	LADOTD, LRSP TO #6, LA-14: US 90 to Power Center Parkway, Traffic Report, Lake Charles, LA. Traffic Analysis. 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 (Frugé Street) to Power Centre Parkway. This traffic report is being prepared in conjunction with the DOTD Engineering Directives and Standards Manual (EDSM).			


03/21–Present	<p>MOVEBR, Contract for Signal Rebuild Phase 1, Group 3 Design Services Parish Synchronization & Communication, Baton Rouge, LA. <i>Traffic Analysis.</i> Gresham Smith is performing engineering services for signal rebuilds in support for the Synchronization and Communication Signal Rebuild project. Services include traffic investigations, data collection, analysis, and preparation of final signal construction contract plans.</p>
03/21–Present	<p>MOVEBR, Contract for Signal Rebuild Phase 2, Group 2 Design Services Parish Synchronization & Communication, Baton Rouge, LA. <i>Traffic Analysis.</i> Gresham Smith is performing engineering services for signal rebuilds in support for the Synchronization and Communication Signal Rebuild project. Services include traffic investigations, data collection, analysis, and preparation of final signal construction contract plans.</p>
03/21–04/21	<p>Edinburg Regional Medical Center, Traffic Impact Analysis, Edinburg, TX. <i>Traffic Analysis.</i> Payton assisted in the development of the traffic impact letter by performing analysis and preparing figures to support the traffic impact analysis for roadway expansion associated with the buildout of a regional medical center. Payton worked under the supervision of the lead traffic engineer to develop roadway capacity analysis and documentation of existing conditions to support the proposed roadway build outs.</p>

Firm AECOM Technical Services, Inc.			
	Ajaykumar Patil, EIT ITS/Traffic Engineer	Years of Relevant Experience with this Employer	6
		Years of Relevant Experience with Other Employer(s)	<1
Degree(s) / Years / Specialization		MS/2016/Civil Engineering • BS/2012/Civil Engineering	
Active Registration Number / State / Expiration Date		EIT.58663/TX/05.31.2024	
Year Registered		2017	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		ITS/Traffic Engineer. <i>Ajaykumar is experienced in research, design, and project management for transportation projects. His expertise and research areas include traffic operations, capacity and impact studies, traffic modeling and simulation, innovative traffic strategies, and connected/autonomous/electric vehicle studies. He has also completed FHWA traffic noise modeling (TNM) training.</i>	


Experience Dates	Experience and qualifications relevant to the proposed contract.
08/22–Present	WisDOT, Travel Time Reliability for IH 39/90, WI. <i>Traffic Analysis.</i> One of the objectives of this project is to calculate and calibrate existing condition travel time reliability of this ~12-mile IH 39/90 freeway using existing traffic data. As part of this project, Ajaykumar performed data analysis on different traffic database to develop travel time reliability parameters, calibrated the model to match with observed travel time metrics, and wrote a report analyzing existing condition results. The next phase of the project involves calculating travel time reliability for future scenarios.
04/21–08/21	WisDOT Performance-Based Operation Certification, Intersection Screening Tool, WI. <i>Traffic Analysis.</i> The objective of this project is to analyze 26,000+ WisDOT intersections and screen intersections that are operating at lower level of service. As part of this project, Ajaykumar performed data analysis on different traffic data databases to identify patterns for unknown traffic parameters required for operational analysis of intersections, developed methodology to analyze different control types (signal, TWSC, AWSC and roundabout) at a planning level, strategized assumptions in case of unavailability of data, developed an Excel-based worksheet to automate data processing, and calculated control delay and LOS for intersections.
02/20–06/22	Austin Core Transportation Plan, City of Austin, TX. <i>Traffic Analysis.</i> The objective of this project was to analyze City of Austin downtown intersections and identify safety and operational improvements after accounting for future population/traffic growth, existing corridor plans developed by the City of Austin, Capital Metro’s Project Connect (proposed transit system connecting various parts of the city) and downtown IH 35 corridor plans. As part of this project, Ajaykumar performed data analysis to identify population and traffic growth factors, researched impacts of existing corridors plans on study intersections, developed synchro models, provide recommendations to improve safety and operations, including mitigating transit conflicts with other travel modes.
03/22–11/22	City of Austin Smart Mobility Corridor Initiative, City of Austin, TX. <i>Traffic Analysis.</i> This is a multi-phase project initiated by the City of Austin to identify corridors for implementing smart technologies and address issues related to safety, traffic, multi-modal, social equity, and incident management. Ajaykumar is supporting this project by researching potential smart technology applications, assessing traffic conditions, and also develop framework for the next phase that determines existing conditions of ITS infrastructure, identifies gaps, and potential locations that could benefit by smart technology applications, including connected vehicle technology.

12/19–01/21	City of Austin Staff Augmentation, TX. <i>Traffic Analysis.</i> Ajaykumar was part of City of Austin Transportation Department augmented staff that provided services such as reviewing TIAs, analyzing intersections, and identifying additional operational mitigation measures based on proposed development and proposing additional safety improvements.
01/21–03/21	U.S. Army, Draft Utilities Infrastructure Master Plan, Fort Polk, LA. <i>Traffic Analysis.</i> The objective of this project was to assess current transportation infrastructure capacity within Fort Polk and determine necessary improvements considering future growth. As part of this project, Ajaykumar performed traffic engineering analysis of key intersections and entry points, developed Synchro models for existing and future conditions, and proposed recommendations to improve critical transportation infrastructure for existing and future conditions.
11/17–03/18	Iowa DOT, IH 35 Route Diversion Plan, IA. <i>Traffic Analysis.</i> The objective of this project is to determine alternate routes in case of an event or construction activity on IH 35 from mid of Iowa to the borders of Minnesota in the north (~140 miles). As part of this project, Ajaykumar researched local roads, identified jurisdiction and responsible stakeholders per segment, determined roles and responsibilities of stakeholders, validated alternate routes, developed detailed traffic diversion routes, critical areas to monitor during active traffic diversion, appropriate DMS messages to display and developed alternate route packages for the segments.
07/20–07/22	TxDOT, Wrong-Way Driver Detection System, TX. <i>Traffic Analysis.</i> The objective of this project was to develop guidelines for a wrong-way driver detection system and identify countermeasures for highways. As part of this project, Ajaykumar performed literature review and researched current technology that exists, interviewed other state and regional agencies for feedback on existing systems, shortlisted and interviewed vendors that develop wrong-way driver detection systems, developed guidelines for wrong-way driver countermeasures that also includes guidelines for installing a wrong-way driver detection system along with other countermeasures.
06/20–09/20	Orange Line VISSIM Modeling, City of Austin, TX. <i>Traffic Analysis.</i> The objective of the project was to design a metro line for Capital Metro's Project Connect from North Austin to South Austin along a predetermined route. As part of this project, Ajaykumar developed VISSIM model of existing traffic conditions at southern most segment of Orange line which included 20+ intersections.


Firm		Marmillion/Gray Media, Inc.	
	Ashley Powell		Years of Relevant Experience with this Employer
	Graphic Design		Years of Relevant Experience with Other Employer(s)
Degree(s) / Years / Specialization		BA/2011/Visual Arts, Concentration in Graphic Design/Minor in Printmaking	
Active Registration Number / State / Expiration Date		N/A	
Year Registered		N/A	Discipline N/A
Contract Role(s) / Brief Description of Responsibilities		<p>Graphic Design and Public Outreach. Ashley's experience includes working on social media communications, public outreach, and web design for projects including MOVEBR, the Commuter Krewe program, TramLinkBR and Bus Rapid Transit projects, the BREC ADA Transition Plan and the MOVE2046 Transportation Plan for the Capital Region. Ashley's responsibilities have included coordinating set-up and logistics for public meetings and workshops, audience building, and focus group recruitment through outreach. She provides graphic design for social media posts and assists with production of collateral materials used for the public meetings and outreach. Ashley served as a facilitator at land use planning workshops for the TramLinkBR project and provided general support for all aspects of the public outreach efforts. She also managed focus groups recruitment and facilitation and assisted with video production for the Capital Region Bicycle and Pedestrian Safety Campaign.</p>	
Experience Dates	Experience and qualifications relevant to the proposed contract.		
12/18-03/21	Baton Rouge Bus Rapid Transit Feasibility Study. <i>Graphic Design, Public Meeting Support.</i> Ashley provided graphic design support and meeting logistics.		
04/18-10/18	BREC ADA Transition Plan. <i>Public Outreach, Public Meeting Facilitation.</i> Ashley assisted with assuring venues were ADA compliant and staff were prepared to accommodate people of all abilities.		
03/17-01/18	IMCAL (Calcasieu Parish) I-210 Bridge Redecking Project. <i>Public Outreach, Public Meeting Support.</i> Ashley assisted with attendee sign-in, audience building, preparation of meeting materials, and meeting facilitation.		
07/17-5/23	CRPC Baton Rouge Travel Demand Management Project. <i>Graphic Design.</i> Ashley provided graphic design for ridesharing promotions, outreach activities, and webinars.		
09/15-12/16	EBR Nicholson Corridor High-Capacity Transit System. <i>Public Outreach, Public Meeting Support.</i> Ashley assisted with meeting set-up and facilitation, outreach to stakeholders and the public.		
04/15-04/16	CRPC Metropolitan Transportation Plan. <i>Public Outreach, Public Meeting Facilitation.</i> Ashley assisted with scouting meeting locations to assure accessibility, helped the project team with meeting set-up, attendee sign-in, and meeting facilitation.		
08/10-01/12	CRPC Bicycle and Pedestrian Safety Campaign. <i>Focus Group Recruitment and Facilitation, Video Production.</i> Ashley was part of the production team that produced PSAs aimed at young drivers and assisted with recruiting and facilitating a focus group with high school students to determine best ways to reach them with safe driving messages.		

Firm		Marmillion/Gray Media, Inc.	
	Sarah Powell Graphic Design	Years of Relevant Experience with this Employer	15
		Years of Relevant Experience with Other Employer(s)	20
Degree(s) / Years / Specialization		BFA/1985/Graphic Design	
Active Registration Number / State / Expiration Date		N/A	
Year Registered		N/A	Discipline N/A
Contract Role(s) / Brief Description of Responsibilities		<p>Graphic Design and Videography. Sarah provides expertise in graphic design, video production, and website development, including projects for the EBR Mayor's Office of Homeland Security and Emergency Preparedness; Capital Region Planning Commission (CRPC); Imperial Calcasieu Regional Planning and Development Commission (IMCAL); FUTUREBR project; Baton Rouge Loop; Louisiana Department of Culture, Recreation and Tourism; and the Americas' WETLAND Foundation. Sarah and Rannah Gray have worked together for more than 20 years, providing a seamless creative process for developing impactful and engaging communications. Her work has been a vital aspect of many successful advertising and public relations campaigns and has helped the firm win numerous national, regional, and local awards such as The Communicator Awards, Telly Awards, Pollie Awards, Lantern Awards, and Addy Awards.</p>	
Experience Dates	Experience and qualifications relevant to the proposed contract.		
07/19–Present	<p>MOVEBR Transportation and Infrastructure Improvements Program for East Baton Rouge Parish, Baton Rouge, LA. <i>Graphic Designer.</i> Sarah's responsibilities include graphics and branding; still photography, videography with drone and Go-Pro cameras, production of short informational videos for press announcements and social media, design of project signs, doorhangers to inform neighborhoods of project work, and presentation materials.</p>		
09/19–Present	<p>Local Public Agency Documented Planning Process for DOTD, Baton Rouge, LA. <i>Graphic Designer.</i> Sarah provided graphic design for the development of a toolkit for use by communities for transportation planning. This project is providing a plan, toolkit, and resources to assist smaller communities conduct in-house planning.</p>		
12/18–03/21	<p>Baton Rouge Bus Rapid Transit Feasibility Study for East Baton Rouge Parish, Baton Rouge, LA. <i>Graphic Designer.</i> Sarah designed meeting notices, posters, and collateral materials for stakeholder and public outreach and public open house meetings. This study was conducted to determine whether work conducted for a proposed modern streetcar system could be used to develop a bus rapid transit route instead.</p>		
04/18–10/18	<p>ADA Transition Plan for Baton Rouge Parks and Recreation Commission (BREC), Baton Rouge, LA. <i>Graphic Designer.</i> Sarah designed meeting notices, social media posts, posters, and collateral materials for public and stakeholder outreach and public meetings. Her ability to design materials that complemented BREC's existing "Imagine Your Parks" campaign helped give the ADA Transition Plan identity and credibility. The plan provided an evaluation of BREC's facilities, gathered public input to determine priorities and developed a plan to BREC to achieve compliance with the Americans with Disabilities Act.</p>		
04/15–04/16	<p>Capital Region Metropolitan Transportation Plan Update for the CRPC, Baton Rouge, LA. <i>Graphic Designer.</i> Sarah created the MOVE2042 project logo and designed stakeholder and public meeting materials. This project provided an update of the long-range transportation plan for the five parishes in the Capital Region MPO.</p>		


07/17–05/23	<p>Baton Rouge Travel Demand Management project (Commuter Krewe of Louisiana) for CRPC, Baton Rouge, LA. <i>Graphic Designer.</i></p> <p>Sarah's responsibilities included creating the branding for the program and designing promotional materials. She also provided videography and editing for informational videos used for onboarding employees at job centers, banner design, animation for social media posts, on-site sign design and collateral materials. The Commuter Krewe branding has been adopted by the New Orleans and Lafayette MPOs to promote ridesharing throughout the region. The program encourages ridesharing and other alternatives to single-occupied vehicles to help reduce traffic congestion in the Capital Region.</p>
03/09–03/16	<p>Implementation Plan and EIS for the Baton Rouge Loop project for the Capital Area Expressway Authority (CAEA), Baton Rouge, LA. <i>Graphic Designer.</i></p> <p>Sarah's responsibilities included graphic design and logo design, production of informational videos for public meetings and presentations, and collateral materials. The Baton Rouge Loop was a proposed bypass around Baton Rouge to help reduce traffic congestion in the Capital Region.</p>
09/15–12/16	<p>Nicholson Corridor High-Capacity Transit System for East Baton Rouge Parish, Baton Rouge, LA. <i>Graphic Designer, Web Designer.</i></p> <p>Sarah served as graphic and web designer. Her responsibilities include designing the TramLinkBR project brand, website design and management, production of informational videos, and collateral materials. TramLinkBR was a proposed modern streetcar system connecting LSU and Downtown Baton Rouge. It has been converted to a proposed bus rapid transit route by the current administration.</p>
08/10–01/12	<p>Capital Region Bicycle and Pedestrian Safety Campaign for the CRPC, Baton Rouge, LA. <i>Graphic Designer, Video Producer.</i></p> <p>Sarah designed print ads, posters, billboards, handouts, and videos as part of the public education campaign to encourage bicycle and pedestrian safety in the Capital Region. This project aimed to reduce bicycle crashes and pedestrian deaths and during the campaign, bicycle crashes decreased 24% in the Capital Region and 32% in East Baton Rouge Parish, while pedestrian deaths decreased 12% in the Capital Region and 31% in East Baton Rouge Parish.</p>

Firm AECOM Technical Services, Inc.		
 Ramya Rayapureddy Traffic Designer	Years of Relevant Experience with this Employer	3
	Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization	MSc/2020/Civil Engineering • BS/2015/Civil Engineering	
Active Registration Number / State / Expiration Date	N/A	
Year Registered	N/A	Discipline N/A
Contract Role(s) / Brief Description of Responsibilities	Traffic Design/MOT. <i>Ramya is an entry-level traffic designer with experience in traffic operations and analysis. Her project experience includes safety studies, crash data analysis and crash mapping, signal design, traffic data collection, traffic impact studies, and writing and presenting.</i>	
Experience Dates	Experience and qualifications relevant to the proposed contract.	
06/22–08/22	Loop 1604 at IH-10 IAJR, Bexar County, TX. <i>Safety Analysis.</i> Ramya was responsible for analyzing and documenting the existing safety conditions along Loop 1604 from Farm to Market (FM) 1303 to FM 1346 in Bexar County, southeast of San Antonio. She analyzed 5 years of crash data, crash descriptive statistics, and identified problematic locations with more number of crashes. She recommended countermeasures to address the safety issues at these problematic locations.	
08/22–10/22	Port Arthur Liquefaction Project (PALNG), Port Arthur, TX. <i>Traffic Evaluation.</i> Ramya was responsible for evaluating the existing, No Build and Build conditions using Synchro 11 for the intersections along SH 87 from the project site to the traffic signal at SH 82. The intersection delay, LOS, and 95th percentile queue lengths were analyzed. She optimized the traffic signal timing at the signalized intersections to minimize the impact of project construction traffic on the study intersections.	
01/21–Present	MOVEBR, Jones Creek Road Extension, Segments 1A and 1B, City of Parish of East Baton Rouge, LA. <i>Traffic Analysis.</i> Ramya was responsible for designing the traffic signal using AutoCAD 2020 for the intersection Jones Creek at Tiger Bend Road. She assisted in the development of traffic analysis, collected traffic counts, geometric layout measurements and peak period observations at signalized and unsignalized intersections. She was responsible for development of Appendix C – Existing Safety Analysis by reviewing more than 200 crash reports.	
09/22–10/22	Cameron LNG Traffic impact Study, Cameron Parish, LA. <i>Intersection Analysis.</i> Ramya was responsible for analyzing 30 intersections, including the signalized and stop-controlled intersections for the existing, No Build, Build, and Build with Mitigation conditions using Synchro 11 software, using HCM 6th edition methodologies. She evaluated the potential traffic impacts associated with the construction of CLNG project.	
02/22–02/22	Slaughter Lane Signal Improvements, City of Austin, TX. <i>Signal Design.</i> Ramya was responsible for reviewing the Slaughter Lane signal improvement traffic standard plan sets, update of the quantities and redlines in the signal design using MicroStation.	
02/22–03/22	TxDOT, US 59 Laredo, TX. <i>ITS Plan.</i> Ramya was responsible for reviewing the ITS plan sets, summary of quantities, and updating the redlines in the 95% submittal plan sheets. She assisted in printing the PSETS using Axiom tool.	
11/20–03/21	City of Austin Crash Mapping, Austin, TX. <i>Traffic Analysis.</i> Ramya is responsible for crash investigation and crash mapping of 10 intersections based on the impact type by reviewing the crash reports	
11/20–06/21	City of Dallas McKinney Avenue/Cole Avenue Two-way Conversion, Dallas, TX. <i>Traffic Analysis.</i> Ramya is responsible for review of the traffic impact studies along the corridor and developed traffic volumes from the base conditions. She collected aged data and developed growth rates at each individual stations and coordinated with the team in developing an aggregate growth rate.	


05/21–06/21	US 101/Hearn Avenue Interchange, Santa Rosa, CA. <i>Traffic Analysis.</i> Ramya assisted in the review of the crash data and developed crash summary statistics of crash severity and type of collision
12/20–01/021	City of Ketchum Fire Station Traffic Engineering Assistance, Modification 3, ID. <i>Traffic Analysis.</i> Ramya conducted research and extracted detailed information pertaining to the Emergency Vehicle warning systems, installation equipment and activation options. She coordinated with each of the vendors and requested general information of their systems.
01/19–04/19	Atlanta Highway and Interchanges on I-85 at Exit 4 and Exit 6, GA. <i>Traffic Analysis.</i> Ramya conducted a computer simulation of traffic operations using Highway Capacity Software (HCS), CORSIM, VISSIM, and Synchro along the arterial to identify and resolve existing problems in traffic flow. She analyzed future conditions for 20 years by assuming traffic volume and built alternatives for future conditions. She developed VISSIM model to analyze existing and future conditions.
01/18–04/19	Spatial Analysis of Locational Demographics with Intersection Crashes in Alabama. <i>Traffic Analysis.</i> Ramya performed spatial and statistical analysis of over 100,000 intersection-related crashes from Alabama using ArcMap10.6 and Excel to identify high crash locations and crash severity. She identified locational demographic factors and suggested measures to reduce crash rates based on regional and driver factors.
09/18–11/18	College Street and Thach Avenue Intersection, Auburn AL. <i>Traffic Analysis.</i> Ramya conducted capacity and level of service (LOS) analysis of a signalized intersection in Auburn during the evening peak period using HCS 7. She suggested improvements in signal phasing that resulted a decrease in an overall delay of 15.5 seconds with a LOS of B for the intersection.
09/18–11/18	Highway 84 E Corridor Redevelopment Project Dothan, AL. <i>Traffic Analysis.</i> Ramya analyzed pedestrian and bicycle LOS for the existing conditions of the 4-mile corridor in Dothan. She proposed a transportation plan to improve biking, pedestrian safety, connectivity and suggested complete street transformation for Columbia highway.
08/18–07/20	Development and Calibration of Safety Performance Functions for Intersections on rural divided highways in Alabama (Thesis). Ramya developed Alabama-specific calibration factor for unsignalized intersections on rural divided highways. She calibrated safety performance functions (SPFs) and predicted crash frequency for recently modified intersections

Firm AECOM Technical Services, Inc.			
	Corey Serigne Senior CADD Technician	Years of Relevant Experience with this Employer	29
		Years of Relevant Experience with Other Employer(s)	11
Degree(s) / Years / Specialization	Vocational Technical Certificates in Various Graphics/Drafting and Design Applications		
Active Registration Number / State / Expiration Date	N/A		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	Senior CADD Technician. <i>Corey is a skilled CADD technician with considerable experience in civil engineering projects. He has been responsible for various graphic, cartographic, and CADD applications.</i>		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
06/21–Present	Port of New Orleans, Louisiana International Terminal, LA 46 & LA 39, St. Bernard, LA. <i>Lead CADD Designer.</i> The project consists of realigning LA 46 (St. Bernard Highway) and a new interchange connecting to LA 39 (East Judge Perez Drive), including access roads for the proposed Louisiana International Terminal Container Facility. The tasks included creating a new alignment for the existing LA 46 (St. Bernard Highway), including proposed horizontal and vertical alignments, typical sections, and detail drawings. The LA 39 interchange includes the horizontal and vertical alignment of access roads connecting the proposed intermodal container facility to a new interchange connecting to existing LA 36 (East Judge Perez Drive).		
08/14–07/17	LADOTD, H.011489.5, Safety Studies Retainer Contract, Low Cost Safety Improvements, Statewide, LA. <i>CADD Designer.</i> Corey assisted in preparing Safety Improvement Plans (SIP) for 282 systemic curves located throughout Louisiana. The tasks associated with this project include site visits to the curves, plan preparation of safety countermeasures for each curve, cost estimates for the plan set, and a pre-construction meeting with each DOTD district. Each site visit includes a ball bank test, photo, and an existing conditions documentation of each curve. The plan preparation includes deriving safety countermeasures at each curve location, preparing a letter-size plan set of the safety countermeasures, including the Crash Modification Factors (CMFs) within the plan sheet, and preparing cost estimates for the safety countermeasures. After the completion of each letter size plan sets, a meeting will be held with each District to discuss the countermeasures.		
05/10–12/12	LADOTD, 700-92-0024, I-49 South, 11 Stage 0 Interim Improvements for Safety and Efficiency, Wax Lake Outlet to Berwick, St. Mary Parish, LA. <i>Lead CADD Designer.</i> The project goal was to identify improvements in the US 90/I-49 corridor between Wax Lake and Berwick that can be implemented to improve safety and operations pending construction of I-49. These improvements can include partial construction of segments of I-49, rerouting of I-49, and improvements to US 90. Corey's responsibilities include geometric design (horizontal and vertical) for line/grade conceptual drawings, analyzing and proposing several alignments.		
09/17–Present	Coastal Protection and Restoration Authority, LA 23 Over Mid-Barataria Sediment Diversion, Plaquemines Parish, LA. <i>CADD Designer.</i> The project consists of a new concrete precast girder bridge, approximately 2,200 feet in length, and the connecting asphalt roadway. Design plans include plan and profile sheets, drainage plan and profile sheets, and sequence of construction plans. Multiple construction activities will be conducted at one time. The sequence of construction is a critical element of design to manage traffic and maintain roadway operations even if evacuation routes would be required. Corey performed 3D modeling using InRoads to develop plan, profile, and typical sections for the relocation of LA 23 across the proposed Mid Barataria Sediment Diversion Channel.		
06/21–Present	City of Baton Rouge/Parish of East Baton Rouge, College Drive Enhancements, Baton Rouge, LA. <i>CADD Designer.</i> The project is providing capacity and safety enhancements to the College Drive corridor. Corey developed plan and profile views of multiple alternatives of road improvements to support the design study. Future tasks include preliminary and final plans of the selected improvements.		

02/07–06/10	LADOTD, City of Baton Rouge Department of Public Works, 817-40-0008, Siegen Lane Improvements, Highland Road to 650 feet South of Perkins Road, Baton Rouge, LA. <i>CADD Designer.</i> The goal of this project is to produce a design report and a set of plans and specifications for the construction of a four-lane divided roadway to replace the existing two-lane road. Corey's responsibilities include design horizontal and vertical geometry of the new roadway, develop CADD standards in compliance with the client requirements, as well as preparing CADD standard procedure for the surveyor, and coordination and supervision of CADD production.
11/12–1/13	LADOTD, H.009998.1, Safety Retainer Contract LA 935 Feasibility Study, Ascension Parish, LA. <i>CADD Designer.</i> Corey assisted with this Stage 0 feasibility study in accordance with the results of the Roadway Safety Assessment (RSA). The 4-mile study area includes a segment of LA 935 from LA 431 to LA 22 in Ascension Parish. From the RSA, three proposed alternatives were to be considered for a Stage 0.
01/94–8/96	LADOTD, US 84 Improvements, LA 28 to US 65/Black River Bridge, Catahoula and Concordia Parishes, LA. <i>CADD Designer.</i> Corey was responsible for development of an aerial map atlas presenting the proposed alignment for the upgrade of a 27-mile section of US 84. Aerial photography was digitized into an AutoCAD base map. Proposed roadway and bridge improvements, as well as environmental features, were identified and integrated into a geographic database. Color presentation maps were prepared for two public meetings. Numerous other presentation exhibits were prepared and integrated into the engineering report and EA.
08/96–12/99	St. Bernard and Orleans Parishes, Chalmette Bridge, St. Bernard and Orleans Parishes, LA. <i>CADD Designer.</i> Corey was responsible for development of an aerial map atlas presenting the alignment for the proposed Mississippi River Bridge crossing in Chalmette. Digital aerial photography was used in an AutoCAD base map. Proposed roadway and bridge alignments, as well as environmental features, were identified and integrated into a geographic database. Color presentation maps were prepared for two public meetings. Numerous other presentation exhibits were prepared and integrated into the engineering report and environmental assessment.
01/00–06/03	LADOTD, I-49 South/Route US 90, LA. <i>CADD Designer.</i> Corey was responsible for development of an aerial map atlas presenting the proposed alignment for the proposed I-49 South/Route US 90 from Lafayette Regional Airport to Route LA 88. Digital aerial photography was used in an AutoCAD base map. Proposed roadway and bridge alignments, as well as environmental features, were identified and integrated into a geographic database. Color presentation maps were prepared for two public meetings. Numerous other presentation exhibits were prepared and integrated into the engineering report and EIS.
05/16–07/15	LADOTD, H.001779.5, Red River Bridge at Jimmie Davis Highway (LA 511), Bossier and Caddo Parishes, LA. <i>CADD Designer.</i> The project consists of providing all necessary engineering and related services required to prepare a Supplemental EA in accordance with NEPA, as amended, and the FHWA's regulations and guidelines. Corey was responsible for geometric design (horizontal and vertical) of at-grade and elevated structures, as well as organizing, preparing, and producing deliverable sets of plans and exhibits for the report and for public meetings. Corey drafted a portion of the bridge plans for the redecking and widening of the main and approach spans (deck, prestressed girders, and column bents).
05/10–12/13	LADOTD, 700-92-0024, I-49 South, 23 Stage 0 Interim Improvements for Safety and Efficiency, Raceland to Westbank Expressway, Lafourche, St. Charles, and Jefferson Parishes, LA. <i>Lead CADD Designer.</i> The goal of the project was to identify improvements in the US 90/I-49 corridor between Raceland and the Westbank Expressway that can be implemented to improve safety and operations pending construction of I-49. These improvements can include partial construction of segments of I-49, rerouting of I-49, and improvements to US 90. Responsibilities include geometric design (horizontal and vertical) for Line/Grade Conceptual Drawings, analyzing and proposing several alignments.
07/16–08/17	LADOTD Safety Studies Retainer Contract, US 190 Barrier Feasibility Study, St. Tammany Parish, LA. <i>CADD Designer.</i> This project involved a study of a median barrier within the limits of an existing structure on LA 22. Tasks within this study include existing data collection, geometric layout analysis, safety analysis, field review, bridge rating and structural analysis. A comprehensive report detailing findings of existing conditions, preliminary plans of a preferred alternative for a barrier system on an existing structure, and a safety analysis of the barrier system.


Firm		Michael Baker International, Inc.		
	Shalin Sheth, PE Bridge Engineer		Years of Relevant Experience with this Employer	<1
			Years of Relevant Experience with Other Employer(s)	3
Degree(s) / Years / Specialization		MS/2019/Civil Engineering • BS/2016/S.V National Institute of Technology, Surat, India		
Active Registration Number / State / Expiration Date		PE.146736/TX/09.30.2023 (Eligible for LA License in Summer 2023)		
Year Registered		2022	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Structures Engineer. <i>Shalin has roughly 4 years of experience in both bridge design and bridge load ratings. He earned his master's degree at the University of Houston in 2019. Currently, he is designing several bridge replacements over KCS Railroad He has earned his PE license in Texas and is eligible to apply for his Louisiana license in summer 2023.</i>		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
09/22–Present	LADOTD, US 371, KCS Railroad Overpasses HBI, Webster Parish, LA. <i>Bridge Engineer.</i> Shalin's responsibilities include computation of engineering design calculations, determining structural feasibility of bridge geometry, structural design of bridge components, computation of bridge quantities, and plan production at various preliminary and final submittal stages/milestones. The project consists of full-scale replacement of two railroad overpass bridges 3.7 miles apart on the same route of US 371, with three bridges. Michael Baker is providing transportation and bridge engineering services for this project as the lead consultant.			
10/22–Present	LADOTD District 07, Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program, LA. <i>Bridge Engineer.</i> Shalin was responsible for the development of expected bridge construction cost based on anticipated square footage of bridge using recent off-system and on-system bridge bid tabulations. Additional responsibilities included participation in development of Preliminary Bridge Matrix and Final Structure Recommendation for the five parishes in District 07 along with helping determine cost per a square foot for right-of-way acquisitions based on recent real estate transactions in each Parish. The project is broken into Initial Phase and Final Design Phase. Matrix developments were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3M with allocations for each parish.			
07/19–08/22	LADOTD, Macarthur Interchange Completion Phase II at US90-Z Eastbound, Jefferson Parish, LA. <i>Engineer Intern.</i> Shalin's responsibilities included structural analysis and girder capacity verification of prestressed concrete girders, developing spreadsheets and MathCAD files for computing development lengths and splice lengths, and deck reinforcement design. Further responsibilities included computing bridge quantities, girder riser elevations, riser thicknesses, deck elevations for the bridge, along with drafting CAD sheets in MicroStation for framing plans, pier cap details, and deck reinforcement plans in compliance with DOTD standards. This project consisted of demolition of an off-ramp and an on-ramp, along with reconstruction of both at different locations in addition to new construction to facilitate bridge widening.			
05/21–08/21	LADOTD, Mermentau River Swing Span Truss Bridge Repairs at Grand Cheniere, LA. <i>Engineer Intern.</i> Shalin's responsibilities included preparing a structural rehabilitation solution to repair the steel truss member with structural deficiency, along with repair solutions for floorbeams and stringers using steel cover plates. Further responsibilities also included drafting and redrawing the fender system plans and railing repair plans and reviewing overall bridge repair quantities and the plan set. SDR Engineering provided the bridge inspection and load rating services in the preliminary stage, and later prepared repair and rehabilitation plans and procedures for the entire superstructure and substructure along with the fender system for the movable bridge span.			

07/19–02/21	LADOTD, Load Rating of 311 Bridges, LA. <i>Engineer Intern.</i> Shalin's responsibilities included load rating 51 bridges of various types such as concrete slab bridges, reinforced concrete girder bridges, prestressed girder bridges, prestressed and reinforced channel bridges, reinforced concrete culverts, and timber beams/timber trestle bridges. For a typical bridge, the load rating process involved developing and analyzing the superstructure structural model in AASHTOWare BrR, substructure structural model in RC Pier (now LEAP Bridge Concrete), and post processing the analysis results using MathCAD to determine the load carrying capacity of the bridge (load rating factors) and accordingly recommending the posting load to DOTD. This project's scope was initially the load rating of 311 bridges located across Louisiana; however later another 300+ bridges and culverts were added to the scope.
07/22–08/22	LADOTD, Load Rating of 176 Bridges, LA. <i>Engineer Intern.</i> Shalin's responsibilities included performing load rating for a total of 43 culverts out of 176. The typical process mainly involved developing and analyzing the structural model for concrete box culverts in AASHTOWare BrR, and then preparing reports with load posting recommendations, if applicable.
07/22–08/22	LADOTD, Load Rating of 114 Bridges, LA. <i>Engineer Intern.</i> Shalin's responsibilities included performing load rating for a historic steel beam bridge, and a prestressed concrete girder bridge. The typical load rating process involves modeling the superstructure and substructure in AASHTOWare BrR and LEAP Bridge Concrete respectively, along with compiling the load rating report. Further responsibilities included reviewing over 40 concrete slab bridges to be load rated by three junior engineer interns.
08/20–09/20	LADOTD, Bridge Deck Investigation using Ground Penetrating Radar (GPR) System, LA. <i>Engineer Intern.</i> Shalin's responsibilities included performing GPR investigation of bridge decks for 5 bridges across Louisiana using a vehicle mounted GPR setup provided by 3D-radar (now Kuntur), processing and analyzing scanned data, summarizing insights, and compiling reports regarding feasibility and usefulness of such an investigation.


Firm Michael Baker International, Inc.			
 Dan Szekeres Technical Manager	Years of Relevant Experience with this Employer		23
	Years of Relevant Experience with Other Employer(s)		8
Degree(s) / Years / Specialization	ME/1999/Civil Engineering • BS/1992/Civil Engineering		
Active Registration Number / State / Expiration Date	N/A		
Year Registered	N/A	Discipline	N/A
Contract Role(s) / Brief Description of Responsibilities	NEPA Support/Environmental Studies, Air Quality. Dan specializes in transportation planning, air quality analyses, and travel demand modeling. He has led technical work efforts related to multi-modal transportation planning studies for regional and state agencies in Pennsylvania, New Jersey, Maryland, and West Virginia, including the development of MPO long-range transportation plans, travel modeling application, performance measures analyses and assessments, corridor assessments, bicycle and pedestrian safety studies, and transit and rail planning.		

Experience Dates	Experience and qualifications relevant to the proposed contract.
10/22–Present	MOVEBR, Airline Highway North, Florida Boulevard to I-110 East Baton Rouge Parish, LA. Air Quality Administrator. Dan was responsible for the air quality study and analysis along Airline Highway (US 61) from Florida Boulevard to I-110. The project is currently in the Stage 1 (Environmental) phase for East Baton Rouge Parish Department of Transportation and Drainage but adhering to DOTD environmental requirements to qualify for federal and state funds The project is adding outside lanes to both sides of Airline Highway converting the corridor from a four-lane divided highway to a six-lane divided highway. The air quality analysis is part of the NEPA study to determine what or if any mitigation requirements are necessary along this corridor due the neighboring property usage.
04/19–04/20	PennDOT, E03636 WO13 AQ Climate Change, PA. Project Manager. Dan managed technical work efforts to support PennDOT's Program Center with air quality, climate change, technical planning, modeling, performance measures, and other related work tasks. This work order has included a variety of tasks, including transportation conformity analyses, proposals for alternative fuel corridors, processing of GPS travel time data, and technical support for the Department of Environmental Protection.
04/20–06/21	PennDOT, E03636 WO15 AQ Climate Change, PA. Project Manager. Dan managed a variety of technical planning and air quality tasks for PennDOT's Program Center. Work efforts included support for regional transportation conformity analyses, MPO travel demand modeling, application of PennDOT's statewide travel model, support for performance measure assessments and reporting, inspection/maintenance analyses, and other technical planning support for MPO/RPOs across the state.
01/12–01/13	Tri-County Regional Planning Commission, Travel Demand Model Update, Harrisburg, PA. Task Manager. Dan led work efforts with the subconsultant to upgrade the region's existing travel demand model to a new software platform (TP+). Work efforts included upgrading all model components and integration with an existing regional transit model. Tasks also included the integration of the model into the region's transportation air quality conformity analyses. The Michael Baker team was tasked with developing a travel model structure consistent with that used for other nearby travel models in Lancaster, Berks, and Lehigh Valley. Michael Baker was responsible for developing the model using the TP+ software platform with sufficient user-interfaces to facilitate the running of the model and air quality processes.

06/21–06/26	PennDOT, Air Quality Modeling 2021–2026, Statewide, PA. <i>Task Manager.</i> Dan worked on all phases of air quality estimations for the client. His primary responsibilities include providing technical assistance to MPOs within the state for conformity-related modeling, performing and reviewing regional conformity analyses in urban and rural areas, conducting inspection/maintenance alternative analyses, conducting regional SIP inventory emission estimations, estimating the emission impacts of CMAQ qualifying projects, and testing the impacts of EPA emission software. Michael Baker provided technical, policy and programmatic support to the Commonwealth of Pennsylvania in its efforts to implement the mobile source requirements of the Clean Air Act of 1990.
06/01–06/06	PennDOT, Air Quality Modeling 2001–2006, Statewide, PA. <i>Team Leader.</i> Dan's responsibilities included providing technical assistance to MPOs within the state for conformity-related modeling, performing and reviewing regional conformity analyses in urban and rural areas, conducting inspection/maintenance alternative analyses, conducting regional SIP inventory emission estimations, estimating the emission impacts of CMAQ qualifying projects, and testing the impacts of EPA emission software. Michael Baker provided technical, policy, and programmatic support to the Commonwealth of Pennsylvania in its efforts to implement the mobile source requirements of the Clean Air Act of 1990.
01/06–01/08	NJDOT, Technical Support for Air Quality Analysis I, Statewide, NJ. <i>Senior Planner.</i> Dan conducted technical analyses of various Transportation Control Measures (TCM) to determine impacts of delays and emissions within the region. Michael Baker provided quick turnaround technical analysis to assist the NJDOT in a variety of transportation and air quality planning activities.
01/15–06/15	Washington County Department of Planning and Community Development, Hagerstown/Eastern Panhandle (HEP) MPO PM2.5 Conformity Analyses, Berkeley County, WV, and Washington County, MD. <i>Senior Planner.</i> Dan provided technical expertise and guidance on model development and the linkages to the air quality conformity process. He assisted in the preparation of air quality post-processing methodologies, and conformity documentation and review. Michael Baker developed the QRSII transportation networks from the long-range plan specifically for the required test years of 2010, 2020, and 2030. Based on federal requirements and PM2.5 guidance, Michael Baker performed the travel demand modeling and emissions modeling to compare to the respective 2002 baseline emission inventories developed for Washington and Berkley Counties.


Firm AECOM Technical Services, Inc.			
	Haider Talib, PE Traffic Engineer	Years of Relevant Experience with this Employer	6
		Years of Relevant Experience with Other Employer(s)	1.3
Degree(s) / Years / Specialization		MS/2015/Civil Engineering • BSc/2008/Building and Construction Engineering	
Active Registration Number / State / Expiration Date		PE.44441/TX/03.31.2024	
Year Registered		2022	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Traffic Engineer. Haider is experienced in modeling, traffic operations analysis, road safety studies, and report writing components. He has experience in the use of traffic analysis software packages including VISSIM, HCS, SIDRA, and Synchro.	

Experience Dates	Experience and qualifications relevant to the proposed contract.
04/22–04/23	FDOT District Two, SR 104 Safety Study, Dunn Avenue, Biscayne Road to Harts Road, Jacksonville, FL. Traffic Engineer. This project involves a safety assessment along SR 104 to determine whether a raised median is needed to help reduce angle and left-turn crashes. Haider’s responsibilities included assessment of traffic operations and safety for existing and proposed conditions and recommending the best design and locations of median openings within the study area. Synchro was used to assess, the level of service, delay, and queue lengths.
04/22–04/23	FDOT District Two, SR 10 Safety Study, Atlantic Boulevard, Anniston Road to Dibble Circle, Jacksonville, FL. Traffic Engineer. This project involves a safety assessment along SR 10 to determine whether a raised median is needed to help reduce angle and left-turn crashes. Haider’s responsibilities included assessment of traffic operations / safety for existing and proposed conditions and recommending the best design and locations of median openings within the study area. Synchro software package was used to assess, the Level of service, delay, queue lengths.
04/22–04/22	FDOT District Four, SR 806 Safety Study, Atlantic Avenue at Military Trail Intersection, Palm Beach County, FL. Traffic Engineer. This project involves a safety study at the intersection of SR 806 (Atlantic Avenue) and Military Trail located in Palm Beach County, Florida. Haider’s responsibilities were to provide support in report writing and provide quality control of the deliverables.
04/22–Present	Review of Traffic Impacts Studies, Monroe County, FL. Traffic Engineer. Haider’s responsibilities were to review traffic impact studies and traffic statements in accordance with the <i>Monroe County Traffic Impact Studies Guidelines</i> and to verify their compliance with the Monroe County guidelines and level of service standards.
02/20–04/22	County Road 43 Transportation Study, Kemptville, Ontario, Canada. Transportation Planning Engineer. This project involved a transportation study and detailed design of the County Road 43 Intersections from County Road 44, easterly to Colonnade Drive. Haider’s responsibilities were to assess traffic operations in existing conditions, assess traffic operations for alternatives in future horizon year, and recommended the best design at each intersection within the study area.


Firm Michael Baker International, Inc.			
	Daniel Thornhill, PE Office Executive/Associate Vice President	Years of Relevant Experience with this Employer	3
		Years of Relevant Experience with Other Employer(s)	22
Degree(s) / Years / Specialization		BS/1997/Civil Engineering • NHI 142005/NEPA and Transportation Decision Making	
Active Registration Number / State / Expiration Date		PE.32367/LA/09.2024 • Traffic Control Technician/LA State Specific/04.2026 • Traffic Control Supervisor/LA State Specific/04.2026 • Certified Flagger/04.2027	
Year Registered		2006 • 2002	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Roadway Design. Daniel is experienced in a variety of engineering projects, including roadway design, corridor/traffic operation concept analysis, bridge design, hydraulics design, subsurface drainage design, and sidewalk beautification projects. He has served as project manager/senior engineer in the Greater Baton Rouge area since 2006, being responsible in charge for roadway/transportation design and corridor studies for EBR DOTD, LADOTD, Lafayette Consolidated Government, and St. Tammany Parish Department of Public Works.	

Experience Dates	Experience and qualifications relevant to the proposed contract.
04/22–Present	LADOTD, LA 30, East Baton Rouge Parish Line, I-10, Ascension, Iberville, and East Baton Rouge Parishes, LA. <i>Principal/Project Manager.</i> Daniel is managing the NEPA study for the widening of LA 30. The project is currently in the Part 1 phase of the study to determine the required widening requirements of LA 30 from the East Baton Rouge Parish Line to I-10. The project covers nearly 14 miles of improvements along LA 30 through Iberville and Ascension Parish. The study will determine how many additional lanes necessary for LA 30 along this stretch with intersection improvements at Bayou Paul Lane, LA 74, LA 3115, LA 73, and LA 3251. Additional responsibilities include handling of contracts, invoices, stakeholder coordination, and coordination of the subconsultant team.
09/20–Present	LADOTD, H.005168, New Orleans Rail Gateway Program (NORG), Jefferson and Orleans Parishes, LA. <i>Lead Corridor Designer, QA/QC Reviewer.</i> Daniel is designing improvements to the NORG at Avondale and reviewing the improvements to NORG at Jefferson. NORG is the fourth-largest freight rail gateway in the United States. Projects included corridor improvements with the addition of bridge railroad overpasses to improve traffic operations while decommissioning at-grade railroad crossings. Michael Baker’s services include environmental and engineering services, GIS development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination including FRA, FHWA, DOTD, NORPC, six Class 1 railroads, Amtrak, NOPB, City of New Orleans, Jefferson Parish, the Port of New Orleans and federal/state resource agencies, and extensive public and minority community outreach. A “Program of Projects” throughout the Gateway is being advanced to improve rail/roadway operational performance and eliminate bottlenecks. Stage 1 studies are currently underway to close, consolidate and grade separate highway-railroad crossings along US 90 in Jefferson, Louisiana, and in the Waggaman, Louisiana, area.
03/15–01/16	LADOTD, EA, St. Martinville Bypass, St. Martin Parish, LA. <i>Project Manager/Lead Design Engineer.</i> Daniel led the development of geometric sketches for an EA for a new bypass route of LA 31 around the town of St. Martinville. He was also responsible for the development of several geometric alignment alternatives, typical section alternatives, along with meeting DOTD’s complete streets initiative. Project alignments were developed with the use of as-built drawings for LA 31, aerial photography and LiDAR to determine roadway estimated limits of construction and determine anticipated required right-of-way. Alternatives were developed based on traffic analysis to determine required number of lanes and intersection improvements. The project included a combination of roundabouts along with J-turn based to promote optimal flow of traffic. These alternatives were used to determine implementation cost (opinion of probable construction cost, utility relocation, acquisition of right-of-way, engineering, and CE&I. The bypass was being developed to remove truck traffic from going through St. Martinville, an old, historic town that has tight roadways and intersections. The current roadway network did not deter truck traffic from entering the town and at several intersection the truck traffic hit building improvements due to tight radii.


<p>03/13–04/14 08/14–01/16</p>	<p>LADOTD, US 190 (Collins Boulevard) Traffic Operations Study, Covington, (Stage 0) and Line & Grade Study for New Orleans Regional Planning Commission (Stage 1), LA. <i>Project Manager/Lead Design Engineer.</i> Daniel was responsible for roadway geometrics during the Stage 0 for US 190 (Collins Boulevard) from US 190 Business to US 190 (Ronald Reagan Boulevard). The project widened US 190 from an existing two-lane roadway to a four-lane boulevard to include the compete streets initiative of sidewalks, bike paths, and/or a combination of both. DOTD wanted a traffic operations analysis done for this corridor as it is a major traffic route for commuters from north part of St. Tammany Parish to Covington, Mandeville, Slidell, and to New Orleans via the Pontchartrain Causeway. Traffic analysis showed that a series of roundabouts in conjunction with J-turns and dual bridge crossing over the Bogue Falya would provide the best traffic movement. Stage 0 included using as-built drawings along with aerial photography to create plan view sketches that were included in a Stage 0 report along with project implementation cost. DOTD accepted the Stage 0 study. Recommendations from the Stage 0 traffic operations study was carried forward. Daniel was responsible for the development of the plan and profile sketches for the Stage 1 report, development of project implementation cost, and creation of public meeting exhibits. For the line and grade, LiDAR was used with the horizontal alignments and aerial photography from the Stage 0 report. The updated sketches were used to develop the opinion of probable construction cost from the line and grade improvements along with developing estimated cost for relocation of utilities, acquisition of additional right-of-way, engineering cost, and CE&I. A staging phase approach was required to break the project out in several phases to be design and constructed as funding became available. A priority matrix was created to determine the construction order to provide the best traffic operation.</p>
<p>04/10–01/13</p>	<p>Lafayette Consolidated Government, EA (Stage 1) and Feasibility Study (Stage 0), LA 182, I-10 to West Pont des Mouton Road, Lafayette Parish, LA. <i>Project Manager/Lead Design Engineer and Engineer of Record.</i> Daniel managed the development of Stage 0 plan sketches, project implementation cost, and public meeting exhibits and managed the Stage 1 report. He was responsible for development of line and grade, which included all the horizontal alignments and use of aerial photography from the Stage 0 report along with use of LiDAR to develop the vertical alignments to determine anticipated limits of constructions based on several alternate typical sections for a decision on the preferred alternative to carry forward into design of construction plans. Implementation costs were developed based on the different alternatives to include opinion of probable construction cost, utility relocations, acquisition of right-of-way, engineering, and CE&I. The project widened LA-182 from a two-lane roadway to a four-lane boulevard that included the complete streets initiative with a combination sidewalk/bike path on one side of the roadway. The project required coordination with CLECO Electric as they were already in the design phase of a new transmission line running parallel to LA-182 from existing electrical transmission crossing of LA-182 to end of project limits. Stage 0 included roadway widening improvements with several roundabouts at strategic intersection along with J-turns to provide better traffic operations. Stage 0 sketches were created with use of as-built drawings and aerial photography. Based on recommended improvements, implementation cost were developed for opinion of probable construction cost, relocation of utilities, acquisition of right-of-way, engineering (design & survey), and CE&I.</p>
<p>01/11–12/11</p>	<p>LADOTD, LA 3234 (East University Avenue) Extension, Hammond, LA. <i>Project Manager/Lead Design Engineer.</i> Daniel managed the extension of LA-3234 from North Oak Street to provide a west-to-east corridor to the Hammond Airport. He was responsible for the development of three new roadway alternatives that included both a four-lane divided highway from North Oak Street to LA-433 (Morris Road) and two-lane highway from LA-433 to the airport. Two of the alternatives tied directly to Pride Drive at the airport, and the last alternative tied directly to US 190 but accessed the airport at the Pride Drive intersection. Traffic analysis was used to determine the roadway typical sections while including sidewalks and/or combination of sidewalks/bike paths to meet the DOTD Complete Street initiative. Daniel was in charge of developing plan and profile layouts based on aerial photography along with the use of LiDAR to determine vertical profiles so roadway templates could be processed to determine limits of construction for the new roadway improvements. As part of this project, implementation costs were developed to determine the cost of construction, relocation of utilities, cost of required right-of-way, and engineering. Implementation costs were done for each alternative while breaking up the estimates in conceptual staging for work to be broken out in phases-based traffic operation analysis.</p>

Firm		Michael Baker International, Inc.		
	Philip Walker, PE		Years of Relevant Experience with this Employer	5
	Regional Practice Lead – Bridge		Years of Relevant Experience with Other Employer(s)	27
Degree(s) / Years / Specialization		MS/1991/Civil Engineering (Structural Engineering) • BS/1990/Civil Engineering (Structural Engineering)		
Active Registration Number / State / Expiration Date		PE.0046394/LA/09.30.2024		
Year Registered		2022	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		<p>Structures Engineer. Philip's experience focuses on the preliminary evaluation, design, and construction of long-span bridge structures with a specialty in segmental concrete bridges. He has either managed, developed concepts for, peer reviewed, load rated, or been responsible for the design of bridges ranging from short-span top-down constructed structures to bridges crossing navigational channels with up to 650-foot spans. He has been responsible for structures ranging from segmental concrete bridges to either curved steel girder or steel truss structures. He is currently assisting as the owner's engineer for the Alabama DOT through concept, design and construction on the Mobile River Bridge. He is an instructor at USF for concrete bridges, instructor for the NHI Strut and Tie Concrete course, and was one of the responsible engineers for two projects winning national awards—the Marc Basnight Bridge in NC and the St. Croix River crossing in Minnesota.</p>		
Experience Dates	Experience and qualifications relevant to the proposed contract.			
10/21–Present	<p>MDOT, SR 28 Bridge over the Strong River, Simpson County, MS. <i>Technical Advisor.</i> Philip is providing suggestions and guidance to the team while guiding responses to client comments for the design of a three-span post-tensioned spliced precast concrete beam bridge across the Strong River.</p>			
12/14–01/15	<p>Houston METRO, Harrisburg Overpass, Houston METRO East Corridor Project, Houston, TX. <i>QA/QC Review.</i> Philip provided QC Review of the 885-foot-long bridge carrying both two tracks of light rail and two lanes of highway traffic. He reviewed both calculations and each plan phase submittal. Project consisted of multiple spans of precast concrete girders made continuous for live load with a substructure containing multiple reinforced concrete straddle bents supported on drilled shafts. Direct fixation was used to connect rails to raised plinths to superstructure deck.</p>			
03/09–04/14	<p>Mid-Bay Bridge Authority, General Engineering Contract, Phase 2 and Phase 3, Okaloosa County, FL. <i>Structural Project Manager, Engineer of Record.</i> Philip was responsible for all structures along the 8-mile corridor. The project includes three grade separation structures and five waterway crossings. Project highlights included minimization of wetlands impacts, prohibition on stream construction to protect endangered species, use of hybrid girders and weathering steel, and use of work trestles at various locations. The project also includes an overhead gantry to facilitate tolling along with other standard overhead sign structures..</p>			
02/07–05/09	<p>Houston METRO, HBT Bridge over HBT Railroad, Houston METRO North Corridor Project, Houston, TX. <i>QC Reviewer.</i> Philip reviewed structural details along the 1,722-foot viaduct supporting twin light rail tracks. The bridge consisted of 15 spans of precast Texas U-beam superstructure and a central 426-foot unit consisting of a three-span structure consisting of parallel steel box girders. Philip was the Engineer of Record for a rolling stock analysis of a three-span continuous steel box girder superstructure supporting two parallel light rail tracks. The special study was conducted to verify the appropriateness of live load impact factors used. The work consisted of conducting a time history analysis of vehicles traveling across the structure using the modal superposition technique.</p>			
07/06–12/11	<p>FDOT District 1, SR 559 over CSX Railroad, Polk County, FL. <i>Structural Project Manager, Engineer of Record.</i> Philip provided structures design for this 422-foot AASHTO Type VI girder bridge. Adjacent storage tanks required drilled shaft foundations at both intermediate piers and end bents to minimize construction vibrations. The project included wrap-around MSE walls and cantilever sign structures.</p>			

11/08–09/13	Houston METRO, Main Street Bridge over White Oak Bayou, Houston METRO North Corridor Project, Houston, TX. <i>Engineer of Record.</i> Philip provided design for strengthening and reconstruction of the historic structure for purpose of carrying light rail tracks. Historic requirements and permit limitations dictated use of an atypical structural system consisting of reinforced concrete T-beams spanning up to 80 feet for the 420-foot-long bridge. Bridge deck and track profile was required to match the existing bridge grade, which transitioned 20 feet vertically from the north bank of the waterway up to a track station platform at the third floor of the University of Houston campus building.
06/05–12/11	Mid-Bay Bridge Authority General Engineering Contract, Phase 1, Okaloosa County, FL. <i>Structural Project Manager, Engineer of Record.</i> Philip was responsible for all structures along the 3.5-mile corridor. The project included three bridge structures with various walls, sign structures, and mastarms. Bridge structures included two 245-foot simple span hybrid steel plate girder structures and a 95-foot simple span AASHTO Type IV girder structure.
02/06–01/09	Newland Communities, Leisey Road Extension Project, Hillsborough County, FL. <i>Structural Project Manager, Engineer of Record.</i> Philip managed all structures along the corridor. The project included a 160-foot truss bridge carrying two lanes of traffic with sidewalks across CSX railroad tracks at the entrance to the housing development. The project's design reflected incorporation of the requirements of FDOT's Florida Greenbook. The structure's span length across the tracks satisfied FDOT's requirements for horizontal clearance when crash walls were not provided. The Pratt Truss using weathering steel provided the aesthetic look of an "old railroad bridge" that was desired by the owner. The development's fees incorporated maintenance costs for stain removal from concrete surfaces due to use of weathering steel.
03/05–02/13	FDOT District 3, SR 79 over Holmes Creek, Vernon, FL. <i>Structural Project Manager, Engineer of Record.</i> Philip managed the twin 1,000-foot AASHTO Type IV girder bridges. He was responsible for all contract documents for the bridge, retaining walls (anchored sheet pile), and mastarm structures. The presence of artesian pressure and swampy conditions required the design of two foundation solutions: steel pipe piles and drilled shafts. He provided technical direction and supervision to a staff of three engineers and two technicians.
12/98–03/00	FDOT District 2, US 17 Bridge Replacements, Duval County, FL. <i>Project Manager.</i> Philip managed construction assistance and shop drawing review for construction at seven sites along the corridor. Superstructure types consisted of box culverts, reinforced concrete flat slabs bridges, and bridges using precast concrete AASHTO girders. Both drilled shafts and driven piling were used for deep foundations.
01/96–04/96	FDOT District 2, US 1 Bridge Replacements, Duval County, FL. Philip assisted in the design of the AASHTO girder structures. The contract included preliminary, final, and post-design services for the reconstruction of eight bridges and their roadway approaches located in northwest Florida. Descriptions for each of the bridges are as follows: <ul style="list-style-type: none"> ● US 1 over Durbin Creek • The crossing consists of a pair of 159-foot long bridges. The multi-span superstructure used AASHTO Type II Girders. All bents were supported by precast concrete piling. ● US 1 over Moses Creek • The crossing consists of a pair of 150-foot long bridges. The multi-span superstructure used AASHTO Type II Girders. All bents were supported by precast concrete piling. ● US 1 over Moultrie Creek • The crossing consists of a pair of 210-foot long bridges. The multi-span superstructure was a reinforced concrete flat slab section. ● Racetrack Road over Durbin Creek • The bridge was a 376-foot long structure. The multi-span superstructure used AASHTO Type III Girders. All bents were supported by precast concrete piling. ● SR 207 over Cracker Branch • The bridge was a 171-foot long structure. The multi-span superstructure was a reinforced concrete flat slab section.
01/05–05/05	ADOT, Guthrie Bridge at Gila River Constructability Study, Safford, AZ. <i>Structures Engineer.</i> Philip conducted a constructability review of and provided construction drawing input for erection of steel plate girders for the 240-foot center span of the 1084-foot bridge. The center span crossed an active Union Pacific Railroad line and environmentally sensitive areas along the adjacent Gila River. Alternatives reviewed included incremental launching, temporary falsework and use of specialized crane erection.

		Firm AECOM Technical Services, Inc.	
Wu Ying, PE, AICP, ENV SP Transportation Engineer		Years of Relevant Experience with this Employer	4
		Years of Relevant Experience with Other Employer(s)	5
Degree(s) / Years / Specialization	MS/2021/Transportation Engineering • MS/2016/Transportation Planning and Management • BS/2012/Chemistry		
Active Registration Number / State / Expiration Date	PE #144072/TX/12.31.2023 • AICP #31900/National/NA • Envision Sustainability Professional #53865		
Year Registered	2022	Discipline	Civil Engineering
Contract Role(s) / Brief Description of Responsibilities	<p>Transportation Engineer. <i>Wu is experienced in managing and leading transportation planning and engineering projects involving statewide and regional long-range transportation plans, corridor feasibility studies, planning and environmental linkages (PEL) studies, mobility and livable center studies, multimodal hub studies, traffic impact studies, traffic engineering studies, environmental and schematic design projects, IAJR studies, origin-destination studies, travel demand modeling, and transportation funding applications. He has managed the development of multiple statewide, regional, citywide, and sub-regional plans, programs, and studies. He is skilled in safety analysis, data management, GIS online tools, demographic analysis, public engagement, and exhibit and report preparation. He is a demonstrated team lead and team player with excellent communication skills, time management skills, and ability in coordinating and handling multiple projects to meet deadlines.</i></p>		
Experience Dates	Experience and qualifications relevant to the proposed contract.		
09/21–Present	<p>TxDOT, SH 35/I-610 IAJR Study, Harris County, TX. <i>Deputy Project Manager, Task Lead.</i> AECOM is conducting the IAJR study to evaluate the mobility, safety, and accessibility impact of the proposed SH 35 extension with four new direct connectors between SH 35 and I-610. Wu led development of the methodology and assumptions memo, prepared traffic projection methodology considering no-build and build conditions, developed traffic volumes for existing and future years for various scenarios including no-build and build conditions, and developed of traffic simulation models in Vissim.</p>		
06/18-06/19	<p>TxDOT, I-35 NEX Corridor Study IAJR Study, San Antonio, TX. <i>Traffic/Transportation Planner.</i> Wu developed a traffic projection methodology and volume balancing tool for the 18-mile corridor, projected future growth, and supported in developing volume line diagram and Vissim models for no-build and build scenarios. He also prepared the traffic analysis section for the IAJR.</p>		
03/17–Present	<p>TxDOT, I-45N PEL Study, Harris and Montgomery Counties, TX. <i>Deputy Project Manager, Traffic Task Lead.</i> AECOM is conducting a PEL study for I-45N from south of Beltway 8 to north of LP 336S, a length of 23.74 miles. The study's purpose is to conduct analysis and planning activities with resource agencies and the public to produce a transportation planning product that effectively serves the community's transportation needs. The study results may be used to inform a subsequent project-specific NEPA process. Wu led traffic and planning tasks, including review of previous plans and studies, future traffic projection, corridor travel patterns analysis and visualization with Streetlight and Replica data, travel demand modeling, and alternative evaluation. He served as a key member in stakeholder/public engagement and graphic exhibits preparation. He leads the task to develop an ArcGIS Online based digital book to document analysis results, proposed alternatives, and relevant GIS layers in one platform.</p>		

1/22–Present	<p>TxDOT, REAL Concept Brookshire-Katy Implementation Plan, Waller, Fort Bend, and Harris Counties, TX. <i>Transportation Planner.</i> AECOM is developing an implementation plan to actualize the Regional Express Access Lane (REAL) concept for deployment. REAL is a multi-modal mobility concept involving mobility hubs, freight villages, connected and automated vehicles, micro-mobilities, and other emerging technologies. Wu led the origin-destination analysis task to identify travel patterns of passenger vehicles and trucks and produced an origin/destination dashboard in ArcGIS Online to visualize travel patterns to support concept development. He led the mobility hub best practices review to identify mobility hubs across the world of various typologies, functions, funding, and operation mechanisms.</p>
06/22–Present	<p>TxDOT, Texas Statewide Long-Range Transportation Plan, TX. <i>Technical Analysis Task Lead.</i> AECOM is updating the state's performance-based multimodal statewide transportation plan. The plan includes reviewing strategic goals and identifying objectives, needs, and recommendations in support of these goals out to 2050. Wu leads the data collection, analysis, and documentation of various statewide datasets to evaluate existing conditions of Texas' multimodal system and future trends. He is responsible for applying Statewide Analysis Model (SAM), and big data such as INRIX, StreetLight, and Replica data to identify people and goods travel patterns and mobility needs for various transportation modes. He supports scenario planning, statewide prioritized needs identification, and analysis of performance of priority corridors.</p>
10/19–Present	<p>TxDOT, I-45 South (Gulf Freeway) PEL Study, Houston, TX. <i>Deputy Project Manager, Traffic Task Lead.</i> AECOM is conducting a PEL study for I-45 S (Gulf Freeway) from I-69 / US 59 (Downtown Houston) to Beltway 8 S, approximately 14 miles in Harris County. The study's purpose is to conduct analysis and planning activities with resource agencies and the public to produce a transportation planning product that effectively serves the community's transportation needs. The study's results of the study may be used to inform a subsequent project-specific NEPA process. Wu is responsible for traffic data collection, corridor existing volume development and balancing, traffic projection methodology development, future volume projection, corridor capacity analysis using FREEVAL, origin/destination analysis using StreetLight and Replica data, and alternative development and evaluation. He actively supports stakeholder/public engagement and graphic exhibits preparation. He leads the task to develop an ArcGIS Online-based digital book to document analysis results, proposed alternatives, and relevant GIS layers in one platform.</p>
11/21–Present	<p>TxDOT, Texas Statewide Planning Contract Program Management, TX. <i>Deputy Project Manager, Data Manager.</i> AECOM is providing program management to support this statewide planning contract for the update and implementation of the Statewide Long-Range Transportation Plan, including the development of district bicycle plans and a resiliency plan. Wu serves as the deputy project manager for the program management work assignment, and the data manager for the whole contract including a statewide bicycle plan, long-range transportation plan, and resiliency plan. He is responsible for developing an integrated data catalogue and GIS database to serve all work assignments under the statewide planning contract. He supports development of a project management dashboard to track progress based on scope, schedule and budget.</p>
10/19–10/22	<p>TxDOT, REAL Plan, Houston-Galveston Eight-County Region, TX. <i>Task Lead.</i> AECOM developed the REAL Plan to integrate and expand regional express lanes in the Houston region that will offer a continuum of connectivity and create an efficient and seamless intermodal system. The REAL Plan serves as a long-range master plan that TxDOT can use to collaborate with partner agencies to lay the foundation for a multimodal system. It is designed to enhance and reshape the region's express roadway network to provide mobility and modal choices to people and goods in an effort to reduce regional congestion . Wu served as the task lead for developing REAL guidelines for corridor studies. He identified and reviewed peer study and plans to summarize best practices, collected and analyzed transit ridership and P&R lot utilization data, and conducted regional origin-destination pattern analysis using Replica and StreetLight data to locate mobility hubs and network connection. He led the REAL Digital Plan development in ArcGIS Online platform serving as the final master plan document. He developed the guidelines to strategically implement the master transportation plan through corridor/sub regional level studies and projects.</p>

Firm Gresham Smith			
	Zillah Zoleta, EI Engineer Intern	Years of Relevant Experience with this Employer	<1
		Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BS/2022/Civil Engineering	
Active Registration Number / State / Expiration Date		EI.0035238/LA/03.31.2025	
Year Registered		2022 (EI)	Discipline Civil Engineering
Contract Role(s) / Brief Description of Responsibilities		Engineer Intern. Zillah will support the traffic analysis and traffic design teams.	

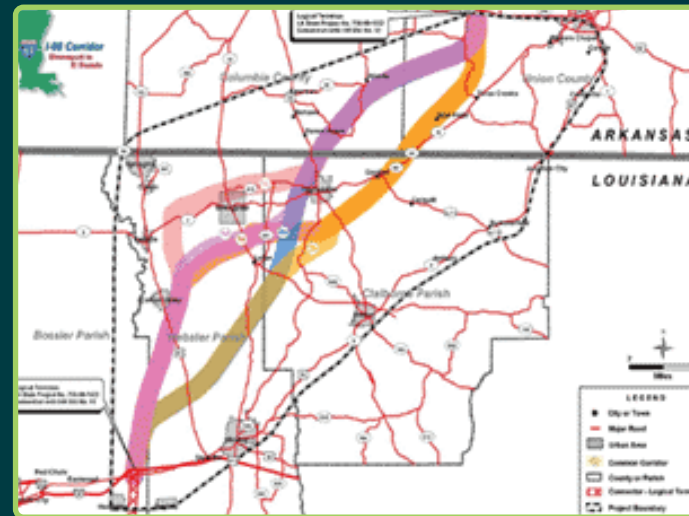
Experience Dates	Experience and qualifications relevant to the proposed contract.
05/21–Present	MOVEBR, LA 30, Nicholson Drive, Segment 2. <i>Engineer Intern.</i> Zillah assisted the design engineer with the safety analysis by reviewing crashes and using spreadsheets to track crash trends. She also created collision diagrams using MicroStation.
05/21–Present	MOVEBR, Sherwood Forest Boulevard MUP. <i>Engineer Intern.</i> Zillah assisted the design engineer with the safety analysis by reviewing crashes and using spreadsheets to track crash trends. She also created collision diagrams using MicroStation.
03/21–Present	MOVEBR, Contract for Signal Rebuild Phase 1, Group 3 Design Services Parish Synchronization & Communication, Baton Rouge, LA. <i>Engineer Intern.</i> Gresham Smith is performing engineering services for signal rebuilds in support for the Synchronization and Communication Signal Rebuild project. Services include traffic investigations, data collection, analysis, and preparation of final signal construction contract plans.
03/21–Present	MOVEBR, Contract for Signal Rebuild Phase 2, Group 2 Design Services Parish Synchronization & Communication, Baton Rouge, LA. <i>Engineer Intern.</i> Gresham Smith is performing engineering services for signal rebuilds in support for the Synchronization and Communication Signal Rebuild project. Services include traffic investigations, data collection, analysis, and preparation of final signal construction contract plans.
05/21–Present	LADOTD, FOMM-Lafayette/US 190/Alexandria. <i>Engineer Intern.</i> Zillah has assisted on this project by inputting data into the NexusWorx system and performing QA/QC on the data collected in the field.
06/21–Present	LADOTD, Complex Bridge Inspections Task Orders 4, 5 and 6, Statewide, LA. <i>Engineer Intern.</i> Zillah assisted in the development of the traffic control plans for various bridge inspection projects. The traffic control plans included single-lane closures with alternating traffic with flaggers for projects in urbanized areas. Zillah worked closely with the bridge inspection team to develop the parameters for the lane closures to verify adequate protection was provided to the field inspection team while meeting requirements from LADOTD’s traffic control standards.
03/21–03/21	MOVEBR, Bluebonnet Boulevard Sidewalks (North Mall Drive to Bluebonnet Centre Boulevard) City-Parish Project No. 20-EN-HC-0029, East Baton Rouge, LA. <i>Engineer Intern.</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. The project goal is to bring this existing intersection up to current ADA requirements for pedestrians.

Section 17

I-69 Environmental Impact Statement, Junction I-20 to US 82 (Louisiana to Arkansas)

AECOM completed a corridor analysis and EIS for Section of Independent Utility (SIU) 14 of the I-69 corridor. The 65-mile project included:

- NEPA coordination and documentation
- Traffic and transportation modeling;
- Conceptual engineering line and grade plans for the preferred alternative, including mainline, interchanges, and local access roads



17. Firm Experience

Firm Name	AECOM Technical Services, Inc.		Past Performance Evaluation Discipline(s)	Traffic, Road, Environmental
Project Name	LP 1604 at I-10 IAJR, Schematic Design, and Environmental Evaluation		Firm Responsibility	Prime
Project Number	N/A	Owner's Name	Texas Department of Transportation	
Project Location	San Antonio, Texas	Owner's Project Manager	Scott Nelson	
Owner's Address, Phone, Email	125 East 11th Street, Austin, TX • 903.675.4196 • scott.nelson@txdot.gov			
Services Commenced by This Firm	10/18	Total Consultant Contract Cost (\$1,000's)	\$7,833	
Services Completed by This Firm	05/22	Cost of Consultant Services Provided by This Firm (\$1,000's)	\$7,833	

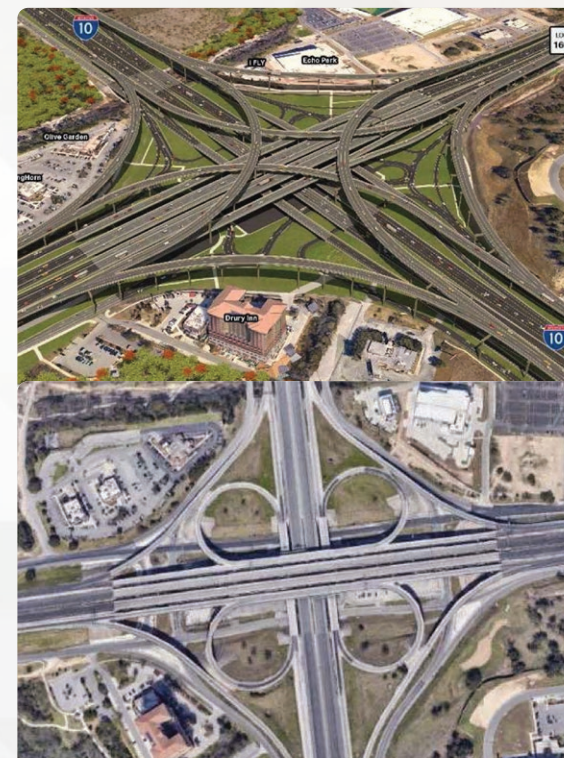
The LP 1604 schematic/environmental document project covers a 23-mile stretch of LP 1604 from SH 16 to I-35 and about 3 miles of I-10 on the north side of San Antonio, including the improvement of a system interchange at Loop 1604 at I-10. The existing fully directional cloverleaf interchange needed operational and safety improvements. The loop ramps were over capacity and the weave points were causing significant congestion and safety issues, not just at peak periods, but throughout the day. An observation report was collected during traffic data collection efforts to ascertain existing operational and safety issues along the corridor. A comprehensive Vissim model was developed to provide guidance on the development of the geometric schematic by evaluating vehicle delay, travel times, congestion, and weave issues. To aid in calibration, big data was used to help determine a typical day on this heavily congested system.

➤ **An IAJR for the I-10/LP 1604 Interchange was developed and fully coordinated with TxDOT San Antonio District, TxDOT Design Division, and FHWA using the FHWA's latest update to the Traffic Analysis Toolbox (TAT) and DES Division's latest SOP guidelines.** The IAJR examined nine major alternatives, with subsets of alternatives addressing isolated portions of the study area. The alternatives were evaluated to balance operations and safety and included keeping existing infrastructure to maintain local access, frontage road bypasses, implementation or removal of collector/distributor (C/D) roads, multiple ramp sequencing and configurations, and full reconstruction.

Along with the Vissim model that assessed the operational performance of the proposed alternatives, an Enhanced Interchange Safety Analysis Tool (ISATe) model was also developed to analysis the existing, no build and build alternatives predicted safety performance. The tools were incorporated into the IAJR to aid in the selection of the recommended alternative.

The recommended alternative was to reconstruct the interchange to a five-level interchange with direct connectors (DC) and C/D road system and ramp access. C/D roads parallel to I-10 were slightly widened to allow a three-lane capacity during the construction phase that reconstructs the I-10 mainlanes. At the frontage road level, a unique and innovative interchange of four at grade partial roundabouts will provide complete free-flowing access thru the interchange.

Team Members: Daniel Helms, Ramya Rayapureddy, Kordel Braley



Relevance to LADOTD

- ✓ Traffic Analysis and Modeling
- ✓ Crash Analysis
- ✓ Traffic Data Collection
- ✓ IAJR Development
- ✓ Interchange Layout and Design
- ✓ Environmental Evaluation



Firm Name	AECOM Technical Services, Inc.		Past Performance Evaluation Discipline(s)	Environmental, Traffic
Project Name	Baton Rouge Loop, Implementation Plan, Tier 1 Environmental Impact Statement Alternatives Evaluation, and Travel Demand Modeling		Firm Responsibility	Subconsultant
Project Number	H.005201 (H.008732)	Owner's Name	East Baton Parish	
Project Location	Baton Rouge, Louisiana	Owner's Project Manager	Bryan Harmon	
Owner's Address, Phone, Email	222 St. Louis Street, Baton Rouge, LA • 225.389.3158 • bharmon@brgov.com			
Services Commenced by This Firm	02/08	Total Consultant Contract Cost (\$1,000's)		Est. \$5,429
Services Completed by This Firm	12/15	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$2,288

As a major participant on the consultant team, AECOM prepared an implementation plan and Tier 1 EIS for the proposed Baton Rouge Loop. The growth of through traffic, limited east-west surface roadways, and population increases following Hurricane Katrina led Baton Rouge area residents and officials to consider a full loop roadway around the urban area and a new river crossing. The alternatives evaluation examined a toll roadway concept that was studied in three units: South I-10 on the west bank of the Mississippi River to I-10 on the east bank; East I-10 on the east bank of the Mississippi River to I-12 near Livingston; and North I-12 near Livingston to I-10 on the west bank.

Following the identification of reasonable and feasible corridors, these were screened for environmental effects, for compatibility with navigation requirements, for effectiveness in reducing congestion along I-10 and I-12, and for public and agency perception.

▶ **The AECOM responsibilities included development of an area-wide environmental inventory, a massive GIS effort, environmental impact assessments for numerous resources using GIS, identification and environmental screening of corridors, traffic and travel demand forecasting, project phasing, toll analysis, a financing and implementation plan, and public involvement. The Final Tier I EIS was prepared in December 2015.**

Team Members: Tom Hunter, Jonathan Martinez



Relevance to LADOTD



- ✔ Major GIS Effort for Environmental Inventory
- ✔ Development of Alternative Corridors
- ✔ Instrumental in Evaluation of alternatives
- ✔ EIS development
- ✔ Travel Demand Modeling and Tolling Analysis
- ✔ Project Management Plan

Firm Name	AECOM Technical Services, Inc.		Past Performance Evaluation Discipline(s)	Environmental, Road
Project Name	I-49 Lafayette Connector Supplemental EIS, CSS, and Structural Design		Firm Responsibility	Subconsultant
Project Number	H.004273	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Lafayette, Louisiana	Owner's Project Manager	Tim Nickel, PE	
Owner's Address, Phone, Email	PO Box 94245, Baton Rouge, LA 70804-9245 • 225.379.1110 • timothy.nickel@la.gov			
Services Commenced by This Firm	07/15	Total Consultant Contract Cost (\$1,000's)		\$32,000
Services Completed by This Firm	Ongoing	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$11,300

This 5.5-mile project is one of the largest undertaken by the LADOTD, with an estimated construction cost of \$1.3 billion. **AECOM's roles include structure design, supplemental EIS evaluations, cultural resource services, updating the Standing Structures Inventory and the Section 106 consultation process, a context-sensitive solution (CSS) design process, railroad coordination, and a project implementation plan.**

As the structural engineers on the consultant team, AECOM is responsible for the design and coordination of all structural design, including a 2-mile continuous elevated six-lane interstate viaduct with signature feature bridge components. Other structure requirements along the corridor include two new grade-separated interchanges at Kaliste-Saloom and University/Surrey, I-49 and University Bridges over the Vermillion River and the development of over 25 retaining and noise wall structures. Design work also required the development of conceptual railroad design submittals for two grade separations at BNSF and LDRR. These submittals were led by AECOM's railroad coordinator, Jonathan McDowell.

The initial scope included an environmental re-evaluation of the 2003 Record of Decision (ROD) selected alternative, preliminary design using a CSS process implementation approach, and alternative delivery evaluations. During the stakeholder outreach process, the project team confirmed required modifications to the selected alternative which warranted the development of additional design and alternative evaluation refinements. These alternatives were vetted through a robust Concept Refinement Process (CRP), similar to a PEL Study, that required intense stakeholder and public involvement and will be analyzed in a Supplemental EIS (SEIS) to be prepared by AECOM. Continuing tasks include the NEPA analysis, CSS process, and completing preliminary design.

After completing the Functional Plan, under Phase II, the consultant team will prepare the construction documents, prepare permits, assure the environmental commitments, and complete work in preparation for construction.

Team Members: Derek Chisholm, Louis Costa, Tom Hunter, Jonathan Martinez, Jonathan McDowell, Daniel Helms, Ramya Rayapureddy, Daniel Boyd, Chris McKown, Gregory Trahan



Relevance to LADOTD

- ✓ Supplemental EIS
- ✓ Alternatives and Evaluation
- ✓ Community/Stakeholder Involvement
- ✓ Evaluation of Environmental Impacts
- ✓ Close Coordination with LADOTD
- ✓ Design of Interchanges

Firm Name	AECOM Technical Services, Inc.		Past Performance Evaluation Discipline(s)	Environmental, Traffic, Road
Project Name	LA 511, Red River Bridge at Jimmie Davis Highway Stage 0 Feasibility Study and Environmental Assessment		Firm Responsibility	Prime
Project Number	H.001779	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Bossier and Caddo Parishes, Louisiana	Owner's Project Manager	Stage 0: Ryan Reviere, PE • EA: Ezekiel Onyegbunam • SEA: Catherine Mastin, PE	
Owner's Address, Phone, Email	PO Box 94246, Baton Rouge, LA 70804 • 225.379.1071 • 225.242.4516 • 225.379.1652 • ryan.reviere@la.gov • ezekiel.onyegbunam@la.gov • catherine.mastin@la.gov			
Services Commenced by This Firm	12/08	Total Consultant Contract Cost (\$1,000's)	Stage 0: \$291 • EA: \$915 • SEA: \$513	
Services Completed by This Firm	07/15	Cost of Consultant Services Provided by This Firm (\$1,000's)	Stage 0: \$225 • EA: \$588 • SEA: \$489	

AECOM first prepared a Stage 0 Feasibility Study to investigate providing additional capacity to the Red River Bridge at Jimmie Davis Highway (LA 511). **Beginning in 2013, we prepared an EA that obtained a Finding of No Significant Impact (FONSI) from the FHWA.** In 2017, the DOTD initiated a Supplemental Environmental Assessment (SEA) to identify a new preferred alternative that will satisfy the project's purpose and need.

The project extends from East Dixie Meadow Road to Barksdale Boulevard (US 71) along East 70th Street in Shreveport and Jimmie Davis Highway in Bossier City. The project includes providing a full interchange of the Arthur Ray Teague Parkway that parallels the Red River in Bossier City with LA 511, improvements to Jimmie Davis Highway and other roadways in the immediate area, and a bicycle/pedestrian trail across the Red River to connect the existing trails on each side of the river.

Tasks included environmental data collection, a purpose and need statement, development of design criteria, alternative analysis for both the EA and the SEA, traffic analysis, noise analysis, and preparation of NEPA documents as well as roadway and bridge design. The designs and cost estimates of all bridge alternatives studied were for both concrete and steel construction options. All three studies included public outreach. The EA had an open house public information meeting, and an open house public hearing following the distribution of the Draft EA. An open house public information meeting was held and a public hearing is planned to follow the distribution of the Draft SEA.

A major project issue is the disposition of the existing two-lane Jimmie Davis Bridge. As it is eligible for the Nation Register of Historic Places and it is not beyond repair, it cannot be demolished. Although its use as the alignment of the trail has been studied, that would require that a third party take responsibility for its maintenance, and no third party has been identified. Therefore, the 2015 Selected Alternative and the 2019 Preferred Alternative both provide a new westbound bridge with two vehicular travel lanes and the trail. The eastbound traffic would continue to use the existing bridge, which is scheduled to be rehabilitated under a separate project. Other differences between the alternatives are the redesign of Jimmie Davis Highway, improvements in access to adjacent property to avoid relocations, and substantial reduction in the cost of the trail by providing at-grade connections.

Team Members: Derek Chisholm, Louis Costa, Tom Hunter, Jonathan Martinez, Jonathan McDowell



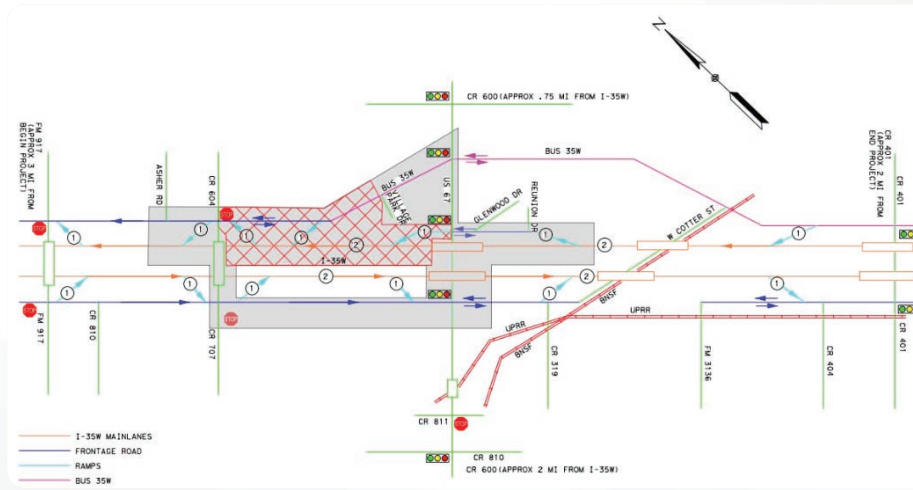
Relevance to LADOTD

- ✓ NEPA Documentation
- ✓ Schematic Design of Bridge and Roadway
- ✓ Traffic Analysis
- ✓ Advanced Planning Study
- ✓ Public Engagement
- ✓ Alternatives Development and Evaluation



Firm Name	AECOM Technical Services, Inc.		Past Performance Evaluation Discipline(s)	Environmental, Traffic, Road
Project Name	I-35W, CR 604/CR 707 to US 67 Interchange Access Justification Report		Firm Responsibility	Prime
Project Number	N/A	Owner's Name	Texas Department of Transportation, Fort Worth District	
Project Location	Alvarado, Texas	Owner's Project Manager	Thomas Marquardt, PE	
Owner's Address, Phone, Email	2501 S.W. Loop 820, Fort Worth, TX 76133 • 817.370.6772 • thomas.marquardt@txdot.gov			
Services Commenced by This Firm	05/14	Total Consultant Contract Cost (\$1,000's)		\$1,565
Services Completed by This Firm	02/24	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$1,265

I-35W is a north-south corridor through Fort Worth, Haslet, and Burleson. At its apex in downtown Fort Worth, it carries over 165,000 vehicles per day. A major national trade corridor, the interstate has daily truck volumes averaging 11%. Multiple expansion projects are either planned or underway to improve safety and mobility along 26 miles of I-35W in Tarrant County.



The Texas Department of Transportation (TxDOT) proposed realigning the I-35W northbound main lanes and removing the closed left-hand exit from the southbound I-35W main lanes to BUS 35W (North Parkway Drive). The project, located on the northwest side of the City of Alvarado, also adds a northbound frontage road between US 67 and BUS 35W. TxDOT selected a team led by AECOM to complete the necessary studies, including an Interchange Access Justification Report (IAJR), and obtain federal approvals. The full turnkey project included preliminary alignments; schematic; environmental compliance; plans, specifications, and estimates; and construction phase services.

The AECOM staff, led by Daniel Helms who lives in Ascension Parish, managed the IAJR development in accordance with the TxDOT IAJR Standard Operation Procedure (SOP) policy of 2020, which also includes the two policy points required by FHWA as contained in the memorandum "Changes to FHWA's Policy on Access to the Interstate System" FHWA dated May 22, 2017.

Two build alternatives were evaluated. Alternative 2 has been selected as the final build alternative.

Team Members: Daniel Helms, Kordel Braley, Ramya Rayapureddy



Relevance to LADOTD

- ✓ Interchange Justification using Updated FHWA Guidance and Requirements
- ✓ Numerous ROW Constraints
- ✓ Economic Development as a Driver
- ✓ Alternatives Development
- ✓ Schematic Design
- ✓ Environmental Evaluations



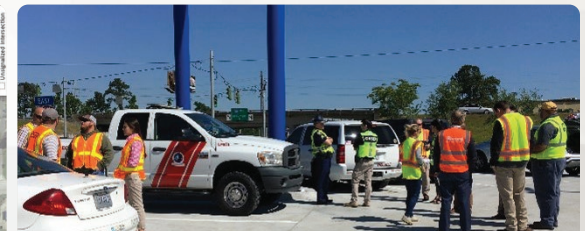
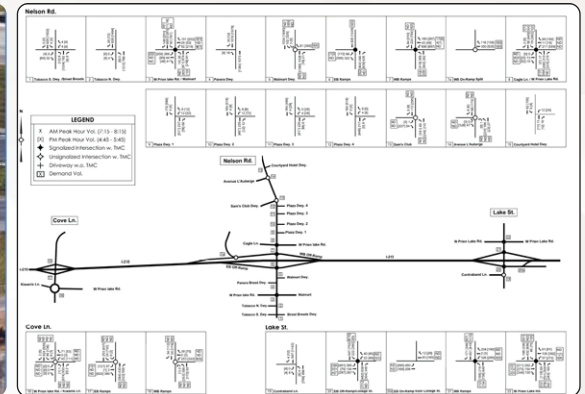
Firm Name	Gresham Smith		Past Performance Evaluation Discipline(s)	Traffic
Project Name	Traffic Engineering Retainer Contract, I-210 at LA 11382 (Nelson Road) Interchange Modification Re-Evaluation Study		Firm Responsibility	Prime
Project Number	H.011065.5	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Lake Charles, Louisiana	Owner's Project Manager	Brandon DeJean, PE	
Owner's Address, Phone, Email	1201 Capitol Access Road, Baton Rouge, LA • 225.242.4643 • brandon.dejean@la.gov			
Services Commenced by This Firm	03/17	Total Consultant Contract Cost (\$1,000's)		\$290
Services Completed by This Firm	11/18	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$208

The approval for revised access at the I-210 at Cove Lane and Nelson Road interchanges was granted under several conditions by the FHWA Louisiana Division. One of these conditions being the re-evaluation of the I-210 at Nelson Road interchange upon completion of the I-210 at Cove Lane interchange. The goal of the final plan was to identify any issues with the Nelson Road and Cove Lane intersections. The calibrated VISSIM models were created to model existing conditions during the AM and PM peaks for three interchanges along I-210: Cove Lane, Nelson Road (LA 1138-2) and Lake Street.

Gresham Smith was the prime consultant with overall responsibility for the studies. The firm was responsible for overseeing the data collection, conducting field investigations, travel time runs, reviewing crash reports, developing VISSIM models for existing conditions, determining a regional growth rate, developing and modeling a future No Build condition, and developing a project report.

Traffic count data was collected and used to create VISSIM models of the study area. These models were calibrated to accurately represent existing traffic patterns along the corridor. A Road Safety Assessment was performed to determine the need for the existing U-turn lane and I-210 slip ramp. Gresham Smith staff led the RSA, which was comprised of 21 participants from various divisions of LADOTD, Calcasieu Parish, LA State Police, the City of Lake Charles Calcasieu Office of Homeland Security, and Calcasieu Parish School Board.

Team Members: Bert Moore, Tait Karlson, Rebecca Murray



Relevance to LADOTD

- ✓ Interstate Interchange Analysis
- ✓ Interstate Interchange Modeling
- ✓ Capacity Analysis
- ✓ Traffic Forecasting
- ✓ Roadway Safety Assessment
- ✓ Developing a Project Report



Firm Name	Gresham Smith		Past Performance Evaluation Discipline(s)	Traffic
Project Name	I-40 Interchange at Donelson Pike Intersection Modification Report		Firm Responsibility	
Project Number	N/A	Owner's Name	Tennessee Department of Transportation	
Project Location	Nashville, Tennessee	Owner's Project Manager	Shane Hester, Region 3 Project Development Director	
Owner's Address, Phone, Email	James K. Polk Building, Suite 1200, 505 Deaderick Street, Nashville, TN 37243 • 615.350.4292 • shane.hester@tn.gov			
Services Commenced by This Firm	02/18	Total Consultant Contract Cost (\$1,000's)		\$2,617
Services Completed by This Firm	Ongoing	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$2,379

The purpose of the proposed I-40/SR 255 (Donelson Pike) interchange modification is to improve traffic operations at the interchange and access to the Nashville International Airport (BNA). The airport serves a large portion of Tennessee residents as well as residents from surrounding states; the interchange is the airport's primary access point and very important to the overall success of the state and its tourist industry.

The IMR includes the analysis and modeling of three different interchange scenarios (diverging diamond, multi-level directional and tight urban diamond). These three interchanges included traffic changes due to the expansion of the land use and access points of BNA as well as with and without an proposed future interchange on I-40 at the Harding Place Extension. Traffic modeling was performed using a VISSIM model.

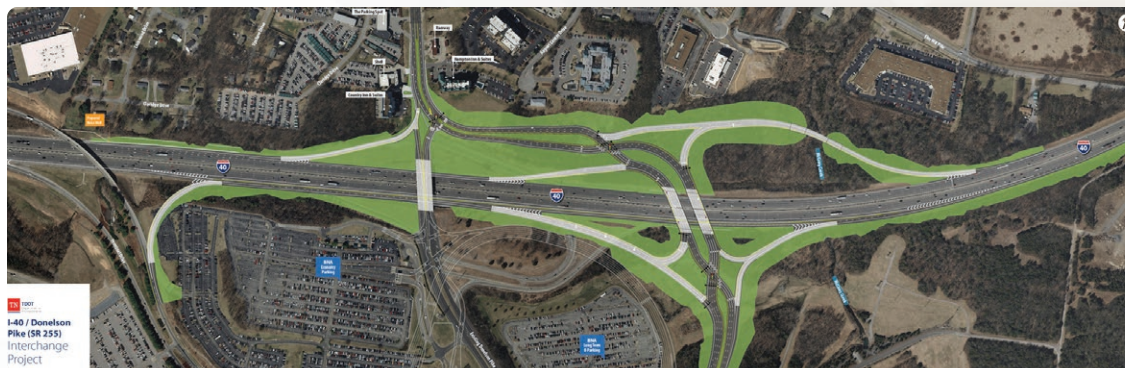
The project consists of a proposed diverging diamond interchange, a 1.2 mile collector-distributor (C-D) road along I-40 eastbound, and 1.75 miles of new urban alignment for the relocation of Donelson Pike. Due to the exponential increase in travel demands at BNA, the Metropolitan Nashville Airport Authority (MNA) is concurrently working on a design-build project to expand the internal parking and roadway circulation network along the west side of the relocated Donelson Pike roadway.

Since the airport depends heavily on this interchange for access, TDOT committed to accelerate the project design to coincide with the development of MNAA landside expansion project. To meet the project schedule, the Gresham Smith team held early design coordination meetings with the FHWA, the Federal Aviation Administration, and the impacted utility owners to establish and maintain an open line of communication during the design process and prevent potential blindsiding impacts to the project schedule and/or budget.

Gresham Smith was the prime consultant with overall responsibility for the contract. The firm also provided utility coordination, including Colonial Gas, NES, and TVA. Team members worked closely with Region 3 Utilities regarding the relocation of Colonial's pipeline regarding their reimbursement. TDOT let the project to construction in 2022 with an anticipated completion date of 2027.

This high-profile project, which was funded through the Tennessee 2017 IMPROVE highway funding act, was completed under an aggressive schedule. All requirements of FHWA's Interchange Access Request requirements were met, including traffic analysis with Synchro and HCS 7, crash prediction with iSATE, and a preliminary environmental screening. FHWA approved the IAR on November 6, 2017. Gresham Smith is currently leading the Construction Design Plan Phase of the project.

Team Members: Bert Moore, Tait Karlson, Rebecca Murray



Relevance to LADOTD

- ✓ Interstate Interchange Analysis
- ✓ Interstate Interchange Modeling
- ✓ Capacity Analysis
- ✓ Traffic Forecasting
- ✓ Roadway Safety Assessment
- ✓ Corridor Planning

Firm Name	Gresham Smith		Past Performance Evaluation Discipline(s)	Traffic
Project Name	LA 73 at LA 621 Realignment		Firm Responsibility	
Project Number	N/A	Owner's Name	Ascension Parish	
Project Location	Ascension Parish, Louisiana	Owner's Project Manager	Joey Tureau, PE, Parish Engineer	
Owner's Address, Phone, Email	PO Box 1659, Gonzales, LA 70737 • 225.450.1320 • joey.tureau@apgov.us			
Services Commenced by This Firm	08/18	Total Consultant Contract Cost (\$1,000's)		\$207
Services Completed by This Firm	12/21	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$137

Ascension Parish selected Gresham Smith to assist them with traffic engineering expertise through a master contract. Task Order 2 under this contract was to perform a traffic study to meet LADOTD's Traffic Engineering Process and Report requirements for the relocation of the LA 73 at LA 621 intersection north of its current location. LADOTD provided the existing Vissim model for project area, which included the recently completed widening of I-10.

Gresham Smith was the prime consultant with overall responsibility for the contract. The firm updated the VISSIM model provided by LADOTD to reflect current conditions, which included additional developments, such as the LA 73 Baton Rouge General Hospital-Ascension and the Hallows of Dutchtown Subdivision, and calibrating the model to current conditions which were impacted by the COVID-19 pandemic.

Once the model was calibrated to LADOTD's requirements, the model was modified to include the proposed alternative, which will relocate the intersection of LA 73 at LA 621 1,200 feet north of its current location. This also required some access management be implemented and some trips to be rerouted to the relocated LA 621.

Team Members: Bert Moore, Rebecca Murray, Payton Nickles, Zillah Zoletta, Kofi Ampofo-Twumasi



Relevance to LADOTD

- ✓ Data Collection
- ✓ Field Observations
- ✓ Trip Generation and Distribution
- ✓ VISSIM Model
- ✓ Signalized and Unsignalized Analysis
- ✓ LADOTD HQ, District 61, and Ascension Parish coordination
- ✓ HCS and SIDRA Analysis
- ✓ Conceptual Design Plans
- ✓ Traffic Report

Firm Name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)	Environmental, Road, Bridge
Project Name	I-69 Section of Independent Utility No. 15 EIS/ROD, Louisiana (HPC 18 US 171 to I-20)		Firm Responsibility	Prime
Project Number	700-94-0003 F.A.P. No. HPI-690-1(001)	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Bossier, Caddo, and DeSoto Parishes, Louisiana	Owner's Project Manager	Mike La Fleur	
Owner's Address, Phone, Email	1201 Capitol Access Road, Baton Rouge, LA 70804-9245 • 225.242.4512 • mike.lafleur@la.gov			
Services Commenced by This Firm	04/01	Total Consultant Contract Cost (\$1,000's)		\$5,139
Services Completed by This Firm	11/14	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$5,139

Michael Baker conducted a preliminary engineering and environmental study for I-69, Section of Independent Utility 15. Michael Baker's services included project management, environmental investigations, preliminary roadway engineering, GIS environmental mapping and analysis, GPS survey and digital orthophotography, conceptual bridge design, traffic demand modeling and traffic forecasting, preparation of a corridor preservation memorandum of agreement, preparation of draft and final EIS and record of decision, and stakeholder outreach.

The proposed four-lane, interstate facility approximately 35 miles long, and extend through Bossier, Caddo, and DeSoto parishes. The project includes the construction of six interchanges with US 171, I-49, LA 1, US 71, LA 157, and I-20; a new bridge crossing of the Red River, a navigable waterway; a two-lane undivided, uncontrolled-access frontage road on a new location between Ellerbe Road in Caddo Parish and Stonewall Frierson Road in DeSoto Parish; and minor roadway realignments to improve roadway geometry.

Roadway preliminary engineering involved development of line and grade, conceptual interchange development, evaluation of construction limits, and cost estimates. Bridge conceptual engineering involved establishing bridge and span lengths, sizing girders, and estimating costs. Michael Baker conducted a concept study for the 10,280-foot-long Red River Bridge to provide information related to navigation and the effects the bridge would have on navigation interests using the waterway, and performed hydrologic, hydraulic, and scour analyses. The conceptual design established pier locations, horizontal and vertical clearances, and the alignment of the main channel navigation span and approach spans.

Michael Baker prepared digital orthophotography of the 300-square-mile study area using the U.S. Geological Service National Aerial Photography Program photography and GPS survey control. Michael Baker developed a GIS environmental inventory of natural, social, and cultural resources and used it to analyze potential impacts. This approach will also be taken with I-10 at LA 74. The project included interchange justification studies of the I-49 and I-20 interchanges, probability modeling for archaeological resources, a Phase I cultural resources assessment and geoarchaeological study, wetland delineation and surface waters jurisdictional evaluations, a Phase I environmental site assessment, highway traffic noise studies, conceptual bridge design and navigable waterways studies, Interior least tern and Red-cockaded woodpecker biological assessments, and Endangered Species Act Section 7 consultation.

Michael Baker performed origin-destination studies and expanded and calibrated the TDM model to include DeSoto Parish. The enhanced TDM model was used to forecast traffic for the facility and was also delivered to the MPO for its future regional transportation planning and travel demand forecasting use.

Team Members: Chris Gesing, Lu Ann May, Gary Chodkowski, Andrew Kuchta



Relevance to LADOTD

- ✓ NEPA Compliance
- ✓ Stage 1: EA/FONSI
- ✓ Environmental Decision Making
- ✓ Line & Grade (Road/Bridge)



Firm Name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)	Environmental, Road, Bridge
Project Name	LA 30, EBR PL to I-10		Firm Responsibility	
Project Number	700-29-0112	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	East Baton Rouge, Iberville, Ascension Parishes, Louisiana	Owner's Project Manager	Joseph Brown, PE	
Owner's Address, Phone, Email	1201 Capitol Access Road, Baton Rouge, LA 70804-9245 • 225.379.1493 • joseph.brown@la.gov			
Services Commenced by This Firm	04/22	Total Consultant Contract Cost (\$1,000's)	\$1,054	
Services Completed by This Firm	Ongoing	Cost of Consultant Services Provided by This Firm (\$1,000's)	\$384	

Michael Baker was selected to perform the Environmental Assessment for the widening of LA 30 from the East Baton Rouge Parish line to Interstate 10. LA 30 is currently a mixture of 2-lane and 3-lane roadway with residential, industrial, and commercial developments. LA 30 corridor is experiencing rapid growth in the industrial and retail commercial businesses.

Additionally, DOTD is currently performing an environmental study for the construction of a new Mississippi River Bridge which may tie close or directly with LA 30. Specific coordination between the LA 30 and Mississippi River Environmental teams is crucial to make sure both project progress without major issues. Portion of the project's limits reside in Ascension Parish with LA 73 being a main intersection with LA 30. Seamless coordination will be key between AECOM and Michael Baker.

The environmental study is broken into two Phases: PEL Study Part 1 and PEL Study Part 2. Michael Baker's responsibilities include Traffic Impact Study, Line & Grade, Environmental Field Data Collection, SUE Services, and Environmental Documentation. The Traffic Study portion of the project requires the team to collect existing traffic counts along LA 30 along with turning movements at driveways. Michael Baker team will use the traffic counts to determine recommendations for the required improvements to carry forward during the study phase. Michael Baker team will host public involvement meetings to gather public input for the recommended alternatives. The public comments will be incorporated into the final documentation of the Environmental Assessment Document. The Michael Baker team is conducting SUE services due to the number of industrial pipelines that parallel LA 30 on both sides of the road.

As part 2 of the PEL Study, the Michael Baker team will develop the environmental assessment document. An initial document will be created and reviewed during the public involvement process and after finalizing addressing public comment, the final document will be developed and published. Once FHWA finds a record of decision (ROD) and Finding of No Significant Impact (FONSI), the Environmental Assessment document will be published and distributed to the public for final record.

Project is being supplemented to add an addition 5+ miles in East Baton Rouge Parish from Brightside to Iberville Parish Line. This is being done so East Baton Rouge MOVEBR program can qualify for Federal Funds. This would extend the project limits to the original Stage 0 project limits.

AECOM Team: Daniel Thornhill, Chris Gesing, Lu Ann May, Andrew Frishkorn, Andrew Kuchta



Relevance to LADOTD

- Stage 1: EIS or EA
- NEPA Compliance
- Environmental Decision Making
- Line & Grade (Road/Bridge)



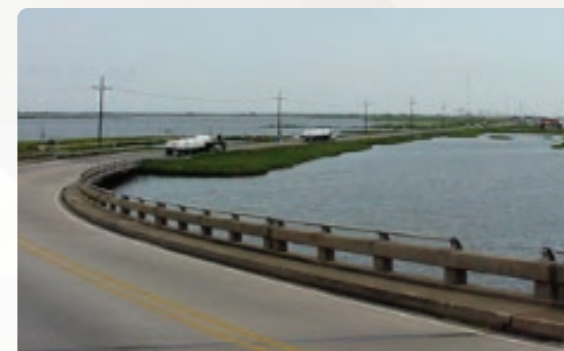
Firm Name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)	Environmental, Road, Bridge
Project Name	Louisiana 1 Improvements Alternatives Analysis and Environmental Impact Statement, EIS/ROD		Firm Responsibility	Prime
Project Number	700-29-0112	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Bossier, Caddo, and DeSoto Parishes, Louisiana	Owner's Project Manager	Noel Ardoin, Environmental Section Administrator	
Owner's Address, Phone, Email	1201 Capitol Access Road, Baton Rouge, LA 70804-9245 • 225.242.4501 • noel.ardoin@la.gov			
Services Commenced by This Firm	09/99	Total Consultant Contract Cost (\$1,000's)		\$929
Services Completed by This Firm	09/04	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$929

Louisiana Highway 1 (LA 1), between Golden Meadow, Leeville, and Grand Isle, Louisiana, is a rural two-lane arterial highway following the natural levee of Bayou Lafourche. The highway is subject to periodic tidal inundation, which necessitates maintenance beyond the normal requirements, including removing debris washed up by high water and repairing shoulders washed out during major storms, and it serves as the lone land access to Port Fourchon and Grand Isle, Louisiana's only inhabited barrier island.

LA 1 traverses the Barataria-Terrebonne National Estuary (BTNE). The estuary supports one of the most prolific and profitable fisheries in the Nation and is designated as Essential Fish Habitat (EFH) for a number of species including post-larval and juvenile white shrimp, brown shrimp, red drum (redfish), and Spanish mackerel. Seventy-five (75) percent of the deepwater oil and gas production from the Gulf of Mexico goes through Port Fourchon, which handles 13 percent of the Nation's foreign oil and is connected by pipeline to 30 percent of the U.S. refining capacity. In addition to serving the residents, petroleum industry, commercial fishermen, and recreational sportsmen, LA 1 must serve as a hurricane evacuation route. With continued coastal erosion and subsidence, the region has become increasingly susceptible to flooding early in any weather event.

Michael Baker conducted a route location, conceptual engineering and environmental evaluation for a 17-mile four lane fully controlled access elevated highway on new location with bridges spanning navigable waterways. Because the project area encompassed some of the most ecologically unique and sensitive areas in Louisiana, and perhaps the Nation, traversing the area with a highway on new location presented major environmental challenges. In the spirit of environmental stewardship and streamlining, a context sensitive project approach was employed to develop a transportation facility that fit the physical setting and preserved scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. Similar to what is anticipated on LA 30, LA 1 had extensive environmental/wetland complexes throughout the project.

The unique ecology necessitated special studies to satisfy resource agency requirements, including a shading analysis requested by National Marine Fisheries Service. The study evaluated the project's shading effect on the health of smooth cord grass (*Spartina alternifolia*), the dominant coastal wetland plant in the Study Area. The study was used to identify impacts and compensatory mitigation to move the project forward. End on construction techniques were required to minimize impacts to the fragile ecosystem. Michael Baker's comprehensive evaluation of environmental impacts enabled the project to obtain the necessary permits without undo delay.



Relevance to LADOTD

- ✓ NEPA Compliance
- ✓ Stage 1: EA/FONSI
- ✓ Environmental Decision Making
- ✓ Line & Grade (Road/Bridge)



The American Association of State Highway and Transportation Officials (AASHTO) named the Louisiana 1 Improvements Alternatives Analysis and Environmental Impact Statement the 2004 President's Transportation Award – Environment Category.

Team Members: Chris Gesing, Lu Ann May, Gary Chodkowski, Andrew Kuchta

Firm Name	Coastal Environments, Inc.		Past Performance Evaluation Discipline(s)	Environmental
Project Name	LA 3234 Extension, LA 1065 to Hammond Airport		Firm Responsibility	Subconsultant
Project Number	H.008915.2	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Tangipahoa Parish	Owner's Project Manager	Michelle Hanks	
Owner's Address, Phone, Email	PO Box 94245, Baton Rouge, LA 70804 • 225.242.4514 • michelle.hanks@la.gov			
Services Commenced by This Firm	12/16	Total Consultant Contract Cost (\$1,000's)		Unknown
Services Completed by This Firm	12/19	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$74

Coastal Environments, Inc., (CEI) conducted a cultural resources survey related to the construction of an extension of LA 3234 from LA 1065 to the Hammond Airport in Hammond, Tangipahoa Parish, Louisiana. The work was conducted for the LADOTD.

A Phase I cultural resources survey was conducted of a 144.14-acre area located within, and northeast of, the town of Hammond. The archaeological project area constituted the rights-of-way for three combined alternates, and all necessary construction servitudes. The area of potential effects (APE) encompassed approximately 1,788 acres and included all structures within 75 meters of the three combined alternates, plus the entire Hammond Airport.

The survey recorded eight archaeological sites and 53 standing structures. Portions of five of the archaeological sites were inaccessible and the Louisiana Division of Archaeology recommended that further investigations be conducted at these sites if they fall within the acquired right-of-way. The three remaining archaeological sites were recommended as not eligible for the National Register of Historic Places (NRHP). Three of the structures, the Alack House a ca. 1880 Folk Victorian residence, and two World War II-era structures at the former Hammond Army Airfield, were recommended as eligible for the NRHP. The remaining structures were not considered eligible.

Team Members: Sara Hahn, Joanne Ryan, David Kelley



Relevance to LADOTD

- LADOTD project
- Cultural Resources Survey for Roadway Widening
- Similar Linear Survey



Firm Name	Coastal Environments, Inc.		Past Performance Evaluation Discipline(s)	Environmental
Project Name	LA 70 Widening from the Sunshine Bridge to LA 22		Firm Responsibility	Subconsultant
Project Number	H.002424	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Ascension and St. James Parishes, Louisiana	Owner's Project Manager	Sharon Gage	
Owner's Address, Phone, Email	PO Box 94245, Baton Rouge, LA 70804 • 225.242.4514 • sharon.gage@la.gov			
Services Commenced by This Firm	08/18	Total Consultant Contract Cost (\$1,000's)		Unknown
Services Completed by This Firm	03/19	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$41

Coastal Environments, Inc., (CEI) conducted a cultural resources survey related to the widening of LA 70 from the Sunshine Bridge to LA 22, in Ascension and St. James parishes, Louisiana. The work was conducted for the LADOTD.

A Phase I cultural resources survey was conducted within the direct area of potential effects (APE)– a 147.13-acre area located between the communities of Union and Sorrento. The indirect APE encompassed approximately 457.32 acres and included all structures within 75 meters of the direct APE.

The survey recorded 13 standing structures, but no archaeological sites. Six of the structures had been relocated from other areas in southeast Louisiana to Cajun Village, which opened in 1992. They no longer retained their integrity of location, setting, feeling, and association. None of the structures were recommended as being eligible for the National Register of Historic Places.

Team Members: Sara Hahn, Joanne Ryan, Thurston Hahn, David Kelley



Relevance to LADOTD

- LADOTD project
- Cultural Resources Survey for Roadway Widening
- Similar Linear Survey



Firm Name	Coastal Environments, Inc.		Past Performance Evaluation Discipline(s)	Environmental
Project Name	LA 327 Bayou Paul Bridge Replacement		Firm Responsibility	Prime
Project Number	H.002333	Owner's Name	Louisiana Department of Transportation and Development	
Project Location	Iberville Parish, Louisiana	Owner's Project Manager	Stacie Palmer	
Owner's Address, Phone, Email	PO Box 94245, Baton Rouge, LA 70804 • 225.242.4517 • stacie.palmer@la.gov			
Services Commenced by This Firm	08/15	Total Consultant Contract Cost (\$1,000's)		\$41
Services Completed by This Firm	03/17	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$41

Coastal Environments, Inc., (CEI) was contracted by the LADOTD to conduct cultural resources monitoring of a bridge replacement on Highway 327 (Gummers Lane) over Bayou Paul in Iberville Parish, Louisiana. The project's primary concern was the presence of the Rock Zion Baptist Church cemetery, on the south side of Bayou Paul. Historical background research indicated that the cemetery had been in use since at least 1926 by the church, which had been at this location since 1899. During this work, it was noted that several east-west oriented depressions could be seen in the cemetery and within the right-of-way, indicating unmarked graves. Subsequent subsurface investigations in 2013 by CEI confirmed the presence of at least eight burial shafts within the right-of-way.

Although the construction project was subsequently redesigned to avoid impacts to the burials, monitoring of the construction was ordered by DOTD. Four months of monitoring the removal of the old bridge and the construction of the new one failed to note any disturbance of graves associated with the cemetery.

Team Members: Joanne Ryan, David Kelley



Relevance to LADOTD

- LADOTD project
- Cultural Resources Survey for Bridge Replacement
- Construction Monitoring



Firm Name	The Lakvold Group, LLC		Past Performance Evaluation Discipline(s)	Real Estate Appraiser
Project Name	US 80 Widening, Vancil Road to Well Road		Firm Responsibility	Subconsultant
Project Number	H.009932	Owner's Name	CSRS, Inc.	
Project Location	Ouachita Parish, Louisiana	Owner's Project Manager	Joe Earls	
Owner's Address, Phone, Email	8555 United Plaza Boulevard, Baton Rouge, LA, 70809 • 833.523.2526 • joseph.earls@csrsinc.com			
Services Commenced by This Firm	11/20	Total Consultant Contract Cost (\$1,000's)		Unknown
Services Completed by This Firm	03/22	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$7.2

The Lakvold Group completed a Conceptual Stage Relocation Plan based on various alternatives. The plan included viewing the project area, analyzing real estate impacts, determining potential relocations, and researching the market area and real estate inventory.

Project Management and Final Transportation Study and Deliverables. These tasks included providing the completed document for review and inclusion in the Environmental Assessment.

Team Members: Angela Lemoine-Lakvold



Relevance to LADOTD

- Conceptual State Relocation Plan
- Real Estate Impacts
- Market Area and Real Estate Inventory

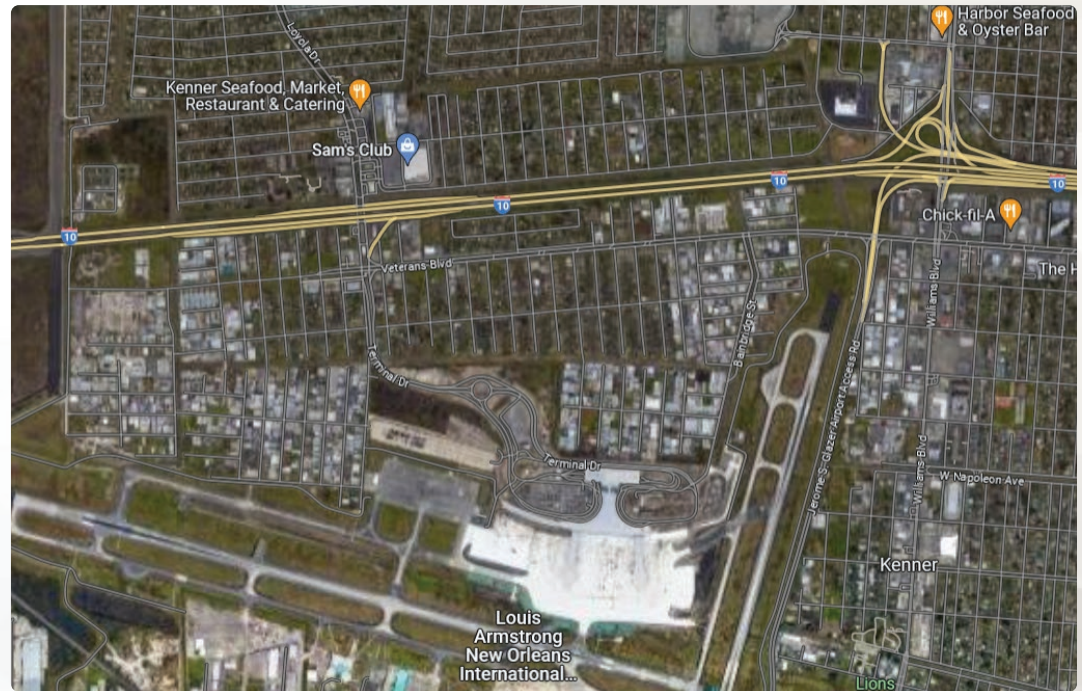


Firm Name	The Lakvold Group, LLC		Past Performance Evaluation Discipline(s)	Real Estate Appraiser
Project Name	I-10, Loyola Interchange Improvements		Firm Responsibility	Subconsultant
Project Number	H.011670	Owner's Name	CSRS, Inc.	
Project Location	Jefferson Parish, Louisiana	Owner's Project Manager	Joe Earls	
Owner's Address, Phone, Email	8555 United Plaza Boulevard, Baton Rouge, LA, 70809 • 833.523.2526 • joseph.earls@csrsinc.com			
Services Commenced by This Firm	01/18	Total Consultant Contract Cost (\$1,000's)		Unknown
Services Completed by This Firm	08/19	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$17.4

The Lakvold Group completed a Conceptual Stage Relocation Plan based on various alternatives. The plan included viewing the project area, analyzing real estate impacts, determining potential relocations, researching the market area and real estate inventory.

Project Management and Final Transportation Study and Deliverables. These tasks included providing the completed document for review and inclusion in the Environmental Assessment.

Team Members: Angela Lemoine-Lakvold



Relevance to LADOTD

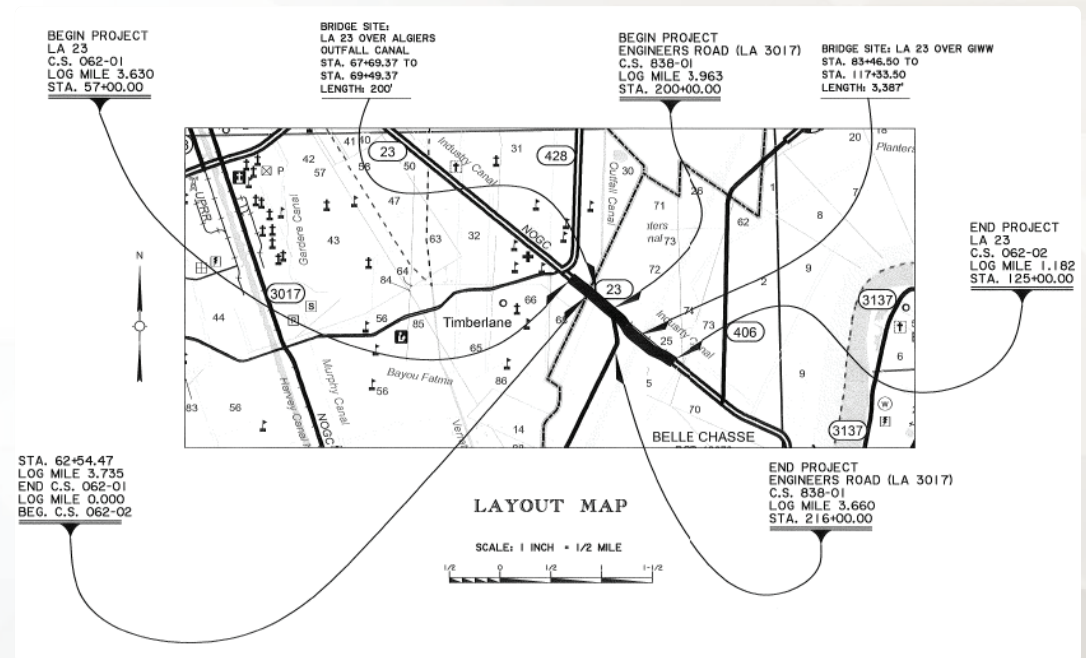
- Conceptual State Relocation Plan
- Real Estate Impacts
- Market Area and Real Estate Inventory

Firm Name	The Lakvold Group, LLC		Past Performance Evaluation Discipline(s)	Real Estate Appraiser	
Project Name	Belle Chasse Bridge and Tunnel			Firm Responsibility	Subconsultant
Project Number	H.0049791	Owner's Name	CSRS, Inc.		
Project Location	Jefferson Parish, Louisiana	Owner's Project Manager	Joe Earls		
Owner's Address, Phone, Email	8555 United Plaza Boulevard, Baton Rouge, LA, 70809 • 833.523.2526 • joseph.earls@csrsinc.com				
Services Commenced by This Firm	11/20	Total Consultant Contract Cost (\$1,000's)			Unknown
Services Completed by This Firm	03/22	Cost of Consultant Services Provided by This Firm (\$1,000's)			\$120

The Lakvold Group completed appraisals for the acquisition of the right-of-way for the construction of the project.

Project Management and Final Transportation Study and Deliverables. These tasks included meeting with property owners, cost consultants, and project managers. Analysis and research of the real estate market and completion of individual appraisals on the various parcels.

Team Members: Angela Lemoine-Lakvold



Relevance to LADOTD
 Real Estate Appraisal



Firm Name	Marmillion/Gray Media, Inc.		Past Performance Evaluation Discipline(s)	Other (Public Involvement)
Project Name	MOVEBR Program Management Services		Firm Responsibility	Subconsultant
Project Number	19-CS-HC-0005	Owner's Name	East Baton Rouge Parish	
Project Location	East Baton Rouge Parish, Louisiana	Owner's Project Manager	Fred Raiford	
Owner's Address, Phone, Email	PO Box 1471, Baton Rouge, LA 70821 • 225.389.3158 • fraiford@brla.gov			
Services Commenced by This Firm	07/19	Total Consultant Contract Cost (\$1,000's)	\$5,602	
Services Completed by This Firm	Ongoing	Cost of Consultant Services Provided by This Firm (\$1,000's)	\$420 to date	

Rannah Gray serves as the Communications Workgroup lead and co-lead of the Public Outreach Workgroup for the MOVEBR program. She manages communications, website design, social media, and digital advertising. Marmillion/Gray Media coordinated communications for the program kickoff, designed the program logo, wrote a detailed Communications Plan, coordinates media outreach, newsletter production and coordination of public meetings and outreach for the community enhancement, improvement of existing corridors, and traffic management projects.

Team Members: Rannah Gray, Sarah Powell, Ashley Powell



Relevance to LADOTD

- Communications
- Media Relations
- Public Meetings
- Stakeholder Engagement
- Website and Social Media Management

We're Building... 21 in '21
21 MOVEBR projects will be in the construction phase this year!

7 Capacity Projects

- Mall of Louisiana Boulevard (Picardy-Perkins Connector)
- Pecue Lane (Perkins Road – Airline Highway)
- Ben Hur realignment at Nicholson Drive
- Dijon Avenue Phase 2 (Midway – Bluebonnet Boulevard)
- Midway (Dijon Avenue Phase 2 – Picardy)
- Old Hammond Highway Segment 2 (Millerville Road – O’Neal Lane)
- South Choctaw Drive (Flannery Road – Central Thruway)

6 ADA Projects

- 1 starting Summer 2021
- 5 starting Fall 2021

3 SIGNALIZATION PROJECTS
FIBER OPTIC CABLE INSTALLATION

1 CORRIDOR ENHANCEMENT PROJECT:
MACHOST ROAD

- 72nd Avenue sidewalks, Phase 1 (Scenic Highway – 1110)
- 72nd Avenue sidewalks, Phase 2 (1110 – Plank Road)
- Centurion Avenue sidewalks (O’Neal Lane – Crossbow Drive)
- Mullen Drive sidewalks (Honey Drive – Perkins Road)

4 SIDEWALK PROJECTS



Firm Name	Marmillion/Gray Media, Inc.		Past Performance Evaluation Discipline(s)	Other (Public Involvement)
Project Name	Nicholson Corridor High-Capacity Transit System		Firm Responsibility	Subconsultant
Project Number	16-CI-US-0032	Owner's Name	East Baton Rouge Parish	
Project Location	East Baton Rouge Parish	Owner's Project Manager	Stephen Bonnette (retired, EBR DPW) • Fred Raiford	
Owner's Address, Phone, Email	PO Box 1471, Baton Rouge, LA 70821 • 225.389.3158 • fraiford@brla.gov			
Services Commenced by This Firm	09/16	Total Consultant Contract Cost (\$1,000's)		N/A
Services Completed by This Firm	12/16	Cost of Consultant Services Provided by This Firm (\$1,000's)		\$138

TramLinkBR, a proposed modern streetcar system, was introduced to Baton Rouge with creative branding, realistic renderings, media outreach, website development, stakeholder outreach, and informative public meetings. Marmillion/Gray Media worked with the prime consultants to conform with FTA and NEPA process requirements and assisted in conducting a site visit to Kansas City for East Baton Rouge Parish elected officials. After reviewing the Environmental Assessment document and its supporting documentation, the Federal Transit Administration issued a Finding of No Significant Impact (FONSI) for this project on July 29, 2016. Marmillion/Gray has continued working with the prime consultants and the current administration on a feasibility study to convert this project to a more flexible and economical bus-rapid-transit line.

Team Members: Rannah Gray, Sarah Powell, Ashley Powell



The Federal Transit Administration (FTA) named the TramLinkBR project the 2017 winner of its Outstanding Achievement Award for Excellence in Environmental Document Preparation.



AECOM Technical Services, Inc.

Relevance to LADOTD

- ✓ Public Involvement and Outreach
- ✓ Media Relations
- ✓ Public Meetings
- ✓ Stakeholder Engagement
- ✓ Local Elected Official Outreach/Coordination
- ✓ Website management

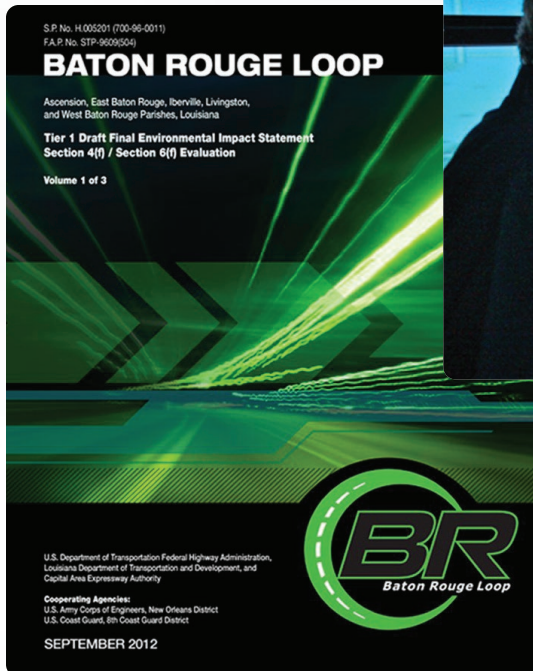


Firm Name	Marmillion/Gray Media, Inc.		Past Performance Evaluation Discipline(s)	Other (Public Involvement)
Project Name	Baton Rouge Loop Tier 1 EIS		Firm Responsibility	Subconsultant
Project Number	CAEA No.: E-2009-001	Owner's Name	East Baton Rouge Parish/Capital Area Expressway Authority	
Project Location	Capital Region (5 parishes)	Owner's Project Manager	Bryan Harmon (retired, EBR DPW) • Fred Raiford	
Owner's Address, Phone, Email	PO Box 1471, Baton Rouge, LA 70821 • 225.389.3158 • fraiford@brla.gov			
Services Commenced by This Firm	02/09	Total Consultant Contract Cost (\$1,000's)	N/A	
Services Completed by This Firm	03/16	Cost of Consultant Services Provided by This Firm (\$1,000's)	\$291	

Marmillion/Gray provided public involvement services for the Baton Rouge Loop project throughout the five Capital Region parishes; stakeholder and advisory committee coordination; media relations; database management; production of project newsletters, videos and presentations; managing public meetings, hearings and comment periods. We assisted with ongoing elected official briefings, and presentations to the Capital Region legislative delegation, stakeholders, advocacy groups and the FHWA. The project included the study of potential Mississippi River crossings.

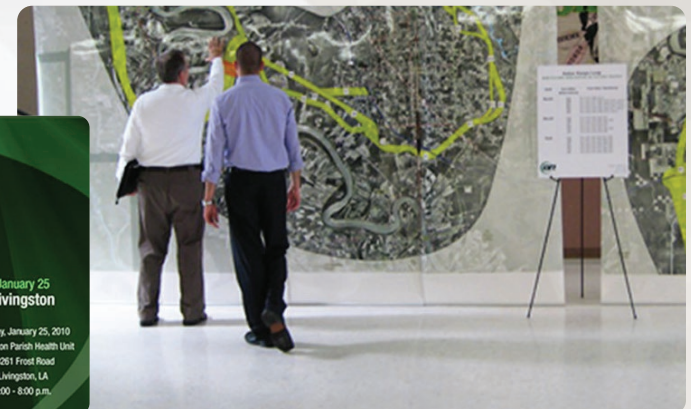


Team Members: Rannah Gray, Sarah Powell



Relevance to LADOTD

- Public Involvement and Outreach
- Media Relations
- Public Meetings/Public Hearings
- Stakeholder Engagement
- Local elected Official Outreach and Coordination

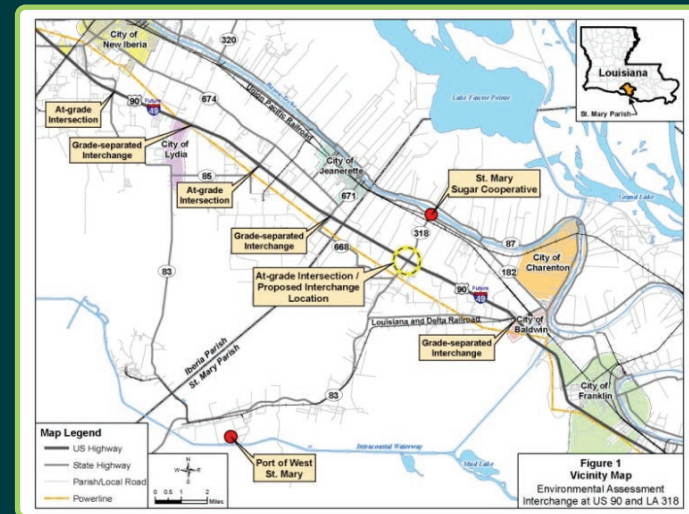


Section 18

Interchange for US 90/ LA 318 Environmental Assessment, Route US 90

AECOM prepared an EA for a proposed interchange on US 90 at LA 318. The team developed three conceptual interchange layouts, in addition to:

- Environmental inventory and GIS
- Cultural resources survey
- Conceptual Stage Relocation Plan
- Traffic Report and Highway Noise Report
- Preparation of conceptual engineering plan and profile drawings for two interchanges

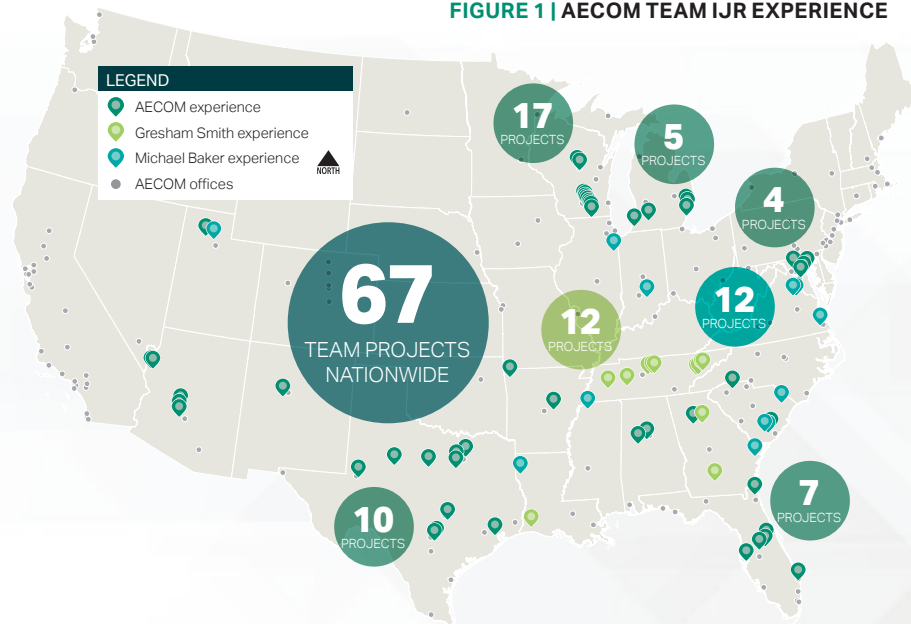


18. Approach and Methodology

The proposed roadway modifications and interchange require the development of design concepts and two studies to determine the potential impacts of these improvements, resulting in line and grade plans, an environmental document, and an Interchange Justification Report (IJR). These efforts are interrelated throughout the project development process. The resulting IJR will look at the traffic safety, operations, and engineering acceptability of the proposed interchange and connected routes.

▶ The AECOM team is ideal for this type of undertaking, having led numerous similar projects resulting in new Interstate interchanges and roadway connections. Together, the AECOM team members have completed dozens of Access Justification Reports (AJRs), IJRs, National Environmental Policy Act (NEPA) studies, and roadway plan sets. Most of the team and all the task leads have worked on similar projects in Ascension Parish and or for the LADOTD. **Figure 1** shows our team’s national IJR experience. Staff resumes show the IJR experience of the staff assigned to this project.

FIGURE 1 | AECOM TEAM IJR EXPERIENCE



The following sections describe some of the methods and processes to obtain federal approvals. Immediately after mobilization, we start with the traffic analysis, as described below. This work will be conducted concurrent with initial steps in the public outreach, NEPA, and other processes.

MOBILIZATION

The scoping process will help set the stage for AECOM to better understand DOTD’s vision and to right-size the environmental, public engagement, and other efforts. Once the scope has been finalized and a Notice to Proceed has been issued, the AECOM project manager will reach out to the Traffic Engineering Division to request a kickoff meeting. It is anticipated this kickoff meeting would include the AECOM project manager; the AECOM task leads for the IJR and NEPA study; LADOTD staff, including representatives from Traffic Engineering, District 61, Highway Safety, Environmental, Road Design, Bridge Design; and staff from Ascension Parish.

TRAFFIC ENGINEERING PROCESS AND REPORT (TEPR)

It is anticipated that LADOTD will provide the selected consultant with a cache of traffic data to review. While this catalogue of data is anticipated to be extensive, it may be possible that additional data from impacted routes may need to be included. If this is found to be the case, AECOM will collaborate with LADOTD prior to collecting additional traffic data. Upon approval, AECOM will deploy traffic counters on the study corridors to determine the peak periods for the corridor and/or individual impacted routes. We will review the data and develop documentation to discuss the peak periods for each count, to determine if there are regional peak periods or individual route peak periods.

Following DOTD approval of Appendix A and the peak period(s) for the study area, AECOM will begin the collection of individual intersection turning movement counts (TMCs), 48-hour approach tube counts, demand data, peak hour observations, and geometric field checks. Data needs include:

- LA 74 TMCs (any data not included in the LA 30 counts provided)
 - LA 74 at Bluff Road (LA 928) – likely provided
 - LA 74 at LA 73 – likely provided
 - LA 74 at Old Mill Drive – residential neighborhood
 - LA 74 at Plantation Creek Drive – residential neighborhood
 - LA 74 at Holmes Lane/Alex King Road – ALL CRANE, manufacture homed park
 - LA 74 at Dutchtown Point Avenue – neighborhood and apartment complex
 - LA 74 at L Landry Road – regional collector
 - LA 74 at Chester Diez Road – regional collector

AECOM will also develop a proposed growth rate, using the regional Travel Demand Model (TDM) and with special consideration of potential growth scenarios.

Existing and No Build Traffic Analysis

The DOTD approval of Chapter 1 and Appendix B signals the start of the Existing and No Build Analysis. The establishment of Existing and No Build operational conditions is key to the next step in the process, the Tier 1 alternative analysis process. The Tier 1 process will be a high-level assessment of major access points within the study area. The Existing and No Build Analysis, along with the documentation of the Tier 1 process, will be packaged as Chapter 2 and Appendix D.

The identification of hot spots, systemic issues, and the general safety performance of routes in the adjacent study area is also an important aspect to consider in the development of the proposed project. The Existing and No Build Analysis, along with the documentation of the Tier 1 process, will be packaged as Chapter 2 and Appendix D. These documents will be submitted to DOTD for review, comment, and approval.

▶ Key to this project being delivered expeditiously will be close coordination with the LADOTD and the team selected for the LA 429 interchange. We are eager to collaborate, share traffic and environmental data, and potentially align public websites and meetings, which would save project budget and be more understandable for the public.

Final Traffic Analysis

The AECOM team will further develop the operations and safety analysis and iteratively develop and evaluate critical geometry. The alternative analyses will be performed in HCS7 for a 2038 design year. AECOM's traffic team will work in conjunction with the environmental team during this process to verify the geometry being developed reflects the traffic analysis results. This task concludes as the other TEPR tasks do, with an in-person meeting and agreement.

FIGURE 2 | PROJECT OVERVIEW



- | | | |
|--|---|--|
| <ul style="list-style-type: none"> 1 Proposed River Crossing Alternative #14 2 To Proposed River Crossing Alternatives #19, #20, #21, #22 3 Proposed River Crossing Alternative #23 4 Proposed River Crossing Alternative #25 5 H.013797 - LA 30 Widening EA 6 Ascension Parish Master Plan (2028 - 2032) Widen LA 74 from LA 73 to Iberville Parish | <ul style="list-style-type: none"> 7 Move Ascension Bluff Road Connector / LA 73 Roundabout at Bluff Road Connector 8 LA 73 Interchange - Shread-Kuyrkendall Design of new overpass 9 Proposed Interchange Location to be studied under H.003771 10 Buchart Horn Stage 0 Realigned LA 429 11 Buchart Horn Stage 0 Proposed Interchange with I-10 | <ul style="list-style-type: none"> 12 Buchart Horn Stage 0 LA 429 Connector to LA 73 13 Buchart Horn Stage 0 LA 429 Connector to LA 30 Move Ascension LA 30 to Buzzard Roost Connector Proposed TIP FY 2023 - 2026 Staff Recommendation LA 30 at Buzzard Roost Roundabout 14 H.010960: (LET JUNE 2022) LA 30 Roundabouts at I-10 Ramps and Tanger Entrance 15 H.014507: (LET MARCH 2022) LA 73, Right Turn Lane at LA 75 |
|--|---|--|

The Tier 2 meeting is an important one, agreeing on the alternatives that will move into Tier 3 analysis. In Tier 3, the preliminary preferred alternative is further developed, having been identified through engagement, environmental impact assessment, and discussion with DOTD, FHWA, and the Parish.

FINAL TRAFFIC ANALYSIS & NEPA

Alternatives will include a partial cloverleaf and two with a tight urban diamond configuration, with and without auxiliary lanes, and versions of these that merit consideration. Traffic, safety, costs, and the federal approval processes will be the major elements of this work, all leading to an IJR, approvals, and a project ready for preliminary design and eventually delivery.

➤ **Proposed access points are submitted for a determination of engineering and operational acceptability prior to completion of the NEPA process.**

The preliminary alternatives developed will be driven by engineering constraints, traffic and safety analysis, and environmental impacts. A GIS database will be created using existing data sources on socioeconomic, natural, and cultural resources and will inform the traffic and roadway engineers of environmental factors as they develop potential alternatives. The GIS database will be revised as the study progresses with data from field surveys; the alternatives analysis will be used to assess environmental impacts and produce exhibits for the expected Environmental Assessment (EA), various technical assessment reports, and public and agency outreach.

The LADOTD has started this project with clarity and a thoughtful foundation, including preliminary alternatives developed in consideration of the roadway, structure, and environmental conditions. The Partial Cloverleaf and Tight Urban Diamond Interchange (TUDI) concepts have been developed to avoid and minimize adverse effects. Due to project constraints, alternatives will be analyzed with and without frontage roads, seeking to balance safety and operations with cost and environmental impacts.

The AECOM team has studied these available data and other relevant projects for a preliminary risk assessment and to better scope the level of effort required for the NEPA, Section 106, and related environmental analyses. Holmes Lane is an unpaved road in the northwest quadrant that accesses All Cranes, a crane rental business, and the Dutchtown Treatment Plant, a Superfund site has been deleted from the Environmental Protection Agency's National Priorities List and does not require any clean-up action or further investigation at this time. The Dutchtown Treatment Plant site has approximately 870 feet of frontage on I-10.

In the southwest quadrant, there is a large parcel of over 70 acres, a large portion of which is used as a manufactured home park. There is a high possibility that this park would require special consideration as a population covered by environmental justice (EJ) laws and guidance.

Both TUDI alternatives have impacts on a corner of this site, although the impacts may be minimized or avoided by keeping I-10 eastbound exit and entrance ramps tighter to the mainline. Further assessment of this will be needed. While data suggests it is not a low-income or minority neighborhood, the partial cloverleaf alternative may have a few impacts in the residential subdivision at the project's west end. The TUDI 2 alternative would result in costly impacts to the subdivision in the northeast quadrant. Our assessment suggests that Dutchtown Point Avenue is within DOTD right of way. The partial cloverleaf has the fewest right of way impacts. Hybridization of the concepts may allow a further reduction.

A natural waterway crosses I-10 approximately 740 feet south of LA 74. We suggest that the waterway will be found jurisdictional. Should wetlands be potentially impacted, our team includes two wetland scientists and NEPA professionals, both life-long Louisiana residents.

Stakeholder participation will follow the DOTD's 2018 *Planning/Environmental Manual of Standard Practice* and 2015 *Public Involvement Procedures for Stage 1 Environmental Process* and include an initial Solicitation of Views (SOV), public and agency scoping and alternatives development meetings, and public hearing to solicit comments on the anticipated EA. The engagement team, led by Rannah Gray, will apply years of DOTD outreach experience to efficiently engage stakeholders and facilitate agreement on a selected alternative. Public and agency engagement will take place at different stages of the project development process, with specific outreach activities at key points to obtain stakeholder input.

After the alternatives are developed, environmental studies completed, and impacts assessed and presented for stakeholder review, the appropriate NEPA Class of Action document will be reassessed, presumably confirming the anticipated EA is still appropriate. The Draft EA will be a brief document and include the technical assessment reports as appendices for detailed information and the DOTD Stage 1 Environmental Checklist. The Purpose and Need will be based on the finding of the project's TEPR. Assuming comments on the Draft EA are minor, a FONSI with Errata Pages could be prepared instead of a Final EA and FONSI. Draft permit applications will be prepared as part of project close-out for DOTD action as the project moves forward into Stages 2 and 3 of DOTD's Project Development Process.

➤ **Our NEPA leads include the author of the initial Manual and team members who prepared the training program for DOTD in 2006.**

AECOM also offers the use of a cutting-edge communications and management software; it comes with no additional costs, but will provide numerous additional benefits.

PlanEngage™ is AECOM’s innovative software tool designed to make NEPA and related reports more engaging, increase the number of readers, and substantially improve reader understanding. The site includes embedded features like location-based public commenting, before-and-after sliders, and dynamic maps that show more information as the user zooms in. FHWA has approved the use of PlanEngage™ for NEPA documents and has won an award for the I-11 Tier 1 EIS in Arizona, one of the initial applications of this tool. This tool would also facilitate interactions with LADOTD staff and the team selected for the LA 429 and I-10 project.

The scope of services provided in Attachment A of the advertisement described the numerous technical studies required by NEPA and other federal law. The AECOM team is very familiar with all of these elements, having delivered them many times, and delivering them for the LADOTD currently. We can staff nearly all the technical studies with Louisiana staff.

ROAD DESIGN/LINE AND GRADE

During the scoping process, AECOM will discuss with DOTD any anticipated changes to the roadway classification for LA 74. This will assist to determine the proper design criteria for the new roadway and develop appropriate options for the type of the future interchange, which will provide definition to the alternatives analysis process. A horizontal alignment study will be prepared for each alternate, considering existing roadway/bridge geometry, sight distances, major utility conflicts, and drainage structures. Alignment studies will benefit from environmental constraints mapping and the iterative results of the TEPR process. We will then consider the best interchange type based on traffic operations and determine appropriate geometrics to determine the critical geometry.

As part of the new access control and other documentation, the line and grade effort will produce a table of design criteria, plan and profile displays, typical roadway and bridge sections (enhanced for public understanding), cost estimates for right of way, utility relocation, mitigation, engineering, and construction. If needed, the team will also facilitate discussion and agreement on design waivers and exceptions.

INTERCHANGE JUSTIFICATION REPORT

The AECOM team members, as they have done before in Louisiana and many other states, will prepare a draft interchange justification report (IJR) in close iterative coordination with the environmental study, TEPR process, and in accordance with the updated FHWA policy and guidance as well as the LADOTD’s Engineering Directives and Standards Manual (EDSM) No: I.4.3.2 and EDSM No: VI.1.1.2. We will move forward through agile iterations of roadway design, traffic analysis, impact and cost analysis, all toward the end goal of the IJR (see **Figure 3**). We are very familiar with FHWA’s original eight policy considerations, and the new, revised requirements, as well as Engineering Directives and Standards Manual (EDSM) No: VI.1.1.2: Intersection Control Evaluation, dated December 2, 2020.

We would be privileged to partner with the DOTD on delivering this project. It has the potential to be a straight-forward environmental process and can be a swiftly completed traffic analysis. We can win broad public support for the project, the necessary approvals, and future funding for this much-needed addition to the interstate and related federal and state highway network. We look forward to helping the LADOTD deliver this project, and making it a showcase for efficient and cost-effective project execution.

FIGURE 3 | PROPOSED SCHEDULE

	2023			2024			2025			2026		
	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring
IJR	Scoping / Kick-off				Early Coordination with FHWA				Draft Documents	Engagement and Document Revisions		Federal Approvals
TEPR		Initial Data Collection	Final Data Collection	Existing Safety Analysis	Existing and No-Build Analysis and Meeting	Preliminary Tier 2 Analysis	Final Alternative Analysis	Final Alternatives Analysis and Meeting, Critical Geometry Layouts	Coordination and Additional Assessments As Needed			
NEPA		SOV	Constraints Mapping	Stakeholder Engagement	Additional Existing Conditions Data	Evaluation of Impacts – Avoidance and Minimization			Draft Documents	Engagement and Document Revisions	Federal Approvals	
Design Report		Data Collection and Setup/ Preliminary Design Report	Concept Refinement				Alternatives Refinement		Line and Grade Report	Approval		

Engagement Opportunities

Section 19


I-210 at LA 11382 (Nelson Road) Interchange Modification Re-Evaluation Study




AECOM team member Gresham Smith conducted a re-evaluation of the I-210 at Nelson Road interchange with a goal to identify any issues with the Nelson Road and Cove Lane intersections. Calibrated VISSIM models were created to model existing conditions during the AM and PM peaks for three interchanges along I-210: Cove Lane, Nelson Road (LA 1138-2) and Lake Street.





19. Workload

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
AECOM	Road, Bridge	4400004662 H.004367.5	Earhart Expressway to US 61 (Project Canceled)	\$215,483
	Traffic	4400004662 H.004367.5	Earhart Traffic Evaluation (Project Canceled)	\$27,990
	Bridge	4400021593 H.009859.5	Bridge Load Rating	\$2,226,557
	Environmental, Bridge, Planning, Road, Traffic	4400004128 H.004273.5	I-49 Connector	\$1,610,875
	Bridge	4400023921 H.001970.5	LA 561 Boeuf River Bridge	\$267,079
Michael Baker INTERNATIONAL	CE&/OV	4400025536 H.013997	IDIQ Contract for CE&I Services in District 61, Loc Rd. over Borrow Pit (Blind RV BT LNCH), St. James Parish	\$363,114
	CE&/OV	4400014845 H.012018.6	IDIQ Contract for CE&I Services with Majority of Work in District 07 Statewide Adaptive Traffic Signal and Implementation, Lafayette Parish	\$231,573
	CE&/OV	440001485 H.003184.6	IDIQ Contract for CE&I Services with Majority of Work in District 07 Statewide, I-10: Texas State Line - E of Coone Gully, Calcasieu Parish	\$434,492.12
	CE&/OV	440001485 H.013959.6	IDIQ Contract for CE&I Services with Majority of Work in District 07 Statewide, Reeds Bridge Road over Calcasieu River Relief, Calcasieu Parish	\$304,327
	CE&/OV	4400013851 H.013271.6	IDIQ Contract for CE&I Services for Safety Projects, Statewide, Tangipahoa PH Local Road Safety Upgrade, Tangipahoa Parish	\$5
	CE&/OV	4400013841 H.012473.6	IDIQ Contract for CE&I Services for Safety Projects (CE&I), Statewide, Marconi Drive Shared-Use Path	\$5
	CE&/OV	4400013851 H.009308.6	IDIQ Contract for CE&I Services for Safety Projects Statewide, New Orleans DPW SRTS Sidewalk Project	\$28,607.67
	CE&/OV	4400013851 H.012527.6	Local Road Safety Upgrade, West Feliciana Parish	\$60,083.89
	CE&/OV	4400013851 H.013082.6	Bootlegger Road Sidewalks, St. Tammany Parish	\$45,880.16
	ITS	4400011253 H.011500.6	Retainer Contract for Intelligent Transportation Systems (ITS), Lake Charles ITS Phase 3	\$60,473

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
	ITS	4400014845 H.012381.6	IDIQ Contract for CE&I Services with Majority of Work in District 07 Statewide, Fiber Optic Mapping and Management Statewide, Calcasieu Parish	\$24,673
	ITS	4400024424 H.013256	I-10 ITS Scott to Lake Charles	\$69,824
	Road Bridge	4400025026 H.015338	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program, District 07, Supplemental Agreement No. 1	\$1,200,000 \$1,200,000
	Road Bridge	4400021519 H.012030.5	US 371, KCS RR Overpasses HBI	\$279,995 \$279,995
	Road Bridge Environmental	4400019379 H.013797	LA 30, EBR PL to I-10	\$107,285 \$51,325 \$199,243
	Environmental	4400005484 H.005168	NORG EIS, New Orleans, Louisiana	\$651,241
	Environmental Road	4400005484 H.005168	NORG, Avondale PEL Study, New Orleans, Louisiana Supplemental Agreement	\$732,824 \$36,618
	Other (Water Resource)	4400017092 Task Order No. 2	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 6	\$345,715
	Other (Water Resource)	4400017092 Task Order No. 3	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 6	\$1,316,892
	Other (Water Resource)	4400017090 Task Order No. 2	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 4	\$666,577
	Other (Water Resource)	4400017090 Task Order No. 3	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 4	\$187,388
	Other (Water Resource)	4400017067 Task Order No. 1	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 1	\$1,888,807
	Other (Aviation)	4400019130 Task Order No. 1	IDIQ Contract for Statewide Aviation Program Update, Phase II Statewide	\$4,980

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
	Other (Water Resource)	4400023101 H.015040.1	IDIQ Contract for Louisiana Watershed Initiative/State Projects Program (LWI-SPP) – Group 1, Beauregard, Vernon, and St. Landry Parishes	\$393,909
	Other (Water Resource)	4400023101 H.015044.1	IDIQ Contract for Louisiana Watershed Initiative/State Projects Program (LWI-SPP) – Group 1, Beauregard, Vernon, and St. Landry Parishes	\$218,411
	Environmental	4400012084 H.005121.2	LA 1/LA 415 Connector	\$59,670
	Environmental	4400012084 H.000358.5	US 190 at LA 415: Lobdell Interchange	\$107,539
	Environmental	4400012084 H.003931	16CU128 Site Delineation and Vibracoring	\$53,640
	Environmental	4400005787 H.005720.2	Florida Avenue Expressway	\$60,980
	Environmental	4400007959 H.008915.2	LA 3234 Extension from LA 1065 to Hammond Airport	\$798
	Environmental	4400007175 H.011328.2	I-49 South Ricohoc to Berwick	\$336,188
	Traffic	4400005890 H.12018.5	Lafayette Adaptive Traffic Signals	\$117,831
	CE&/OV / ITS	4400011253 H.011500.6	Lake Charles ITS Phase 3	\$43,492
	Bridge	4400013322 H.009730.5	Complex Bridge Inspection TO #4	\$14,755
	Bridge	4400013322 H.009730.5	Complex Bridge Inspection TO #5	\$3,177
	Bridge	4400013322 H.009730.5	Complex Bridge Inspection TO #6	\$23,960
	Bridge	4400013322 H.009730.5	Complex Bridge Inspection TO #7	\$347,973
	Road	4400019871 H.013720.5	LRSP Signs and Stripping, Bonner Street Bridge Pedestrian Improvements	\$3,089
	Road	4400019871 H.013767.5	LRSP Signs and Stripping, St. Landry and St. Martin Parishes	\$4,223

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
	Road	4400019871 H.013073.5	LRSP/STRPPP Greenwells Springs & Wooddale Sidewalks	\$72,297
	Traffic	4400019871 H.015086.5	LRSP/STRPPP LA 14	\$148,884
	Road	4400019871 H.014629.5	LRSP/STRPPP Lafourche Signing and Striping	\$4,759
	CE&/OV	4400013851 H.009308.6	TO#1 New Orleans DPW SRTS Sidewalk Project	\$2,937
	CE&/OV / ITS	4400024424 H.013256.6	I-10 Scott to Lake Charles ITS CEI	\$186,903
The Lakvold Group, LLC	Appraisal	H.004100	I-10: LA 415 to Essen on I-10 and I-12, East Baton Rouge Parish	\$179,000
	Other (Public Involvement)	4400015733 H.972374.1	Local Public Agency Documented Planning Process – Statewide	\$60,302
	Other (Public Involvement)	4400021094 79436 (HNTB)	Update Statewide Transportation Plan	\$55,867
	Other (Public Involvement)	4400022830 061334000 (Kimley-Horn)	LADOTD Americans with Disabilities Act (ADA) Transition Plan Update, Phase 1 – District 3 Pilot Study	\$61,470

Sections 20-23

Engineering News-Record **Magazine 2023 Ranking**

AECOM has been ranked in the top two among *Engineering News-Record* magazine's Top 500 Design Firms since 2010 and No. 1 in Transportation since 2001.

ENR2023

TOP 500


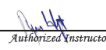

- 1 General Building
- 1 International Markets
- 1 Transportation
- 2 Top Design Firm
- 2 Hazardous Waste
- 3 Sewer and Waste
- 3 Water
- 13 Telecommunications
- 14 Power


20. Certifications/Licenses

MPR 1: Jonathan McDowell, PE

Certificate of Completion
presented to
Jonathan McDowell
for completing the
**Traffic Engineering Analysis Process & Report
Module 1**




Date: September 5, 2018 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 2


 Authorized Instructor
  Authorized Instructor
  Authorized instructor


LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Certificate of Completion
presented to
Jonathan McDowell
for completing the
**Traffic Engineering Analysis Process & Report
Module 2**




Date: September 17, 2018 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 3


 Authorized Instructor
  Authorized Instructor
  Authorized instructor



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Certificate of Completion
presented to
Jonathan McDowell
for completing the
**Traffic Engineering Analysis Process & Report
Module 3**

Date: October 15, 2018 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 3

 Authorized Instructor
  Authorized Instructor
  Authorized instructor


LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

 **LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.**
666 North Street – Baton Rouge, LA 70802
Phone: 225/344-0432 * Fax: 225/344-0458
www.lagc.org

June 6, 2023

To Whom It May Concern,

This is to verify that the below listed employees of AECOM have successfully completed LADOTD required ATSSA Traffic Control Training.

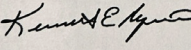
ATSSA Traffic Control Technician and Supervisor Training – May 16-18, 2023 – Daniel Helms

ATSSA Traffic Control Supervisor Refresher Training – May 17, 2023 – Gregory Trahan and Jonathan McDowell

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Michael Demouy at the above captioned address.

Best Regards,



Ken Naquin - LAGC Chief Executive Officer

 **National Highway Institute** 

Certificate of Training
Jonathan McDowell
has participated in
**NHI Course No. 142005 –
NEPA and Transportation Decision Making**
hosted by
LA DOTD/LTRC


Date: January 10-12, 2012 Hours of Instruction: 18
Location: Baton Rouge, LA

 Instructor
  Local Coordinator
 Instructor
  Richard Baraaby, Director
 National Highway Institute


MPR 2, 3: Derek Chisholm

Certificate of Completion
presented to
Derek Chisholm
for completing the
**Traffic Engineering Analysis Process & Report
Module 1**


Date: March 10, 2021 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 3




 Authorized Instructor



 Authorized Instructor




 Authorized instructor



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Certificate of Completion
presented to
Derek Chisholm
for completing the
**Traffic Engineering Analysis Process & Report
Module 2**


Date: March 10, 2021 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 3




 Authorized Instructor



 Authorized Instructor




 Authorized instructor



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Certificate of Completion
presented to
Derek Chisholm
for completing the
**Traffic Engineering Analysis Process & Report
Module 3**


Date: March 11, 2021 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 3




 Authorized Instructor



 Authorized Instructor



 Authorized instructor


LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT





National Highway Institute
Certificate of Training
Derek Chisholm
has participated in
FHWA-NHI-142005 NEPA and Transportation Decision-Making

hosted by
Tennessee Department of Transportation 

Date: November 4-6, 2014 Hours of Instruction: 18 hours
Location: TDOT Region 1, Knoxville

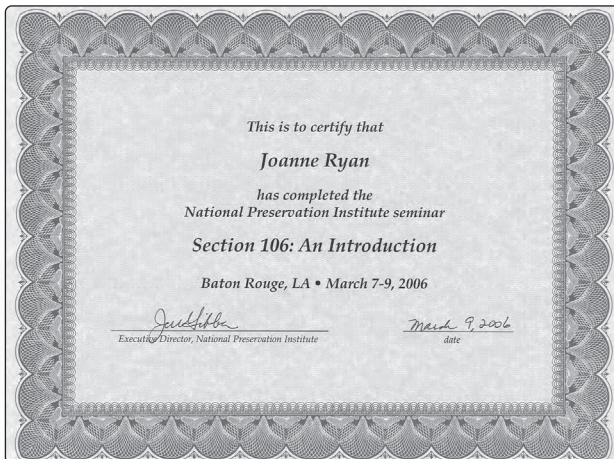

Instructor


Local Coordinator
Valerie Briggs, Director
National Highway Institute

MPR 8: David Kelley, PhD



MPR 8: Joanne Ryan, MA



MPR 10: Angela Lemoine-Lakvold, MAI, SRA, R/W-AC



MPR 11: Gregory Trahan, PE, RSP₁


Certificate of Completion
presented to
Gregory Trahan
for completing the
**Traffic Engineering Analysis Process & Report
Module 1**

Date: July 16, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDHs) Awarded: 2

[Signature]
Authorized Instructor

[Signature]
Authorized Instructor

[Signature]
Authorized instructor




Certificate of Completion
presented to
Gregory Trahan
for completing the
**Traffic Engineering Analysis Process & Report
Module 2**

Date: July 23, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDHs) Awarded: 3

[Signature]
Authorized Instructor

[Signature]
Authorized Instructor

[Signature]
Authorized instructor





Certificate of Completion
presented to
Gregory Trahan
for completing the
**Traffic Engineering Analysis Process & Report
Module 3**

Date: October 29, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDHs) Awarded: 3

[Signature]
Authorized Instructor

[Signature]
Authorized Instructor

[Signature]
Authorized instructor

LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.
666 North Street – Baton Rouge, LA 70802
Phone: 225/344-0432 * Fax: 225/344-0458
www.lagc.org

June 6, 2023

To Whom It May Concern,

This is to verify that the below listed employees of AECOM have successfully completed LADOTD required ATSSA Traffic Control Training.

ATSSA Traffic Control Technician and Supervisor Training – May 16-18, 2023 – Daniel Helms

ATSSA Traffic Control Supervisor Refresher Training – May 17, 2023 – Gregory Trahan and Jonathan McDowell

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Michael Demouy at the above captioned address.

Best Regards,

[Signature]

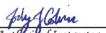
Ken Naquin - LAGC Chief Executive Officer

MPR 12: Daniel Helms, PE, PTOE, RSP 12


Certificate of Completion
presented to
Daniel Helms
for completing the
**Traffic Engineering Analysis Process & Report
Module 1**

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


Professional Development
Hours (PDHs) Awarded: 2




Authorized Instructor



Authorized instructor




Authorized instructor


LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT


Certificate of Completion
presented to
Daniel Helms
for completing the
**Traffic Engineering Analysis Process & Report
Module 2**

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


Professional Development
Hours (PDHs) Awarded: 3




Authorized Instructor



Authorized instructor




Authorized instructor


LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT


Certificate of Completion
presented to
Daniel Helms
for completing the
**Traffic Engineering Analysis Process & Report
Module 3**

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


Professional Development
Hours (PDHs) Awarded: 3




Authorized Instructor




Authorized instructor



Authorized instructor


LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT



LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.
 666 North Street – Baton Rouge, LA 70802
 Phone: 225/344-0432 * Fax: 225/344-0458
www.lagc.org

June 6, 2023

To Whom It May Concern,

This is to verify that the below listed employees of AECOM have successfully completed LADOTD required ATSSA Traffic Control Training.

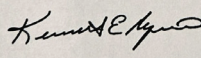
ATSSA Traffic Control Technician and Supervisor Training – May 16-18, 2023 – Daniel Helms

ATSSA Traffic Control Supervisor Refresher Training – May 17, 2023 – Gregory Trahan and Jonathan McDowell

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Michael Demouy at the above captioned address.

Best Regards,




Ken Naquin - LAGC Chief Executive Officer

MPR 12: Bert Moore, PE, PLS, PTOE

Certificate of Completion
presented to
Bert Moore
for completing the
**Traffic Engineering Analysis Process & Report
Module 1**

Date: June 4, 2018 Professional Development Hours (PDHs) Awarded: 4
Location: Baton Rouge, Louisiana


July A. Colvin Authorized Instructor *Jim Holt* Authorized Instructor *Robert J. Brummett* Authorized instructor



Certificate of Completion
presented to
Bert Moore
for completing the
**Traffic Engineering Analysis Process & Report
Module 2**

Date: June 11, 2018 Professional Development Hours (PDHs) Awarded: 4
Location: Baton Rouge, Louisiana


July A. Colvin Authorized Instructor *Jim Holt* Authorized Instructor *Robert J. Brummett* Authorized instructor



Certificate of Completion
presented to
Bert Moore
for completing the
**Traffic Engineering Analysis Process & Report
Module 3**

Date: October 18, 2018 Professional Development Hours (PDHs) Awarded: 3
Location: Baton Rouge, Louisiana

July A. Colvin Authorized Instructor *Jim Holt* Authorized Instructor *Robert J. Brummett* Authorized instructor



ATSSA TRAINED

PROOF OF TRAINING
THIS CERTIFICATE HEREBY RECOGNIZES THAT

Herbert Moore
has attended
**Traffic Control Supervisor Refresher-LA State Specific
Training Course**

4/7/2023 to 4/7/2027 Training Valid Through
Baton Rouge, LA Location

Wm. H. Clark Vice President of Education and Technical Services
John T. Fisher President, CEO

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



Certificate of Training

PRESENTED BY
Louisiana Local Technical Assistance Program

TO CERTIFY THAT
Bert Moore

HAS SATISFACTORILY COMPLETED 3 PROFESSIONAL DEVELOPMENT HOURS IN:
Regional Crash Data Workshop

Mark B. Walsh Director of Louisiana LTAP Center February 23, 2017 Date
Baton Rouge, Louisiana Location



Trafficware
Engineered by Maztec

April 6, 2016

Mr. Bert Moore
Gresham Smith and Partners
10,000 Perkins Rowe
Suite 280
Baton Rouge, LA 70810

Subject: Trafficware Certification

Mr. Bert Moore,

Congratulations on your successful completion of Trafficware University certification requirements in our hardware, traffic management software, and traffic analysis/optimization software.

Please retain this letter to serve as an official document certifying that Mr. Bert Moore is fully certified in the operation and maintenance of all products manufactured and distributed by Trafficware Group, Inc.

ATSSA American Traffic Safety Services Association
SAFER ROADS. FASTER LIVES.

This is to affirm that
Herbert Moore
has satisfied the requirements to be designated as a
CERTIFIED FLAGGER

Issue Date 5/9/2023 ATSSA
Exp. Date 5/8/2027
State Issued LA

Wm. H. Clark Instructor Name
Wm. H. Clark Instructor Signature

A1000126198 Verify at Flagger.com

U.S. Department of Transportation Federal Highway Administration RESOURCE CENTER

Certificate of Completion
BERT MOORE
has successfully completed the course entitled:
Designing Pedestrian Facilities for Accessibility (DPFA)

Location: Baton Rouge, Louisiana Hours of Instruction enhancing Professional Development: 12 hrs
Dates: May 08-09, 2017

Patrick E. Gomez Civil Rights Specialist Federal Highway Administration *Ted Green* Professional Engineer New Jersey LTAP

Certificate of Training

PRESENTED BY
The National Cooperative Research Program

TO CERTIFY THAT
Herbert Moore

HAS SATISFACTORILY COMPLETED 20 HOURS OF TRAINING IN:
**Highway Safety Manual Workshop
NCHRP 17-38**

December 1-3, 2010 Date
Baton Rouge, Louisiana Location

Karen K. Dixon, Ph.D., P.E.
Ken van Schalkwyk, Ph.D.
Lacey F. Sutherland, P.E.
Instructors






Tait Karlson, PE, PTOE

Certificate of Completion
presented to
Tait Karlson
for completing the
**Traffic Engineering Analysis Process & Report
Module 1**

Date: July 1, 2019
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 2.5










 LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Certificate of Completion
presented to
Tait Karlson
for completing the
**Traffic Engineering Analysis Process & Report
Module 2**

Date: July 1, 2019
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3.5










 LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

Certificate of Completion
presented to
Tait Karlson
for completing the
**Traffic Engineering Analysis Process & Report
Module 3**

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

Professional Development
Hours (PDHs) Awarded: 3.5


 LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT


Engineered by 

April 6, 2016

Mr. Tait Karlson
Gresham Smith and Partners
385B Highland Colony Parkway
Suite 410
Ridgeland, MS 39157

Subject: Trafficware Certification

Mr. Karlson,

Congratulations on your successful completion of Trafficware University certification requirements in our hardware, traffic management software, and traffic analysis/optimization software.

Please retain this letter to serve as an official document that Mr. Tait Karlson is fully certified in the operation and maintenance of all products manufactured and distributed by Trafficware Group, Inc.

Sincerely,



Kris D. McCoy
Account Manager

Trafficware 522 Gillingham Sugar Land, TX 77478 281-240-7233 281-240-7238 Fax Trafficware.com

Chris McKown, PE



PROOF OF TRAINING
THIS CERTIFICATE HEREBY RECOGNIZES THAT

Chris McKown
has attended
Traffic Control Supervisor-LA State Specific
Training Course

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

Baton Rouge, LA
Location

Ramona Bille
Director of Training
Shawn Tishler
President, CEO

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



PROOF OF TRAINING
THIS CERTIFICATE HEREBY RECOGNIZES THAT

Chris McKown
has attended
Traffic Control Technician-LA State Specific
Training Course

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

Baton Rouge, LA
Location

Ramona Bille
Director of Training
Shawn Tishler
President, CEO




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




Rebecca Murray, PE, PTOE, RSP₁

Certificate of Completion
presented to
Rebecca LaPorte
for completing the
**Traffic Engineering Analysis Process & Report
Module 1**




Date: July 16, 2018 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 2


 Authorized Instructor
  Authorized Instructor
  Authorized instructor



Certificate of Completion
presented to
Rebecca LaPorte
for completing the
**Traffic Engineering Analysis Process & Report
Module 2**




Date: July 23, 2018 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 3


 Authorized Instructor
  Authorized Instructor
  Authorized instructor



Certificate of Completion
presented to
Rebecca LaPorte Murray
for completing the
**Traffic Engineering Analysis Process & Report
Module 3**

Date: October 15, 2018 Professional Development
Location: Baton Rouge, Louisiana Hours (PDHs) Awarded: 3

 Authorized Instructor
  Authorized Instructor
  Authorized instructor



*The American Traffic Safety
Services Association*
Hereby recognizes that
Rebecca Murray
has attended
**Traffic Control Supervisor Refresher-LA State Specific
Training Course**

Date: 2/14/2020 to 2/14/2020
Baton Rouge, LA
Location


 Training & Products Dept. Director
 President, CEO

 **AMERICAN TRAFFIC
SAFETY SERVICES
ASSOCIATION**

This is to affirm that
Rebecca Murray
has satisfied the requirements to be designated as a
CERTIFIED FLAGGER

Expiration Date: 2/8/2024 State Issued in: LA

 Instructor Signature
 Verification available by calling 1-877-642-4637 or at <http://www.flagger.com>

Certificate of Attendance
presented to
Rebecca LaPorte
for attending
**Advanced Highway Safety Manual Training –
Interactive Highway Safety Design Model (IHSDM)**
16 Professional Development Hours
June 5-6, 2018
Baton Rouge, Louisiana

 Authorized Instructor
 



Daniel Thornhill, PE




National Highway Institute

Certificate of Training

Daniel Thornhill

has participated in

**NHI Course No. 142005 –
NEPA and Transportation Decision Making**

hosted by

LA DOTD/LTRC

Date: January 10-12, 2012 Hours of Instruction: 18

Location: Baton Rouge, LA

[Signature]
Instructor

[Signature]
Local Coordinator

[Signature]
Instructor

[Signature]
Richard Barnaby, Director
National Highway Institute



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Daniel Thornhill
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

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

Baton Rouge, LA
Location

[Signature]
Director of Training

[Signature]
President, CEO

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



Section left intentionally blank.

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
Michael Baker International, Inc.	2600 CitiPlace Drive, Suite 450 Baton Rouge, LA 70808	Daniel Thornhill, PE daniel.thornhill@mbakerintl.com	225.218.2846
Coastal Environments, Inc.	1260 Main Street Baton Rouge, LA 70802	David Kelley, PhD dkelley@coastalenv.com	225.383.7455
Gresham Smith	10000 Perkins Rowe, Suite 280 Baton Rouge, LA 70810	Herbert (Bert) Moore, II, PE, PLS, PTOE bert.moore@greshamsmith.com	225.757.5849
The Lakvold Group, LLC	4520 Jamestown Avenue, Suite 1 Baton Rouge, LA 70808	Angela Lemoine-Lakvold angie@thelakvoldgroup.com	225.248.9984
Marmillion/Gray Media, Inc.	838 North Boulevard Baton Rouge, LA 70802	Rannah Gray rannah@rannahgray.com	225.381.3036

23. Location

Section left intentionally blank.

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle – from advisory, planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical and digital expertise, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500 firm* and its Professional Services business had revenue of \$13.1 billion in fiscal year 2022. See how we are delivering sustainable legacies for generations to come at [aecom.com](https://www.aecom.com) and [@AECOM](https://www.aecom.com).