



SOQ 23-037

Traffic Engineering Services

submitted to: Jefferson Parish Council

submitted by: WSP USA Inc.

submittal date: January 25, 2024



Technical Evaluation Committee (TEC) Questionnaire

Instructions

- The Technical Evaluation Committee (TEC) Questionnaire shall be used for professional services related to architecture, engineering, or survey projects.
- **The TEC Questionnaire should be completely filled out. Complete and attach ALL sections. Insert “N/A” or “None” if a section does not apply or if there is no information to provide.**
- Questionnaire must be signed by an authorized representative of the Firm. Failure to sign the questionnaire shall result in disqualification of proposer pursuant to J.P. Code of Ordinances Sec. 2-928.
- All subcontractors must be listed in the appropriate section of the Questionnaire. Each subcontractor must provide a complete copy of the TEC Questionnaire, applicable licenses, and any other information required by the advertisement. Failure to provide the subcontractors' complete questionnaire(s), applicable licenses, and any other information required by the advertisement shall result in disqualification of proposer pursuant to J.P. Code of Ordinances Sec. 2-928.
- If additional pages are needed, attach them to the questionnaire and include all applicable information that is required by the questionnaire.

TEC Professional Services Questionnaire

A. Project Name and Advertisement Resolution Number:

B. Firm Name & Address:

C. Name, title and contact information of Principal, as defined in Section 2-926 of the Jefferson Parish Code of Ordinances, who is a registered, licensed architect, professional engineer, or surveyor in the State of Louisiana:

D. Name and contact information of employee who is a registered and licensed architect, professional engineer, or surveyor in the State of Louisiana in the applicable discipline. A subcontractor may be substituted here only if the advertised Project requires more than one discipline.

E. Please provide the number of employees whose primary function corresponds with each category:

<input type="checkbox"/> Administrative	<input type="checkbox"/> Estimators	<input type="checkbox"/> Specification Writers
<input type="checkbox"/> Architects (Licensed)	<input type="checkbox"/> Geologists	<input type="checkbox"/> Structural Engineers
<input type="checkbox"/> Chemical Engineers	<input type="checkbox"/> Geotechnical Engineers	<input type="checkbox"/> Graduate Engineers
<input type="checkbox"/> Civil Engineers	<input type="checkbox"/> Interior Designers	<input type="checkbox"/> Project Managers
<input type="checkbox"/> Construction Inspectors	<input type="checkbox"/> Landscape Architects	<input type="checkbox"/> Clerical
<input type="checkbox"/> Ecologists	<input type="checkbox"/> Land Surveyor	<input type="checkbox"/> Grant/Funding Specialist
<input type="checkbox"/> Electrical Engineers	<input type="checkbox"/> Mechanical Engineers	<input type="checkbox"/> Sanitary Engineers
<input type="checkbox"/> Engineer Intern	<input type="checkbox"/> Environmental Engineers	
<input type="checkbox"/> Professional Land Surveyors		___ TOTAL

F. Is this submittal by a JOINT-VENTURE? Please check: YES NO

If marked "No" skip to Section I. If marked "yes" complete Sections G-H.

TEC Professional Services Questionnaire

G. If submittal is by JOINT-VENTURE, list the firms participating and outline specific areas of responsibility (including administrative, technical, and financial) for each firm. Please attach additional pages if necessary.

1.

2.

**H. Has this JOINT-VENTURE previously worked together? Please check:
YES NO**

I. List all subcontractors anticipated for this Project. Please note that all subcontractors must submit a fully completed copy of this questionnaire, applicable licenses, and any other information required by the advertisement. See Jefferson Parish Code of Ordinances, Sec. 2-928(a)(3). Please attach additional pages if necessary.

Name & Address:	Specialty:	Worked with Firm Before (Yes or No):
1.		
2.		
3.		

J. Please specify the total number of support personnel that may assist in the completion of this Project:

TEC Professional Services Questionnaire

K. List the professional in charge, key persons, specialists, and individual consultants anticipated for this Project and provide their relevant information below. If necessary, please attach additional documentation (i.e. resume) that demonstrates the employment history and experience of the Firm's key persons that may assist in the completion of this Project. Please attach additional pages if necessary.

PROFESSIONAL IN CHARGE OF PROJECT:

Name & Title:

Project Assignment:

Name of Firm with which associated:

Years' experience with this Firm:

Education: Degree(s)/Year/Specialization:

Active registration: Year first registered/discipline:

Other experience and qualifications relevant to the proposed Project:



IAN CHANEY, PE
Senior Vice President
Principal



CAREER SUMMARY

Ian Chaney is WSP's National Director for Geotechnical & Tunneling. He is experienced in leading geotechnical project efforts, particularly with design-build project delivery, planning and performing subsurface investigations, performing geotechnical analyses, security analyses, report writing, drawings and specification preparation, and construction inspection. His work for WSP has included services for New York City Transit, the Virginia Department of Transportation, the Port of Belize, the Port of Miami, the Brooklyn Navy Yard Development Corporation, Metro North Railroad, the Metropolitan Transit Authority, the Maryland Transportation Authority, New Jersey Transit and South Carolina Department of Transportation, among others. Ian is also responsible for numerous management activities within WSP's Geotechnical Tunneling Technical Excellence Center such as coordination of marketing activities, Strategic Planning and Business Planning.

Years with the firm

21

Years total

22

Education

MS, Geotechnical Engineer, Virginia Technical Institute, 2002

BS, Minig Engineering, Virginia Technical Institute, 2001

Professional registrations

*Professional Engineer:
LA, VA, TN, FL, NC, KY*

PROFESSIONAL EXPERIENCE

- **Mid-Barataria Sediment Diversion Project, New Orleans, Louisiana:** As part of this CMAR project to design an intake structure and 2-mile-long conveyance channel from the Mississippi River, Ian is the lead designer and WSP project manager providing designs for a concrete intake approach. Options considered were floating U-structures, able to be placed 400 feet out into the Mississippi River, cast-in-place concrete structures with sheet pile seepage cutoffs, and a bored tunnel. The U-structure is being advanced and is being constructed on a piled foundation. At completion, the project will accommodate a diverted flow of more than 75,000 cfs of sediment-laden water that will ultimately be deposited and dispersed into the Barataria Bay, enabling marsh creating for future decades.
- **Naval Facilities Engineering Command 2017-Present Architectural and Engineering Services for Medical Projects, Virginia Beach, Virginia:** WSP performed tasks as assigned under this indefinite delivery, indefinite quantity contract for multi-discipline architectural and engineering services for medical design projects located throughout the Naval Facilities Engineering Command, worldwide. The types of design projects performed under this contract involve hospitals, dental clinics, medical clinics, veterinary clinics, and laboratories, and was predominantly for sustainment, restoration, modernization projects, military construction projects, and medical studies.
 - **Marine Corps Air Station New River Medical/Dental Facility, Virginia Beach, Virginia:** Geotechnical Engineer. Responsible for providing supplemental analysis for a two-story steel frame building and associated site development. The normally consolidated clays underlying the project site presented many challenges to the design team to meet the project's strict settlement requirements. Options considered and designed included driven pile foundations, ground improvement using densified aggregate piers, partial removal and surcharge, and surcharge with wick drains. Size: 43,682 SF | Cost: \$27.2M | LEED Target Silver WSP was responsible for the site design, including drainage, erosion and sediment control, stormwater management design and permitting, parking and roadway design, and significant utility relocations. This task involved the construction of a new ambulatory medical and dental facility serving Marine Corps Air Station New River.
- **City of Chesapeake 2011 Civil Engineering Open-End Annual Contract, Chesapeake, Virginia:** as pursuit manager and design manager for the pursuit, Ian was responsible for preliminary designs of both an immersed tunnel option and a bored tunnel option, including manmade island extensions, ground improvement, and protection of the existing tunnels and islands, built in the Atlantic Ocean on a subsurface consisting of up to 80 feet of soft compressible clays. WSP provided a variety of general civil engineering services under an annual contract for the City of Chesapeake. Project elements included stormwater



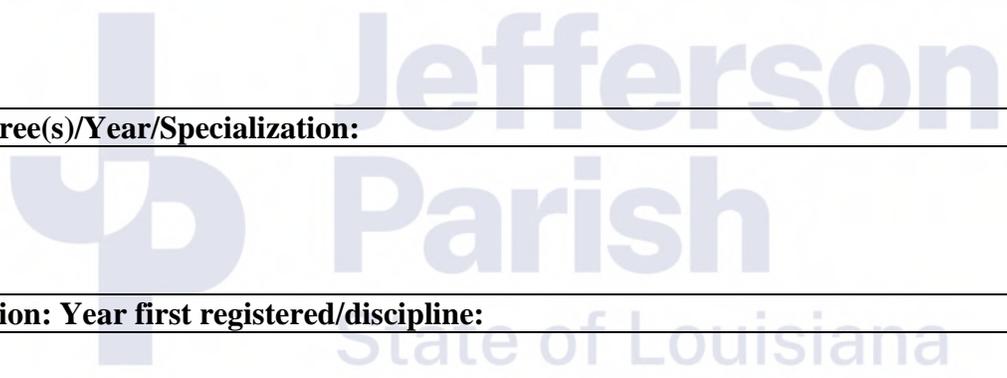
IAN CHANEY, PE
Senior Vice President
Principal

management and drainage, water quality improvements, utility design and coordination, site development, traffic analysis, roadway design, highway lighting, and landscape design.

- **First Street Tunnel Design, Washington, District Of Columbia:** as geotechnical engineer, Ian was responsible for the design of all near surface structures and their support of excavations, the development of instrumentation and monitoring plans, as well as preparing construction impact assessment reports, which evaluated the existing structures and facilities due to the effects of tunneling, construction and excavation. WSP, in joint venture, provided architectural and engineering, and related services for the District of Columbia Water and Sewer Authority's first street tunnel design-build project, a major component of their Clean Rivers Project. The tunnel was designed to temporarily store excess stormwater and mitigate surface flooding and sewer backups in the district's Bloomingdale and LaDroit Park neighborhoods.
- **Midtown Tunnel Design and Construction, Norfolk And Portsmouth, Virginia:** WSP served as the lead designer for the Virginia Department of Transportation's Elizabeth River Tunnels Project, which included a new 4,200-foot concrete immersed tube road tunnel constructed adjacent to the existing Midtown Tunnel beneath the Elizabeth River in Virginia. The overall project program included the inspection and rehabilitation of the operational systems serving the two existing Downtown Tunnels and the existing Midtown Tunnel, including new ventilation, new roadway lighting, new supervisory control and data acquisition controls, new traffic surveillance and control, and expanded power distribution.
 - **Midtown Tunnel/MLK Expressway Construction Phase Services, Norfolk And Portsmouth, Virginia:** as the lead geotechnical engineer for the Elizabeth River Tunnels project, Ian was responsible for implementing geotechnical procedures and design across the entire project. For the MLK Interchange portion of the project, Ian lead the geotechnical design of the bridge foundations, embankments, soundwalls and all ancillary project facets. The project was founded on very soft compressible soils that required embankments to be supported on structure or by using lightweight fill materials such as expanded shale, and in some cases, geofoam weighing less than 1 pcf. During construction, as deputy project manager for the design team and as the lead designer on-site, Ian was responsible for all design changes during construction, conflict resolution, non-conformance remediations, and the acceptance of every project aspect, including bridges, roadways, temporary MOT designs, lighting, and foundations. The project was opened nearly one year earlier than originally expected. WSP is providing design services for the Elizabeth River Tunnels project, including construction and rehabilitation of the Midtown Tunnel and extension of the MLK Expressway.
- **Midtown Tunnel Final Design, Norfolk and Portsmouth, Virginia:** as lead geotechnical engineer for this immersed tunnel project that parallels and existing immersed tunnel, Ian is responsible for the management of all geotechnical aspects of the design. Analyses will consist of dredge slope stability, settlement analyses of the sunken tubes, settlement analyses for the approaches, support of excavation and dewatering for the cut-and-cover section and U-section, protection of an adjacent sewer line and planning of the supplemental geotechnical investigation, among others. WSP served as lead designer to the design-build team for the Virginia Department of Transportation's Elizabeth River Tunnels Project. Design work included doubling the capacity of the Midtown Tunnel by constructing a new two-lane 4,600-foot immersed tunnel under the Elizabeth River; approach structures to the tunnel; a new 4,700-foot elevated viaduct through urban Portsmouth; and a new Interstate 264 interchange comprising multiple bridges and 10,000 feet of roadways.

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Other experience and qualifications relevant to the proposed Project:





MAX NASSAR

Senior Vice President
Officer In Charge



Years with the firm

4

Years total

42

Education

BA, Psychology,
Louisiana State
University

CAREER SUMMARY

Max is a Louisiana native who has spent 30 years in executive level positions in Fortune 500 Companies in both the Manufacturing/Industrial Sector and AE Consulting Services Sector. Over the past 25 years, he has overseen a multiplicity of infrastructure projects in the Southeast United States and in Central America and with a value in the billions. Many of these projects have been FEMA Federal Aid Funded in Louisiana and have been performed for a variety of public and private clients.

Max possesses demonstrated experience in NEPA Project Leadership, Government and Stakeholder Relations, Program Management, Project Management, Program and Project Development, and Construction Management and Inspection services related to major infrastructure and facilities projects which include roadway, highway and bridge infrastructure, drainage and utilities infrastructure, railways and transit ways, airport facilities, and various waterfront infrastructure and facilities.

PROFESSIONAL EXPERIENCE

- **Bonnabel Boulevard Roadway Improvements (Metairie Rd. to I-10), Jefferson, Louisiana:** Project Principal. The project, which is a Federal Aid program with joint FHWA and Jefferson Parish funding, will provide a 3" mill and overlay of the roadway surface, full depth concrete patching and curb replacement. The project required coordination Jefferson Parish and LADOTD engineering staff, the creation of preliminary drawings per LADOTD standards, establishment of a proposed profile to aide surface drainage and the creation proposed cross sections. The Project also included a Phase I Noise Mitigation Investigation at the Interstate 10 Overpass. The design work was performed with Inroads SS2. Design guidelines followed included Jefferson Parish, LADOTD and AASHTO.
- **Pontchartrain Levee District; Cross Bayou Pump Station Inspection and Assessment:** Project Principal. The Cross Bayou Pump Station is owned by the Pontchartrain Levee District. The District desires to transfer the Station to ownership of St. Charles Parish. Prior to the transfer the station will undergo an in-depth inspection and assessment of the infrastructure. The Project Team will review O & M experience, develop a Rough Order Repair Estimate, and develop a Scope of Services and Plan for refurbishment of the Statement. A partial listing of the systems included are Diesel Pump Drives, Fuel Transfer and Storage Tanks, Power Take Off and Gear Reducer, Main Pumps, Auxiliary Pumps, Standby Generator, Trolley System, Automated Bar Screen and Telemetry and Controls.
- **Louisiana Department of Transportation and Development. IDIQ Contract for Electrical and Mechanical Engineering Services:** Project Principal for this Task Order based engineering services contract which supports efforts on mechanical and electrical services related to roadways, pump stations and other mechanical and electrical needs.
 - Task Order 1: State Project No. H.010439: Boyd Street & 21ST Street Pump Station Improvements
 - Task Order 2: State Project No. H.010439.5: Boyd Street & 21St St Pumping Station Improvements I-110
 - Task Order 3: State Project No. H.010565 Acadian St. Pumping Station Improvements
 - Task Order 4: State Project No. H.010565.5 Acadian Street Pumping Station
 - Task Order 5: State Project No. H.972249.1 Generator Site Investigation and Load Study for Airline Drive Pump Station and LADOTD Maintenance Facility and Construction Docs for Airline Drive Pump Station



MAX NASSAR

Senior Vice President Officer In Charge

- Task Order 6: State Project No. H.010253: Bluebonnet Blvd Pump Station Improvements LA 1248
- Task Order 7: State Project No. H.010251: Chippewa St Pumping Station Improvements US61/190

- **LADOTD Contract FOR 5 Movable Bridges, Vermillion, St. Martin, Assumption, and Cameron Parishes:** Project Principal. WSP USA was selected by the Louisiana Department of Transportation and Development to both inspect and to develop a rehabilitation or replacement plan for 5 movable bridges located in various Parishes across Louisiana. As part of the project scope, WSP will perform site inspections and an LRFR Load Rating and/or NBIS In-Depth inspection on the 5 bridges. The load rating shall be based on the current condition, capacity, and loading of the bridge structure, and shall be performed on all load carrying members including approach spans and movable spans. The development of preliminary and final plans as well as all construction related engineering services are also included in the assignment. As a part of the Construction Plan Set, WSP will prepare and submit a Transportation Management Plan. Many bridges in Louisiana have been designated “Historic” in the Section 106 document “Programmatic Agreement Regarding Management of Historic Bridges in Louisiana”.

- **St. Bernard Group A, New Orleans, Louisiana:** Roadway reconstruction, roadway repairs, sidewalk repairs, and handicap ramp replacement for forty-five blocks within the City of New Orleans, Project Principal. The project was FEMA Federal Aid funded and provided Engineering Services from initial project meetings with the New Orleans Department of Public works Sewerage and Water Board, design, preparation of construction documents to bidding. Client: City of New Orleans Department of Public Works.

- **St. Bernard Group A, New Orleans, Louisiana Waterline replacement for forty-five blocks within the City of New Orleans:** Project Principal. The project was FEMA Federal Aid funded and provided Engineering Services from initial project meetings with the New Orleans Department of Public works Sewerage and Water Board, design, preparation of construction documents to bidding. Client: City of New Orleans Department of Public Works.

- **Ormond Boulevard Pavement and Rehabilitation, St. Charles Parish, Louisiana:** Project Officer. The project, which was a federal aid program with joint FHWA and St. Charles Parish funding consisted of concrete roadway patching and a 2-mile asphalt mill and overlay of Ormond Boulevard. Client: St. Charles Parish Department of Public Works and Wastewater.

- **LADOTD Emergency Repairs New Orleans Signals:** Project Principal. In the aftermath of Hurricane Katrina the Louisiana DOTD immediately undertook an emergency effort to restore Traffic Control Systems on the Federally Funded System in multiple parishes within the Greater New Orleans region, for a total project cost of \$6 Million. Funded by FHWA Emergency Relief Grant Funds, the project consisted of condition assessment, preliminary and final design, financial management and budget controls, construction engineering and inspection, and program management.

TEC Professional Services Questionnaire

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Project Assignment:
Name of Firm with which associated:
Years' experience with this Firm:
Education: Degree(s)/Year/Specialization:
Active registration: Year first registered/discipline:
Other experience and qualifications relevant to the proposed Project:



DANIEL MOSS, PE

Asst. Vice President/Senior Traffic Project Manager, Traffic/ITS Project Manager



Years with the firm

2

Years total

12

Education

*BCE, Civil Engineering,
Auburn University, 2012*

Professional registrations

*Professional Engineer:
LA (47153), CA, NC, TN*

CAREER SUMMARY

Daniel Moss is a Senior Traffic Project Manager with WSP USA's Atlanta office. He is experienced in traffic engineering, signal design, ITS design and traffic operations. Dan's responsibilities have included managing numerous traffic projects including the current GDOT Statewide Signal and ITS On-Call design services contract, Gwinnett's Traffic IDIQ and GDOT's Safety Project. He has managed a team that has designed and modified signal permits for more than 500 signals for GDOT that included flashing yellow arrows (FYA) upgrades. He has performed operational analysis and developed traffic studies for a wide array of projects including roadway widenings, safety, managed lanes, new interchange, operational improvements, bypass, and interchange justification/ Interchange Modification Reports (IJR/IMR) These projects include extensive use of traffic simulation modeling. Additionally, Dan specializes in many traffic analysis and simulation programs, including VISSIM, Synchro, SimTraffic, SIDRA and Highway Capacity Software.

PROFESSIONAL EXPERIENCE

- **Bluebonnet Pump Station Design, Baton Rouge, Louisiana:** Design Engineer. Engineer for the design of the signal and ITS upgrades for the Bluebonnet Boulevard pump station preemption. Responsible for the design of the signal upgrade to allow preemption of two traffic signals when flooding occurs. His responsibilities included development of signal and ITS designs, developing a project cost and entering data into DOTD AASHTOWare.
- **GDOT, Statewide Signal and ITS On-Call Design Services for Districts 1 & 6, Georgia:** Project Manager. Project Manager for the statewide traffic signal and ITS design project for urban corridors including signal designs for over 350 intersections. Additionally, developed ITS plans for the installation of a new broadband fiber trunk along SR 316, two new environmental sensor stations and new DMS signs. This On-Call project consisted of developing traffic signal and ITS designs for multiples location within the state. The designs provided the interface for the traffic signals with fiber optic, wireless and ethernet connections. His responsibilities included managing the project budget, coordination with clients and subcontractors, the development of construction documents, quantities, cost estimates and specifications.
- **Gwinnett County Traffic Engineering Design Services, Gwinnett County Department of Transportation, Gwinnett County, Georgia:** Project Manager. Project Manager for this multi-phased design services contract to provide traffic engineering design and studies service to Gwinnett County Department of Transportation. Daniel was responsible for developing designs for new signal installation, signal modification, school flasher and RRFB installation for over 100 locations around Gwinnett County. Signal communications plans and right of way plans were also developed as necessary.
- **GDOT Region 2, General Engineering Consultant Services, Region 2:** Traffic Signal, ITS and Signing and Marking Design lead for this task order. Daniel manages a team of traffic engineers to deliver signal and ITS design for the various task orders that come through this project. Daniel coordinates with the WSP PMs for each project as well as Office of Program Delivery, District Traffic Engineers and other consulting firms. His responsibilities include development of signal and ITS design, quality control of all traffic specific designs, quantities and development of the project wide cost estimate in AASHTOWare. Projects include development of ITS plans for the installation of broadband fiber, ramp meters, CCTVs and Automatic Incident Detection devices for a 7-mile stretch of I-285.



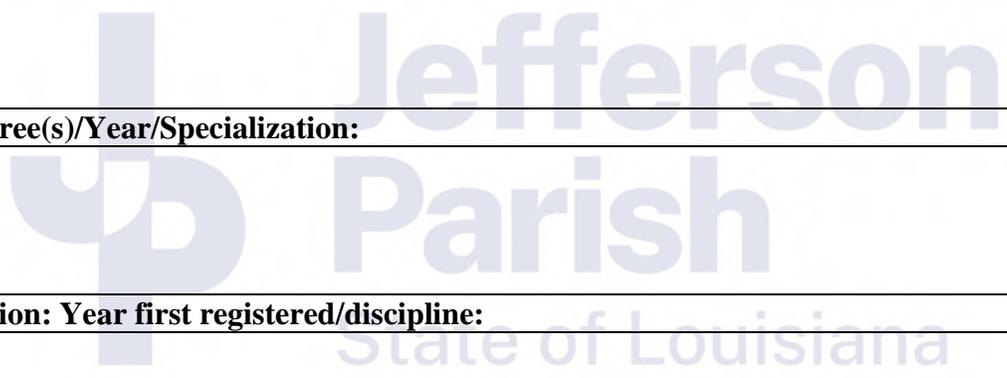
DANIEL MOSS, PE

Asst. Vice President/Senior Traffic Project Manager, Traffic/ITS Project Manager

- **GDOT I-85 Widening Phase III Design Build, Jackson and Banks Counties: Georgia:** ITS Design Lead. Engineer leading for the design of ITS plans for 13.4 miles of fiber optic communication and equipment along I-85 between SR 11 and US 441. Designs included ITS fiber trunk, hub, CCTVs, IVDS systems, DMS, ramp detectors and environmental sensor stations. Responsibilities included following GDOT's PDP, PPG and EDG guides for the design and development of quantities and estimates.
- **GDOT SigOps, Metro Atlanta, Georgia:** Deputy Project Manager, responsible for collecting data, developing, implementing, and fine-tuning signal timing plans. Developed or updated MaxTime database for intersections, programmed and tested new timing plans in controllers at the traffic signal lab, installing new 2070 controllers as needed, implementing new timings, and field fine tuning new timing plans. Coordinated with the Districts, local agencies, and field technicians, developed timing plans, optimized phase sequences, and fine-tuned the timing plans in the field and remotely. Summarized the results of the signal timing using Regional Integrated Transportation Information System (RITIS) to measure travel time and queues. Measured approach delay, arrival on green and red by using Automated Traffic Signal Performance Measures (ATSPM). This allows for proactive operations and maintenance of these signal systems.
- **Traffic Safety, GDOT, Metro Atlanta, Georgia:** Project Manager for the design of eight signals and study of ten locations along SR 70 in Fulton County Georgia. The locations along the SR 70 corridor had several pedestrian related crashes so focus was put on improving the safety for pedestrians along the corridor. Aided in the concept development and reports, including development of intersection improvements and alternative intersections. Performed traffic analysis using HCS, Synchro and SIDRA software. Analyzed alternative intersection types such as roundabouts, RCUTs and seagull intersections. Coordinated project findings with GDOT and local agencies. Aided with development of the conceptual design for the stakeholders and public meetings. Coordinated with roadway and environmental teams to ensure completion of design.

TEC Professional Services Questionnaire

KEY PERSON, SPECIALIST, OR INDIVIDUAL CONSULTANT:
Name & Title:
Project Assignment:
Name of Firm with which associated:
Years' experience with this Firm:
Education: Degree(s)/Year/Specialization:
Active registration: Year first registered/discipline:
Other experience and qualifications relevant to the proposed Project:





ROBERT SKAGGS, PE, PTOE

*Vice President
Senior Traffic Engineer*



Years with the firm

3

Years total

28

Education

*BS, Civil Engineering,
Missouri University of
Science & Technology*

Professional registrations

*Professional Engineer: LA
(0036407), AL, FL, GA,
MO, NC*

*Professional Traffic
Operations Engineer: US
(884)*

Certifications

*LADOTD Traffic
Engineering Analysis
Process & Report:
Modules 1, 2, & 3*

CAREER SUMMARY

Robert Skaggs has 28 years of experience managing traffic engineering and intelligent transportation systems design staff on transportation projects throughout Florida. His engineering capabilities from transportation system management and operations projects include all types of intelligent transportation systems devices, such as closed-circuit television cameras, dynamic message signs, and vehicle detection. Robert has ensured the timely delivery of countless intelligent transportation systems and transportation system management and operations projects featuring traffic impact studies, safety reviews, intersection analyses, roadway analyses, signal timing development, and implementation, lighting justification, and the design of sidewalks, signalization, signing and pavement marking, lighting, and freeway management systems. He has performed traffic engineering studies, safety reviews, and access management reviews for multiple Florida Department of Transportation districts, as well as serving as project principal or providing quality assurance and quality control oversight on multiple contracts for the Florida Department of Transportation.

PROFESSIONAL EXPERIENCE

- **MOVEBR North Boulevard Corridor Enhancement Project, East Baton Rouge Parish, Louisiana:** Engineer of Record for the development of a traffic study to evaluate existing and design year no-build conditions along the corridor (from I-110 to Foster Drive on North Blvd and from North Blvd to Florida Blvd on Foster Drive). The study also included a safety analysis and summarized existing issues for pedestrian, bike, and transit riders. The proposed alternatives along the study corridor were summarized along with associated impacts.
- **FDOT State Road 710 (Beeline Highway) Signal Upgrades, Martin/Palm Beach County, Florida:** project manager. WSP is providing design services for upgrading signal control and operations along State Road 710 (Beeline Highway) from North Congress Avenue to President Barrack Obama Highway. The goal is to upgrade the existing signal system with state-of-the-practice signal technology while establishing a connected vehicle-ready communication and signal system backbone for future deployments. The proposed signal system will leverage the existing fiber communication backbone owned and maintained by Palm Beach County Traffic Division along the corridor.
- **Bay and Walton Counties Intelligent Transportation System Full Deployments, Bay & Walton Counties, Florida:** project manager. WSP is providing design services for the full deployment of an intelligent transportation system in Bay and Walton Counties. The project area includes State Road 83 (US 331) from State Road 8 (Interstate 10) to State Road 30 (US 98) and State Road 30 (US 98) from State Road 83 (US 331) to the Bay County Line in Walton County and State Road 30A (US 98) from the Walton County Line to State Road 79 in Bay County.
- **Countywide Advanced Traffic Management Systems (ATMS) Services, Pinellas County, Florida:** Project Manager. WSP is preparing the ITS plans and applicable design documents for the deployment a ITS infrastructure encompassing a fiber-based communication subsystem, arterial DMS subsystems and CCTV camera subsystems, within the core business area of St. Petersburg. The primary purpose of this project is to provide an ITS/ATMS network to assist the County and the City with traffic management during major events held in Downtown St. Petersburg. The communications network will link to the County's existing fiber optic network which currently terminates at 5th Avenue North and 16th Street North. A fiber optic ring will be produced around the core business area of



ROBERT SKAGGS, PE, PTOE

Vice President
Senior Traffic Engineer

Downtown St. Petersburg with a connection back to the existing fiber optic cable along US 19 (34th Street) via 5th Avenue South.

- **Interstate 75 Martin Luther King Jr. Blvd. Diverging Diamond Interchange, Hillsborough County, Florida:** senior traffic engineer responsible for the quality control oversight of signing and pavement marking, signalization, lighting, and intelligent transportation system. WSP is serving as the lead designer for this design-build project. The project scope includes the widening of Interstate 75 to support the design of a new diverging diamond interchange at Martin Luther King Jr. Boulevard and all associated ramps. The milling, resurfacing, and reconstruction along Martin Luther King Jr. Boulevard extends from Queen Palm Drive to Williams Road. Also included is the widening, milling, and resurfacing of Williams Road to provide an additional receiving lane for the dual left turn lanes from eastbound Martin Luther King Jr. Boulevard to northbound Williams Road. A collector-distributor road is designed to carry traffic from Martin Luther King Jr. Boulevard directly to Interstate 4 paralleling Interstate 75. Our team is also designing new lighting and intelligent transportation system features. The permitting effort includes wetland mitigation, gopher tortoise relocation, and a bat assessment. In addition, coordination with stakeholders such as CSX Railroad, Florida Gas Transmission, TECO, and other utilities is also required. This project is a pilot project for smart work zone technologies.
- **Hillsborough Plans Review, Hillsborough County, Florida:** senior traffic engineer responsible for leading reviews related to signing and pavement marking, signalization, and traffic studies for a variety of projects in Hillsborough County. WSP is providing Hillsborough County, Florida, with professional engineering services for reviewing transportation engineering technical documents related to any analyses, studies, or projects that support the development of Hillsborough County infrastructure. The documents may include but are not limited to preliminary engineering reports, construction plans for modifications to existing facilities or new facilities, as well as, all supporting documentation for the development of these analyses, studies, or plans.
- **FDOT Continued Services on Design Projects, Broward County, Florida:** senior engineer responsible for leading intelligent transportation system design efforts. WSP is providing design services for various roadway improvement needs on a task-work order basis. The project involves the design and preparation of a complete set of construction contracts or conceptual plans, documents, special provisions, and incidental engineering services, as necessary, for minor projects comprised of resurfacing, restoration, and rehabilitation projects, safety projects, in-house production support, intelligent transportation system support, architecture, and other services that may include developing concept reports, three-dimensional modeling, and request for proposals on design-build projects.

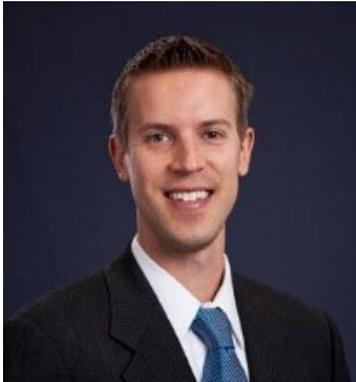
TEC Professional Services Questionnaire

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Other experience and qualifications relevant to the proposed Project:



BRADLEY REYNOLDS, PE

*Senior Vice President
ITS Design Lead*



CAREER SUMMARY

Bradley Reynolds is the Traffic/ITS Manager at WSP with 20 years of experience in transportation planning, traffic engineering, and traffic operations. Bradley has successfully managed and delivered NCDOT on-call contracts, multi-discipline projects, feasibility studies, intersection safety projects, and multimodal improvements for municipalities, MPO's and NCDOT. His project experience includes traffic forecasting, traffic analysis, microsimulation, traffic design, multimodal transportation, safety improvements. Bradley is experienced using various transportation and engineering software packages, including Synchro, SimTraffic, Highway Capacity Software (HCS), regional travel demand models, TransModeler, VISSIM, SIDRA, TransCAD, and Microstation.

Years with the firm

5

Years total

20

Education

*MBA, Appalachian State University, 2003
BS, Civil Engineering, North Carolina State University, 2002*

Professional qualifications

*NC Professional Engineer
(#034318)*

PROFESSIONAL EXPERIENCE

- **North Blvd Corridor Enhancement, Baton Rouge, Louisiana:** Lead Traffic Engineer prepared the traffic design study for the MOVEBR North Boulevard corridor enhancement project. This project proposes to increase usership by enhancing mobility with Complete Streets features along North Boulevard, from I-110 to Foster Drive on and Foster Drive, from North Boulevard to Florida Boulevard. WSP prepared existing, no build and build alternative analysis to inform the selection and design of the preferred alternative. WSP efforts included data collection, volume development, review of crash analysis, traffic analysis using Synchro, HCS and CAP-X, multi-modal project recommendations to LADOTD standards.
- **NCDOT Transportation Mobility and Safety Division On-Call, Statewide, North Carolina:** Project Manager responsible for managing, coordinating, and providing on-call task order support on an as-needed basis for traffic safety, safety evaluation, congestion management, municipal and school transportation assistance (MSTA), work zone traffic control, signing and delineation, signal design, ITS and signals management.
- **Wake Bus Rapid Transit: New Bern, Western, and Southern, Wake County, North Carolina:** Traffic manager responsible for traffic analysis, safety, traffic signal design, bicycle/pedestrian, parking and loading, and traffic design through 30% BRT designs. Tasks include data collection, microsimulation capacity analysis, safety analysis, multimodal assessment, traffic operations, transit signal priority (TSP), cost estimates, quality control, and stakeholder/public engagement.
- **GoDurham Better Bus Project; Durham, North Carolina:** Durham Station Transit Emphasis Zone Manager responsible for developing transit priority improvements recommendations, concept designs, and cost estimates to improve bus speed and reliability and enhance access to transit along the GoDurham and GoTriangle network in downtown Durham and in/out of Durham Station.
- **SC 49 Corridor Study, York County, South Carolina:** Project manager identifying feasible, cost-effective solutions to improve SC 49 corridor mobility, safety and operations through traffic management, signal system, and access management treatments in coordination with RFATS, SCDOT, and project stakeholders.
- **Capital Boulevard Corridor Study, Wake County, NC:** Project Engineer supporting development, evaluation, and quality control of No Build and Build scenario arterial and boulevard operations utilizing Synchro and Vissim.



BRADLEY REYNOLDS, P.E.

*Senior Vice President
ITS Design Lead*

- **US 521 Corridor Study, Lancaster County, South Carolina:** Identified feasible, cost-effective widening solutions to improve US 521 corridor mobility, safety and operations through traffic management, signal system, and access management treatments in coordination with RFATS, SCDOT, and project stakeholders. Recommendations included roadway widening, alternative intersections designs, reduced conflict intersections, traffic signal upgrades, raised medians, and shared use paths.
- **Tega Cay Pedestrian Analysis, York County, South Carolina:** Project Engineer for developing a pedestrian safety and crossing study to analyze area needs and appropriate pedestrian crossing treatments along Tega Cay Drive. Recommendations included enhanced signing and pavement markings, rectangular rapid flashing beacons (RRFB), and pedestrian crossing in-roadway lighting pilot project.
- **CATS LYNX Silver Line, Mecklenburg County, North Carolina:** Traffic Engineer providing oversight support for traffic analysis, safety, operational, and design screening of options at 5% designs, including client and stakeholder coordination. Design screening and feasibility locations include 11th Street, Sharon Amity Road, Idlewild Road, Sardis Road, and Downtown Matthews.
- **Great Smoky Mountains National Park Foothills Parkway and Metcalf Bottoms, Sevier County, Tennessee:** Traffic Engineer managing traffic analysis, safety, operational, and design support to address safety, congestion, and visitor access to this future section of the parkway. Foothills Parkway includes evaluation of existing and future conditions for over 20 intersections under various alternatives to assess impacts, changes, and recommendations to the roadway network. Additional support includes screening alternatives, civic engagement, and NPS coordination.
- **Chattanooga Congestion Action Plan, Hamilton County, Tennessee:** Traffic Engineer responsible for developing arterial management solutions to improve mobility, operations and safety for all transportation modes along five arterial corridors and at ten intersections in coordination with TDOT and local agencies. Tasks included data collection, systems evaluation, strategy solution recommendations, existing and build analysis, cost estimates, concept designs, and project prioritization.
- **MSTA School Studies, NCDOT, Statewide, North Carolina:** Lead traffic engineer for developing Municipal School Transportation Assistance (MSTA) Studies to include stakeholder coordination, field data collection, MSTAs calculations, operations, traffic management plan, safety evaluation, parking and circulation evaluation, recommendations, and report.
- **Peer Roundabout Reviews, NCDOT, Statewide, North Carolina:** Project manager to provide reviews of roundabout designs developed by other Private Engineering Firms (PEFs) for projects included in the State Transportation Improvement Program (STIP). Services include operational analysis review, preliminary roadway plan (25%) design review, roundabout feasibility, and recommendation memo.

**Additional
Technical Staff**



BEN ROBINSON, IMSA II

*Senior Vice President/Southeast Traffic Lead
Technical Advisor*



Year with the firm

3

Total years of experience

32

Education

**BS, Electronic Engineering,
DeVry Institute of
Technology, 1988**

Professional registrations

IMSA II

CAREER SUMMARY

Ben Robinson, WSP's Southeast Traffic/ITS Lead, has 30 years of experience in traffic engineering and advanced transportation management (ATMS) and intelligent transportation systems (ITS) design. He has applied his knowledge of traffic engineering in developing and analyzing various operational improvement projects, traffic and corridor studies, corridor timing plans, safety and operation studies, and transit planning throughout the Southeast. He has applied his knowledge of ITS architecture in the engineering of several ATMS designs, which include field equipment installations and control center upgrades.

PROFESSIONAL EXPERIENCE

- **GDOT Region 2 General Engineering Services Contract, Georgia:** Traffic Operations Lead. WSP is a subconsultant providing roadway and traffic design services for Georgia Department of Transportation (GDOT) Region 2. The projects include preparing concepts, traffic engineering studies, traffic signal and ITS design, public hearing information meeting displays and materials, and bridge design plans. WSP has developed designs for SR 124 (Turner Hill Road) widening project in DeKalb County and SR 3 / US 41 (Northside Drive) at CS 1590 / North Avenue Intersection Improvements in Fulton County. The SR-124 project added additional lanes over I-20, restriping and traffic signal improvements for the network. The project provided additional capacity to the congested area. The project will also include widening the westbound I-20 exit ramp at SR 124. WSP improved intersection operations at SR 3 / US 41 (Northside Drive) at CS 1590 / North Avenue by modifying the intersection footprint and reducing the number of traffic signal phases at the intersection.
- **I-75 Express Lanes, I-85 Express Lanes and The NWC Project, Georgia Department of Transportation (GDOT), Statewide:** Project Manager for inspecting, integrating, testing and developing TSM&O strategies for all the ITS devices and traffic signals for the Express Lanes projects. The project added reversible toll lanes and over 800 ITS devices which included CCTVs, DMSs, VDSs, Radars, Traffic Signals and Access Control System. TSM&O strategies will be used to optimize the efficiency of the corridors and improve mobility to provide more reliable trip times throughout Metro Atlanta. Client: Keith Murphy, ITS Manager
- **Gwinnett County On-Call Design IDIQ, Gwinnett County, Georgia:** Project Manager responsible for developing traffic signal and ITS installation plans, and as-built plans for more than 100 locations around Gwinnett County on this task order-based contract. Coordinated with the county, GDOT and various utilities as required during design of these projects. Client: Kristin Phillips, Project Manager, Gwinnett County.
- **MARTA Priority Control System, DeKalb County, DeKalb County, Georgia:** Project Manager for priority planning and feasibility study that analyzed bus routes, preliminary bus stop design, and preliminary cost estimate for priority on three corridors. The project implemented transit signal priority along Memorial Drive, Buford Highway and Candler Road. The costs of implementing the TSP solution was recovered in the benefits of improved mobility, safety and reduced congestion along the corridor. This project was the first of its kind in the state of Georgia.
- **Fulton County Traffic Control Center Upgrade, Georgia:** Project Manager responsible for evaluating all pre-existing equipment conditions, configurations,



BEN ROBINSON (IMSA II)

*Senior Vice President/Southeast Traffic Lead
Technical Advisor*

performing an inventory, and operational status with documentation. Ben's responsibilities included removal of all the old traffic control center equipment including all video communications, display components, and traffic signal components. He purchased, installed, and integrated the new equipment, which included all video communications, display components, and traffic signal components.

- **SR 42/N Druid Hills Road at I-85, GDOT, Atlanta, Georgia:** Project Engineer for the studying of an alternative interchange at SR 42/N Druid Hills Road and I-85 for the development of a new CHOA hospital, congestion, and high crash rates in the area. Compared multiple interchange alternatives including diverging diamond, displaced left turn and partially displaced left turn interchanges. Provided recommendations to GDOT based on the VISSIM results.
- **Traffic Safety, GDOT, Metro Atlanta & Tifton, Georgia:** Project Manager responsible for providing traffic engineering studies, design concepts and reports, performing road safety audits, intersection/ corridor capacity analysis, crash analysis, design for corridor improvements, intersection improvements and alternative intersections. Reviewed vehicle speed for avoiding serious injury as a goal of road design because speed affects the severity of injury to both occupants and pedestrians.
- **Traffic Projections/Forecasting Studies On-Call, GDOT, Districts 1, 2, 3, 4 and 5, Various Counties, Georgia:** Project QA/QC Manager for forecasting studies. Made sure the client's process was followed. This included processing raw traffic counts, conducting regression of historic counts, and analyzing population projections and travel demand model outputs to determine growth rates for use in developing design-level traffic forecasts. Also, involved with the review of internal and external reviews of traffic forecasting projects.
- **Statewide Signal and ITS Design, Statewide Georgia:** QA/QC Manager for the design of over 200 intersections statewide. This task order-based contract included providing upgraded traffic signal design plans for individual traffic signals or traffic signal systems; upgrading ITS devices or ITS system; preparing preconstruction activities, environmental field studies, right-of-way plan development and railroad coordination; and fiber optic cable design for interconnecting the signals. This contract followed the GDOT Plan Development Process (PDP) through final design.
- **Regional Traffic Signal Operations Program, Statewide Georgia:** QA/QC Manager re-sponsible reviewing all data collection, implementing, and fine-tuning signal timing plans. Coordinated with the Districts, local agencies and field technicians, developed timing plans, optimized phase sequences and fine-tuned the timing plans in the field and remotely to make sure all GDOT and local processes are followed. Summarized the results of the signal timing using Real Time Information System (RTIS) to measure travel time and ques. Measured approach delay, arrival on green and red by using Automated Traffic Signal Performance Measures (ATSPM).
- **I-85 Express Lanes Extension I, Gwinnett County, Georgia:** Project Manager for preparing conceptual tolling and ITS plans for the 11-mile I-85 Express Lanes project along I-85 from Old Peachtree Road to Hamilton Mill Road. Prepared fiber allocation plans for all devices within the project limits, including cameras, vehicle detectors, DMS, toll gantries and splicing to existing GDOT trunk cables. The team also the inspected, integrated and tested of all ITS/ATMS devices for the I-85 Express Lanes.



BRIAN C. HUNDT, P.E.

Senior Civil Engineer



Years with the firm

5

Years total

14

Education

BS Civil Engineering,
Louisiana State University,
2009

Professional Registrations

Professional Engineer:
Louisiana, 2015
(PE0039459)

Project Management
Professional
(2701475)

CAREER SUMMARY

Brian Hundt has more than 14 years of experience as a civil engineer on numerous roadway design, waterline replacement, drainage design, passenger rail platform design, construction administration, and inspection, all in accordance with local, state, federal and host railroad requirements. Throughout his professional career, Mr. Hundt has worked closely with Louisiana Department of Transportation, Jefferson Parish, Amtrak, New Orleans Sewerage and Water Board, City of New Orleans Department of Public Works, and St. Charles Parish. Brian has a comprehensive knowledge of Autodesk Civil 3D, Inroads and Excel.

PROFESSIONAL EXPERIENCE

- **LA23 Rail Extension, Plaquemines, Louisiana:** Located in Plaquemines Parish, the project is the design and future construction of an approximate 8-mile rail extension to the south of the existing New Orleans and Gulf Terminal Railway Company (NOG) single track at the existing terminus just south of Myrtle Grove, LA. Amtrak. As the Civil Roadway task lead, his duties included designing an access road parallel to the track, creating roadway plan and profiles for 12 rail crossings, and propose alignment changes for LA 23. The design followed AASHTO, AREMA, Union Pacific and LADOTD design guidelines.
- **Bonnabel Boulevard Roadway Improvements (Metairie Rd. to I-10), Jefferson, Louisiana:** Project Engineer. The project, which is a Federal aid program with joint FHWA and Jefferson Parish funding, will provide a 3" mill and overlay of the roadway surface, full depth concrete patching and curb replacement. As project engineer, Brian coordinated with Jefferson Parish and LADOTD engineering staff, created preliminary drawings per LADOTD standards, established a proposed profile to aide surface drainage and create proposed cross sections. The design work was performed with Inroads SS2. Design guidelines followed included Jefferson Parish, LADOTD and AASHTO.
- **NC 73 Highway Widening, Mecklenburg County, North Carolina:** The project purpose is to widen 3 miles of NC73 Hwy., a principal arterial roadway, from a two-lane undivided highway to a four-lane divided highway with a 30' wide median. The project has been designed as a reduced conflict intersection/superstreet. His duties were to create temporary traffic plans for the construction phasing. To maintain an uninterrupted flow of traffic in both directions and prevent turn lane closures, a four-phase temporary traffic control plan was created with lane shifts from the existing roadway to the proposed widened roadway. All proposed traffic control devices and lanes shifts were design per NCDOT and MUTD guidelines. Client: North Carolina DOT. Date: January 2020 – May 2020
- **St. Bernard Group A, New Orleans, Louisiana: Roadway reconstruction, roadway repairs, sidewalk repairs, and handicap ramp replacement for forty-five blocks within the City of New Orleans:** Project Engineer. The project was FEMA Federal Aid funded and provided Engineering Services from initial project meetings with the New Orleans Department of Public works Sewerage and Water Board to design and bidding Brian conducted field visits to determine the location of utilities (including water and sewer lines) roadway and sidewalk repairs, creating plan sheets, calculating quantities, creating cost estimates, and compiling bid documents and specifications.



BRIAN C. HUNDT, P.E.

Senior Civil Engineer

- **Jefferson Parish Submerged Roads Program, Council Districts 1, 2, & 5, Jefferson Parish, Louisiana:** As project engineer, Brian designed 12 Jefferson Parish projects for PCCP and asphaltic pavement repairs and overlay of Hurricane Katrina roadway damage under a FEMA funded program. The total program design spanned approximately 100 miles of Jefferson Parish roadway. He designed 375,000 square yards of Portland Cement Concrete Pavement for street replacement and 80,000 tons of asphaltic street replacement and repairs. He also managed Jefferson Parish agreements, managed design staff, and coordinated the bidding process with Jefferson Parish including prebid meetings, addenda, and review of bids. During the construction phase, Brian managed project inspection, testing reports, contractor payment request, and project closeout. All design was in accordance with Jefferson Parish and FEMA requirements.
- **WB Veterans: Severn Ave – Clearview, Jefferson, Louisiana:** Project Engineer. The project, which is a Federal aid program with joint FHWA and Jefferson Parish funding, involved the design of a 3.5" asphalt mill and overlay, full depth asphalt patching, curb replacement and striping replacement of Veterans Blvd. westbound lanes from Clearview Pkwy. to Severn Ave. This project involves coordination between Jefferson Parish Engineering Department and LADOTD. Brian's duties include creating plan sheets per LADOTD standards, identifying roadway repair locations, and calculating project quantities.
- **Ormond Boulevard Pavement and Rehabilitation, St. Charles Parish, Louisiana:** Project Engineer. The project, which was a Federal aid program with joint FHWA and St. Charles Parish funding consisted of concrete roadway patching and a 2-mile asphalt mill and overlay of Ormond Boulevard. Brian served as the project engineer during construction and his duties included submittal approvals, site visits, approving daily reports, generating monthly estimates, and creating change orders in LADOTD's SiteManager.
- **Island Road Restoration, Terrebonne Parish, Louisiana:** Project Engineer. The project, which was FEMA Federal Aid funded, consisted cold mill of existing asphalt pavement, placing 20,000 cubic yards of new crushed stone base course, and placing 6,600 tons of superpave asphalt surface and overlay on the existing and widened roadway. The design also included 17,000 cubic yards of stone riprap to stabilize and line the side slopes adjacent to waterways on both sides of the roadway. Brian served as project engineer during construction and his duties included approving submittals, weekly inspections, recommending plan changes, tracking quantities, reviewing pay requests, and creating change orders.



MARLENA CUTURA, EIT

*Associate Consultant, Civil Engineer
Roundabouts*



Years with the firm

3

Years total

3

Education

*Louisiana State University,
BS in Civil Engineering,
Transportation Minor,
2020*

Professional registrations

GA EIT #028746

CAREER SUMMARY

Marlena Cutura is a Civil EIT with experience in roadway engineering. Her project experience includes geometric design, corridor modeling, multi-discipline coordination, and plan production in accordance with applicable guidelines. In addition, Marlena has experience utilizing the following software: MicroStation/Inroads, OpenRoads, AutoTurn, Microsoft Suite, and Geographical Information System (GIS).

PROFESSIONAL EXPERIENCE

- **GDOT City of Summerville SR 1/US 27 Bypass Design Services, Chattooga County, Georgia:** Engineer Intern. WSP is providing design services for the construction of a new bypass south of the City of Summerville to connect with an existing section of State Route 1/U.S. Route 27. The State Road 1/U.S. Route 27 facility will also be widened as part of this project. The bypass will alleviate congestion along the State Route 1/U.S. Route 27 corridor by shifting through traffic away from downtown Summerville and accommodate current and future demand due to the route's inclusion as part of the GRIP System and the state's Freight Corridor Network. Marlena served as the lead designer for the three roundabouts on this project:
 - At the intersection of SR 114 and the Proposed Bypass, Marlena designed a hybrid 4-leg roundabout (2x1) with turbo features, such as raised lane dividers, while also accommodating OSOW vehicles by utilizing outside truck blisters for over tracking during skewed turns.
 - At the intersection of SR 100 and the Proposed Bypass, Marlena designed a conventional single-lane, 3-leg roundabout that also accommodates the demand for OSOW vehicle travel.
 - At the intersection of SR 1 and the Proposed Bypass, Marlena designed a Hybrid 3-leg Roundabout (2x1) with turbo features that accommodate OSOW vehicles.

For all three of these roundabouts, Marlena completed the horizontal and vertical geometrics and produced performance check packages including Turning Envelopes, Fastest Paths, Stopping Sight Distances, and Intersection Sight Distance checks by utilizing AutoTurn and MicroStation InRoads software. In addition, she created the models for each roundabout and produced cross and typical sections, calculated pavement quantities, produced right of way plans, and aided in various other plan production efforts.

- **GDOT SR 54 at Gordon Road Safety Improvement, Roundabout, Coweta County, Georgia:** Engineer Intern. WSP is providing design services for a proposed roundabout at the intersection of SR 54 and Gordon Road for safety improvement to reduce crash frequency and severity and improve operational efficiency. Marlena served as the lead designer for the roundabout:
 - She designed a conventional 4-leg roundabout with OSOW vehicle accommodation through a variable truck apron around the center island. In addition to geometrics and performance check packages, she also created the models for the roundabout and aided in plan production for various sections of the project.
- **GDOT SR8/US 278 from SR280 to CS 6701/Stiff Street (D.L. Hollowell Parkway Road Diet), Fulton County, Georgia:** Engineer Intern. WSP is acting as a consultant on this



MARLENA CUTURA, EIT

Associate Consultant, Civil Engineer Roundabouts

project. The project consists of 7 signalized intersections along the corridor and proposes a 4-to-3-lane road diet for safety improvements. On this project, Marlena created the preliminary plans, assisted the traffic team with signing and marking details, as well as right-of-way coordination and paving quantities.

- **GDOT Interstate 285 at Interstate 20 W. Interchange General Engineering Consultant, Atlanta, Georgia:** Engineer Intern. WSP is serving as the general engineering consultant and owner's representative during the pre-let and post-let phases of this design-build project. The project includes new lane miles along Interstate 20, interchange operational performance enhancements, new collector-distributor lanes, and connections to the Express Lanes system. WSP's scope also included environmental documentation, preliminary design, procurement support and construction engineering inspection services related to the owner's verification firm role. As an Engineering Intern, Marlena produced the right-of-way plans for the entirety of the project, as well as calculating R/W area takes and easements for coordination. She has conducted various sight distance studies including ISD and SSD by utilizing InRoads Sight Visibility Tool. She has also aided in creating Design Exception/Variance documents and exhibits for approval such as sight distance variance exhibits and spot shoulder reduction exception exhibits. She created the initial phases of erosion and sediment control plans using and quantifying best management practices (BMPs) as well as calculating pavement quantities for this project.
- **GDOT I-285 PCC Replacement Project, Cobb and Fulton County, Georgia:** Engineer Intern. WSP is providing services for PCC pavement replacement structures, inside shoulder widening, cross-slope and stopping sight distance corrections, guard rail and median barrier replacement and ITS system reconstruction along I-285 from CS 843/Collier Road to CR 2838/Paces Ferry Road. As an EI on this project, Marlena assisted in creating Erosion Control plans such as the 54-series (BMP Location Details) for the length of the project, 51-Series (ESPCP General Notes), as well as calculating various erosion control quantities.
- **GDOT I-85 Widening Phase III Design-Build from US 129 to US 441, Jackson and Banks Counties, Georgia:** Engineer Intern. WSP is providing the design-build services to widen I-85 one lane toward the inside median in the northbound and southbound directions beginning at US 129 in Jackson County and ending at US 441 in Banks County. The Project will also include replacement and widening of two pairs of mainline bridges, the first pair crossing over North Oconee River, and the second pair crossing over Ridgeway Church Road. As an engineering intern on this project, Marlena assisted with collecting various quantities, creating erosion and sediment control plans, and conducting profile optimization of the vertical alignments.

TEC Professional Services Questionnaire

L. Work by Firm or Joint-Venture members which best illustrates current qualifications relevant to this Project. Please include any and all work performed for Jefferson Parish. Please attach additional pages if necessary.

PROJECT NO. 1

Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

PROJECT NO. 2

Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

TEC Professional Services Questionnaire

PROJECT NO. 3		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility	
Completion Date (Actual or estimated)	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

PROJECT NO. 4		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

TEC Professional Services Questionnaire

PROJECT NO. 5		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

PROJECT NO. 6		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

TEC Professional Services Questionnaire

PROJECT NO. 7		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

PROJECT NO. 8		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

TEC Professional Services Questionnaire

PROJECT NO. 9		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

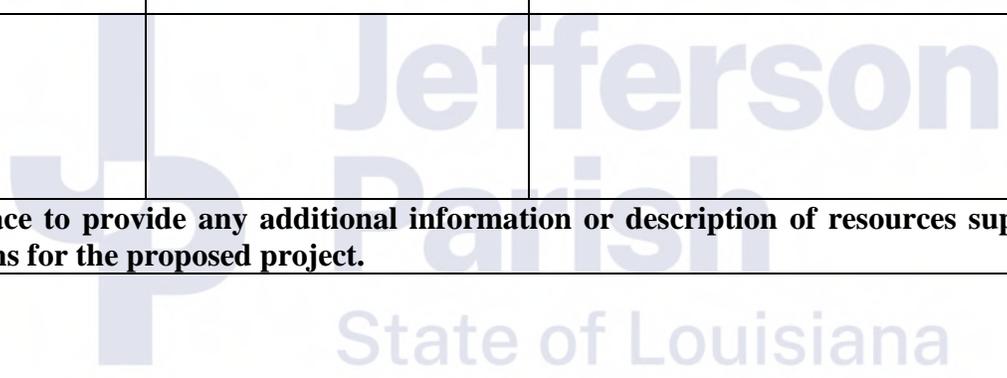
PROJECT NO. 10		
Project Name, Location and Owner's contact information:	Nature of Firm's Responsibility:	
Completion Date (Actual or estimated):	Estimated Cost:	
	Entire Project:	Work for which Firm was Responsible:

TEC Professional Services Questionnaire

M. List all prior and/or on-going litigation between Firm and Jefferson Parish. Please attach additional pages if necessary.

Parties:		Status/Result of Case:
Plaintiff:	Defendant:	
1.		
2.		
3.		
4.		

N. Use this space to provide any additional information or description of resources supporting Firm's qualifications for the proposed project.



O. To the best of my knowledge, the foregoing is an accurate statement of facts.

Signature: _____ **Print Name:** _____

Title: _____ **Date:** _____

Introduction

WSP USA offers 135 years of experience in the planning, design, and construction management of municipal infrastructure projects, traffic engineering and advanced transportation management and intelligent transportation systems (ATMS/ ITS) projects, including roadways and drainage, transit and rail, water, and wastewater projects nationwide. WSP is an industry leader in developing infrastructure solutions for the way we will live in the 21st century.

WSP has strong roots in Louisiana and has experience working on projects for the Louisiana Department of Transportation & Development, New Orleans Regional Planning Commission, Port of New Orleans, and other local public entities, and has team members with relevant experience both in Jefferson Parish and in neighboring Parishes. WSP has recently completed projects in Louisiana, including the Bluebonnet Pump Station design and Bonnabel Blvd. improvement project.

Nationally, our staff of 10,000 provide engineering and multidisciplinary services in a vast array of industry sectors, with a focus on technical excellence and client service. WSP is committed to performing our services in a socially, ethically, and environmentally responsible manner.

We offer expertise in every phase of project delivery, from concept to completion. Our services include strategic consulting, program management, planning, engineering design, construction management, and operations & maintenance. Our clients rely on us to execute projects under every form of project delivery, including design-build and public-private partnerships. We have on-call contracts with cities and counties across the US, which allows us to deliver task orders quickly and efficiently.

We employ the latest technologies and methodologies to develop infrastructure that addresses anticipated demographic, social, and economic changes, and we plan and design infrastructure systems to be resilient to the threats posed by climate change. Our engineers and planners approach municipal infrastructure planning and design to improve the communities in which we live and work, and, wherever possible, we apply the latest concepts in sustainable development to

improve social, economic, and environmental conditions.

We help our clients find the right solutions to their challenges through innovative planning and design, deep knowledge of the federal and local regulatory environments, and strong management of project delivery.

Jefferson Parish's vision for making resiliency part of the complete streets guide is in alignment with a global trend of using streets to improve public health, the environment, and quality of life.

We offer resiliency planning and design services to transform the built environment, restore the natural environment, and help communities withstand weather-related stresses. Our resiliency services are organized into an integrated team of specialists from technical and strategic planning disciplines. We are dedicated to solving flooding issues and building stronger, safer, and more resilient infrastructure to improve communities.

Minimum Qualifications

1. One principal who is a professional engineer who shall be registered as such in Louisiana.

Senior Vice President, Ian Chaney, PE, maintains his Louisiana PE (#0042288) and will serve as the Principal for any work WSP is awarded by Jefferson Parish. He brings 20 years of experience to this team.

2. Professional in charge of the project who is a professional engineer who shall be registered as such in Louisiana with a minimum of five (5) years' experience in the disciplines involved.

Daniel Moss, PE (Louisiana #47153) is an outstanding traffic engineer with 12 years of diverse project experience throughout the state of Louisiana and understands the requirements for design and construction projects within the state. Daniel's experience includes traffic engineering, traffic forecasting, signal design, intelligent transportation system design, and traffic operations. He has served as the Deputy Project Manager and as a lead design engineer for

alternative intersection designs for numerous projects.

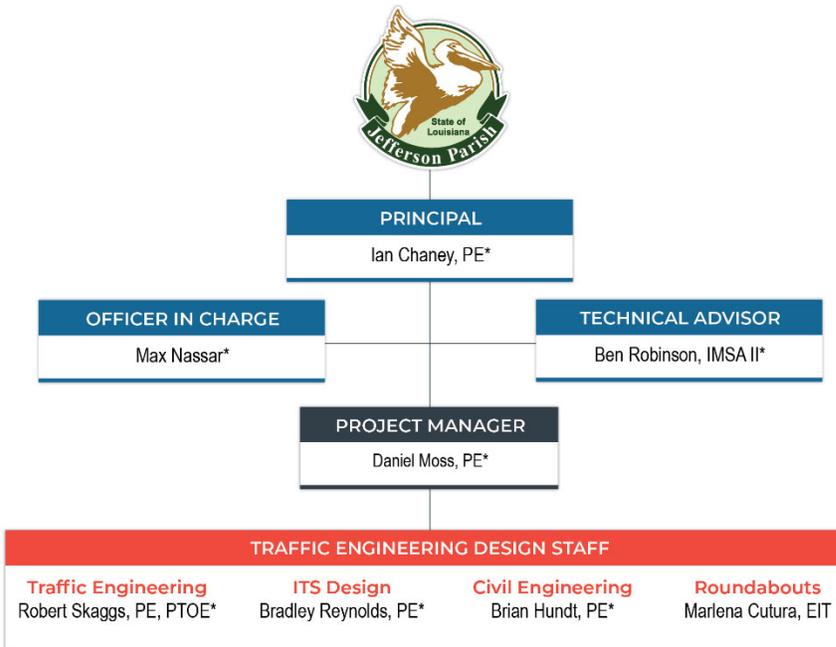
3. One employee who is a professional engineer registered as such in Louisiana in the field or fields of expertise required for the project.

Robert Skaggs, PE (Louisiana #0036407) has more than 27 years of experience managing traffic engineering and intelligent transportation systems design staff on transportation projects throughout the Southeast. His engineering capabilities from transportation system management and operations projects include all types of intelligent transportation systems devices, such as closed-circuit television cameras, dynamic message signs, and vehicle detection.

team to bring value-added services Jefferson Parish. Traffic Engineering requires a delicate balance between the physical demands of a project, the realities of constraints faced by municipalities, and the need for design to recognize the setting of the asset in the environment.

From feasibility studies to planning, design, procurement, construction supervision and post-construction assessments, engineering expertise is required to ensure optimal efficiency and safety, while minimizing costs and environmental impacts. WSP experts work on bringing these benefits to towns and cities every day. Our civil engineering teams apply innovative designs to the delivery of long-term sustainable solutions for construction of new alternative intersections. The team has performed many planning studies, including capacity analysis for new traffic signals, roundabouts, restricted crossing u-turns (RCUTs), diverging diamond interchanges (DDIs) and displaced left turns. The team experience includes taking these alternative intersections from a planning level study to post-construction review.

The scope of our expertise extends to conceptual studies, preliminary engineering and detailed design of rural and urban highways, arterial roads, and neighborhood streets. The team has experience working everything from small signal upgrade projects (including flashing yellow arrow (FYA) upgrades) to full signal rebuild. They can effectively and efficiently integrate new technology into the existing infrastructure of Jefferson Parish, such as CCTVs and DSRC radios.



*Team member has experience working in Jefferson Parish or neighboring Parish

Evaluation Criteria

1. Professional training and experience in relation to the type of work required for the routine engineering services.

Our proposed team is comprised of registered engineers who are qualified to perform work in the state of Louisiana. The team’s combined knowledge of best industry practices and experience providing signal and ITS designs, traffic studies, traffic technical support, and TMC operations allows the

2. Capacity for timely completion of newly assigned work, considering the factors of type of routine engineering task, current unfinished workload, and person or firm’s available professional and support personnel.

WSP has the capacity to complete all tasks assigned under this contract. The experienced individuals identified, resumes provided, have the availability to start work immediately.

WSP prides itself in providing high quality services on time and within our clients’ budgets. Even if there is an aggressive schedule, we can provide

resources quickly to meet demands. With more than 500 professionals located in the firm’s Southeast region, we can staff projects and contracts large and small, simple and complex, at a moment’s notice.

3. Location of the principal office where work will be performed.

WSP’s office is located at 1100 Poydras Street in New Orleans. Most of the work will be performed from this office, located in neighboring Orleans Parish. There could be instances when a subject matter expert is needed, and their work could be performed remotely, but all work will undergo the strict quality control and assurance reviews in our New Orleans office. This ensures that all state and local regulations and requirements are met.

4. Adversarial legal proceedings between the Parish and the person or firm performing professional services.

WSP USA Inc. has had NO legal proceedings with Jefferson Parish.

5. Prior successful completion of projects of the type and nature of routine engineering services, as defined, for which firm has provided verifiable references.

WSP has a portfolio of experience that spans from planning, design, and construction supervision of municipal streets and roadways around the country. Most notably, WSP is currently completing engineering and design services under a statewide contract with the Louisiana Department of Transportation and Development (LADOTD).

Our engineers and planners view transportation infrastructure to improve the communities in which we live and work, and wherever possible we apply the latest concepts in sustainable development to improve social, economic, and environmental conditions.

We help our clients find the right solutions to their challenges through innovative planning and design, deep knowledge of the federal and local regulatory environments, and strong management of project delivery.

Jefferson Parish will benefit from the lessons learned and innovative solutions we bring from similar projects. We have provided verifiable references for each of the projects included in the questionnaire, and we invite you to contact them to learn more about our excellent quality and client service.

6. Size of firm, considering the number of professional and support personnel required to perform the type of routine engineering tasks, including project evaluation, project design, drafting of technical plans, development of technical specifications and construction administration.

Nationally, our staff of 10,000 provide engineering and multidisciplinary services in a variety of industry sectors, with a focus on technical excellence and client service. In New Orleans, we have a team of 21. Our proposed team has extensive experience completing routine engineering tasks, including project evaluation, project design, drafting of technical plans, development of technical specifications and construction administration.

7. Past Performance by person or firm on Parish contracts.

WSP is currently completing work on the Jefferson Parish Bonnabel Blvd. Improvements project. Your proposed project manager, Brian Hundt, PE is serving as the project engineer on the Bonnabel Blvd. project. Additionally, all proposed team members have experience working on projects within Jefferson Parish or in neighboring Parishes. In addition, our Louisiana Area Manager, Max Nassar, will serve as Officer in Charge. Max will ensure that Jefferson Parish receives the highest quality of service and deliverables.

Max is a lifelong resident of Louisiana and will devote his considerable efforts to understanding the challenges faced by the Parish in order to ensure that the very best individuals are assigned to exceed your expectations of our firm.