

NEW ORLEANS REGIONAL TRANSIT AUTHORITY

ALL STATIONS ACCESSIBILITY PROGRAM, ST. CHARLES STREETCAR

Project No. 2023-FL-04
RTP No. 2025-03

Submitted By:

Manning, APC
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New Orleans, LA, 70130-6106
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Primary Contact:

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Director of Architecture
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MAY 5, 2025

May 5, 2025

Ms. Lona Hankins
Chief Executive Officer
New Orleans Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119

**RE: New Orleans Regional Transit Authority
All Stations Accessibility Program St. Charles Streetcar
RTP #2025-03**

Dear Ms. Hankins and Reviewers:

The Regional Transit Authority continues to advance its vision for a better future by improving the rider experience for people of all abilities. As a trusted partner for RTA for over three decades, Manning APC brings institutional knowledge and enthusiasm to the task of creating a fully wheelchair accessible St. Charles streetcar line by 2028. Our expertise aligns strategically with your goals for this project.

Manning led the 2016 St. Charles Streetcar Accessibility Plan. No one has more relevant experience and knowledge than this team.

Manning developed RTA's 2015 Design Guidelines. The guidelines were based on an accessibility study.

Our project manager recently completed the Transfer Hub Programming. Travis Martin has very recent project management experience for RTA that translates into useful working knowledge and relationships for this effort.

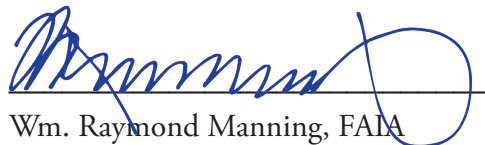
ADAAG and PROWAG expertise. Our in-depth application of these federal standards is critical to the mission.

Community engagement expertise. We understand how to support the engagement exercises and interaction with the public through large-scale community engagement efforts in New Orleans.

Manning is joined by our exceptional team included in the pre-qualification application—Julien Engineering, Infinity Engineering, Dana Brown & Assoc., and Palacio. We've added special expertise from Salas O'Brien, Stantec, and LandSource.

This highly qualified team is ready to begin upon your notification. Thank you for considering our proposal.

Sincerely,
MANNING, APC



Wm. Raymond Manning, FAIA
LEED AP BD+C
Founder/CEO

TABLE OF CONTENTS

CONTRACTOR INFORMATION	1
PROJECT UNDERSTANDING	2
EXPERIENCE	6
PROJECT TEAM	10
PROPOSED PROJECT PLAN	28
HOURLY BILLING RATES	38



CONTRACTOR INFORMATION



MANNING, APC

Architecture/Interior Design/Planning

Clients with complex urban projects rely on Manning, APC to develop a vision for what’s possible, align project goals with stakeholder expectations, and navigate demanding technical issues. Manning has partnered with RTA over thirty-four years on projects ranging from accessibility analyses and planning to architecture and interiors. Through this long-standing partnership, we are deeply familiar with RTA’s procedures, operations, and its facilities encompassing bus, streetcar, and ferry services..

Manning designs solutions, making each client’s goals our own. We are a multi-discipline firm of talented staff members, providing integrated architecture, interior design, and planning with a proven track record and earning national recognition. Within the framework of these disciplines, we offer tailored services that guide a project from the spark of an idea through occupancy. Through our tested process, including meticulous project management and innovative thinking, we develop responsive solutions for each project, realizing each vision.

Understanding the vital role of community-focused design in the life of the community, we collaborate with stakeholders to help shape our designs. We listen carefully to understand the complexities and nuances the design must reconcile. As one client put it:

“Manning’s design responded to the owner’s and stakeholder’s considerations and goals, including the infusion of cultural influences, site security, and environmental sustainability while working within budgetary constraints. The design is successful in achieving the World Bank’s desire for a light, open design, even on the highly secure site.”

-Rita Emina, MNIA, ATO Architects for World Bank Group

PEOPLE IN BUSINESS

30 Employees
40 Years

ADDRESS

650 Poydras Street, Ste. 1250
New Orleans, LA 70130

POINT OF CONTACT

Ryan Bertucci
Project Director
504-412-2000
rmb@manning.xyz

DATE SUBMITTED

May 5, 2025

ARCHITECTURAL LICENSES

23 states, Puerto Rico, DC,
US Virgin Islands

SUCCESSFUL RTA PROJECTS:

- St. Charles Streetcar Accessibility Plan
- Accessibility Survey
- 2015 Design Guidelines
- Mobility Hub Programming
- Streetcar, Convention Center Segment
- Streetcar, Rampart Street Segment
- Downtown Transit Center Analysis
- Riverfront Streetcar Stops

RECOGNITION

- BD&C Giants 400 2023*
- Top 170 Architecture Firm
- Engineering News Record*
- Top 100 Green Design Firm
 - TX and LA Top 250 Design Firm
- Architectural Record*
- Top 250 Design Firms

PROJECT UNDERSTANDING

Manning understands the unique challenges and extraordinary potential of the RTA's All Stations Accessibility Program (ASAP) for the St. Charles Avenue Streetcar—an initiative that not only fulfills the critical ADA compliance commitment but also reaffirms the importance of equitable and inclusive mobility across New Orleans.

We recognize that this project includes a robust design scope involving:

- Accessibility improvements for the 40 transit stop pairs
- Adjustments to platform heights and stop geometry
- Installation of curb ramps and enhancements to pedestrian paths
- Strategic stop consolidation and possible relocations
- Public engagement and coordination with the concurrent Modernization Plan

This project represents an opportunity to address long-standing accessibility barriers on one of the nation's most historic and iconic streetcar lines. As a firm with deep experience in accessibility-focused infrastructure and the RTA system specifically, Manning brings the institutional knowledge and technical expertise to deliver thoughtful and practical designs that meet the community's needs and honor the corridor's historic character.

We are especially familiar with the complexities involved in this project, having led the earlier [Accessibility Study for the St. Charles Streetcar Line](#) for RTA and the [RTA Accessibility Survey](#) that was system-wide and resulted in Transit Facility Guidelines. That work required a careful balance of historic preservation knowledge, modern accessibility standards, and community context—exactly the combination of factors at play in this current scope.

Through this experience and many other RTA projects, accessibility projects, and transit projects, the Manning team is equipped to deliver the expertise needed to meet the project's specific challenges. As New Orleans locals, we bring technical fluency and an understanding of local conditions, priorities, and opportunities. Our familiarity with RTA operations, City permitting processes, and community expectations allows us to design efficiently, responsively, and with the future in mind.

We are well-versed in ADAAG and PROWAG standards, and our team has a strong track record of applying these standards in streetcar and rail environments. Our team also understands the intricacies of working in historic rights-of-way—where thoughtful design and stakeholder coordination are essential to success.

Accessibility Requirement	PROWAG Reference	ADAAG Reference
Boarding Area Requirements:		
Required at transit stops	R308.1	209.22
Minimum 5' parallel and 8' perpendicular to street	R308.1.1.1	810.2.2
Maximum 2% grade perpendicular to street	R308.1.1.2	810.2.4
Generally level, smooth, stable surface	R308.1.3.1	810.2.1
Maximum 1/2" vertical discontinuity (beveled edge required for discontinuity 1/4" to 1/2")	R302.7.2	303
Maximum horizontal opening shall not allow passage of 1.5" dia. sphere, openings perpendicular to travel	R302.7.3	302.3
Connected to street/sidewalk with accessible route	R308.1.3.2	810.2.3
Detectable warning strip minimum 24" x length of transit stop (rail stops only)	R208.1 / R305.1.4	N/A
Shelter Requirements:		
Clear space entirely within shelter, no obstruction of seating areas	R308.2	810.3
Minimum 30" x 48" clear space	R404.3	305.3
Maximum 2% cross slope at clear space	R404.2	305.2
Minimum 5' wide maneuvering area at clear space if confined on 3 sides	R404.7.2	N/A
Clear space must be connected to boarding area by accessible route	R308.2	810.3
Minimum 4' wide accessible route	R302.3	403.5.1
Signage Requirements:		
Bus route identification signs must comply with contrast, case, style, thickness, spacing requirements of ADAAG 703.5.1-703.5.4, 703.5.7, 703.5.8 (and 703.5.5 where practical) Exception: bus schedules / maps not required to comply	N/A	810.4
Access Route Component Requirements:		
Minimum 4' wide sidewalk	R302.3	403.5.1
Maximum 5% running slope, 2% cross slope	R302.5.1 / R302.6	403.3
Maximum 4" protrusion into circulation path for objects 27"-80" above ground (cannot reduce minimum width of accessible route)	R210 / R402.2	307.2 / 307.5
Curb ramps required at street crossings	R304	406
Audible pedestrian signalization for visually impaired	R209	N/A

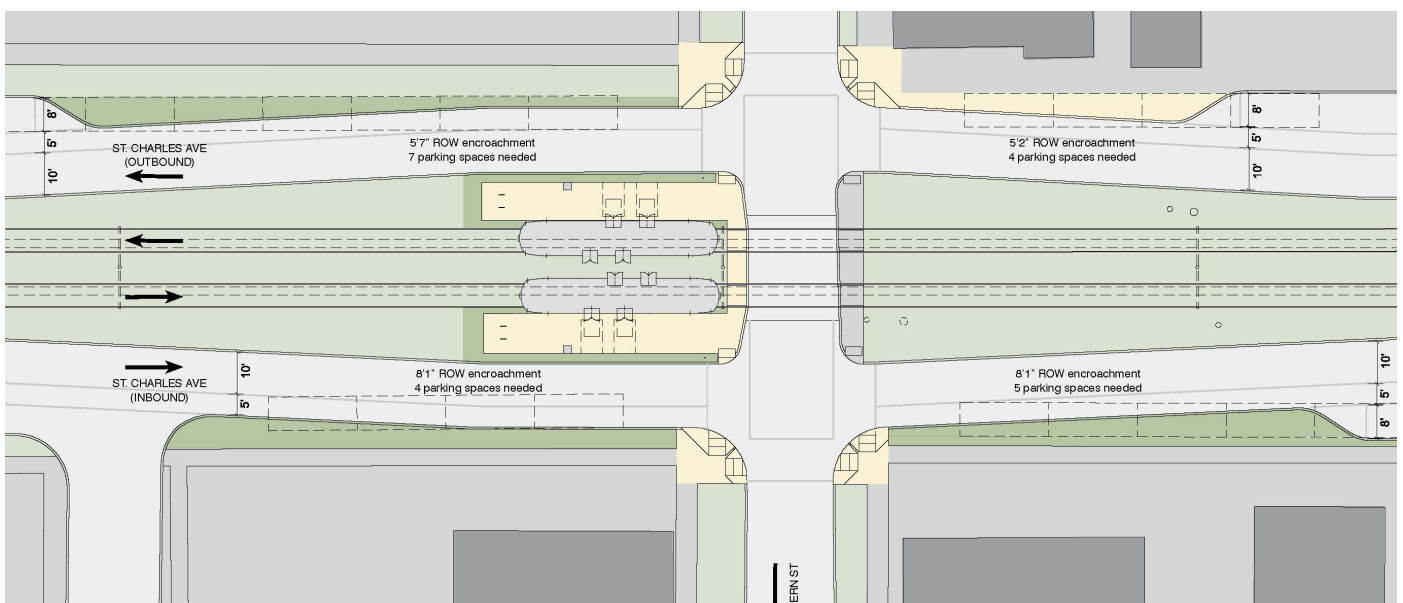
RTA Accessibility Study

ADDRESSING KEY PROJECT CHALLENGES

1. DESIGNING FOR ACCESSIBILITY WITHIN A HISTORIC CORRIDOR

The St. Charles Avenue Streetcar is a National Historic Landmark and one of the world's oldest continuously operating streetcar lines. Making meaningful accessibility improvements—such as platform height changes, widening paths of travel, or adjusting stop geometry—requires solutions that respect the treasured historic context while meeting modern accessibility standards.

Our team has extensive experience working within the historic corridor, including the previous **St. Charles Streetcar Accessibility Study, led by Manning**, which tackled many of the same design challenges. Additionally, our prior RTA Accessibility Survey and Design Guidelines considered these issues and proposed design solutions. We understand how to craft platform and ramp solutions that blend into historic landscapes, satisfy ADA criteria, and earn approval from preservation stakeholders. Our experience includes working with the HDLC and SHPO through historic preservation work that required review approval and funding.



Alternate Stop 8445/295 - Fern St. Phase 3B, RTA Streetcar Accessibility Plan



Morial Convention Center projects, including the realignment of Convention Center Blvd. required coordination with USACE, DOTD, MRBA, Levee Board, Port of New Orleans, Public Belt Railroad, Streets Dept., City Planning Commission, RTA, DEQ, S&WB, and utility companies

2. PHYSICAL CONSTRAINTS OF EXISTING INFRASTRUCTURE

The corridor is lined with mature live oaks, narrow rights-of-way, historic buildings, and uneven sidewalks—all limiting design options. Introducing new curb ramps, platform features, and safe pedestrian pathways within these constraints will require precise surveying, creative engineering, and detailed coordination with City departments and preservation authorities.

Manning's approach combines precision site surveys, early utility coordination, and iterative design studies to identify solutions that minimize impact on natural and built heritage while maximizing user access and safety. Collaboration and regular coordination are required to meet the multi-faceted requirements of authorities having jurisdiction, utility companies, and stakeholders. Our experience with similar projects and other significant efforts in the City have prepared us for aligning solutions with regulatory, historic, community and funder requirements.

3. COORDINATING WITH A SIMULTANEOUS MODERNIZATION EFFORT

Because this accessibility project will parallel a broader streetcar system modernization study, the design team must ensure that short-term improvements align with long-term transit goals. Active collaboration with the Modernization Consultant is essential to avoid conflicts in platform standards, technology integration, and operational strategies.

Our project management plan includes structured coordination with the selected Modernization Consultant to ensure consistency in design features, technology readiness, and strategic placement of infrastructure upgrades. We anticipate potential shared workshops, plan reviews, and milestone alignments to streamline efforts.

4. STOP CONSOLIDATION AND RELOCATION

Identifying which stops to consolidate or shift (e.g., from near-side to far-side) involves careful data analysis, traffic modeling, and public input. The potential impacts on service efficiency, pedestrian safety, neighborhood character, and community access must be balanced through an inclusive, transparent planning process.

Manning approaches this work with a mix of data-driven transit planning, traffic analysis, field validation, and public engagement support. Our architects, planners, and engineers will work hand-in-hand with RTA to evaluate operational benefits, walkability impacts, and equity considerations, ensuring that consolidation and relocation decisions support efficiency and accessibility.

5. MANAGING PUBLIC OUTREACH AND STAKEHOLDER EXPECTATIONS

Accessibility upgrades—especially when paired with stop consolidation—will likely raise concerns among residents, businesses, and advocacy groups. The project demands thoughtful engagement, especially from groups representing people with disabilities, preservation advocates, and neighborhood associations, to build trust and support for design decisions.

The Manning team will support RTA with data and documentation, providing clear visualizations of design

concepts to ensure valuable community input is obtained. Our project leaders are experienced with community engagement in New Orleans, and specifically concerning planning for community infrastructure needs.



Project manager Travis Martin leading community engagement at Gallier Hall

6. NAVIGATING A MULTI-PHASE IMPLEMENTATION TIMELINE

With design, bid, and construction phases spanning over two years, there's a need for consistent project leadership, document continuity, and robust construction administration to ensure that the final built product aligns with expectations throughout the process.

The Manning Team will work closely with RTA and stakeholders to determine an appropriate phasing plan and project schedule. The phasing plan will consider temporary stops and routes to keep the streetcar line operational during construction while delivering within project goals for schedule and budget. Of primary importance, we will address phasing options with the community through carefully crafted maps and informational diagrams and support RTA's community outreach efforts.

7. COMPLIANCE WITH LAYERED REGULATORY REQUIREMENTS

This project falls under federal funding via the FTA, which invokes multiple regulatory layers—including ADA, NEPA, Section 106 for historic properties, and FTA Circulars.

Manning's understanding of these processes will be critical in preparing documentation, navigating approvals, and avoiding costly delays. We'll coordinate closely with FTA, SHPO, HDLC, and local regulatory bodies to ensure timely documentation, proactive review cycles, and comprehensive regulatory alignment—avoiding delays and protecting funding streams.

We are excited by the opportunity to support the RTA in delivering a fully accessible St. Charles Streetcar line by 2028—an achievement that will stand as a national model for how legacy transit systems can evolve to meet 21st-century standards of equity, performance, and design excellence.

EXPERIENCE



ST. CHARLES STREETCAR ACCESSIBILITY PLAN

NEW ORLEANS, LA

Manning prepared the St. Charles Streetcar Accessibility Plan to address Americans with Disabilities Act Accessibility Guidelines (ADAAG) and Public Right Of Way Accessibility Guidelines (PROWAG) compliance strategies for the historic streetcar line. The plan developed a program for implementation that included the design of six templates representative of the conditions along the St. Charles line and estimates for completing the work at each stop. Alternate designs for specific conditions were also generated to accommodate conditions such as conflicts between wheelchair boarding and street parking in specific locations. Each stop along the line was identified with a corresponding template design.

Our work included a safety analysis that informed the template designs, a traffic analysis, a phasing plan, cost estimates, and parking requirements. Key characteristics that influenced the designs included nearside and farside locations, neutral ground width, signalization, crosswalk conditions, and existing stop configuration.

MANNING
Architecture | Interiors | Planning

**New Orleans Regional
Transit Authority**

2016

Reference:

Dwight Norton
Chief Planning & Capital
Projects Officer
dnorton@rtaforward.org
504-827-8336

RTA ACCESSIBILITY STUDY & DESIGN GUIDELINES

Manning, in association with GCR, was tasked by the RTA to survey all transit stops for compliance with the Americans with Disabilities Accessibility Guidelines (ADAAG). Manning also provided an implementation timeline, with cost estimates, and the **Transit Facility Design Guidelines** document for the RTA to use as a tool for upgrading its stops. This document incorporates best practices found in **ADAAG** as well as the Public Rights-of-Way Accessibility Guidelines (**PROWAG**).

Reference: Dwight Norton, Chief Planning & Capital Projects Officer, dnorton@rtaforward.org, 504-827-8336



DILLARD ADA ASSESSMENT

Manning assessed the facilities on Dillard University's 55-acre campus for Americans with Disabilities Accessibility Guidelines (**ADAAG**) compliance. The expansive project included developing a plan for the campus that includes **historic buildings**. Manning developed an implementation plan with project descriptions, a phasing plan, and estimated construction costs. The plan was implemented through Manning's design and construction administration program.

Reference: Brandi B. Breaud, Capital Projects Contract Specialist, Dillard University, bbreaud@dillard.edu, 504-816-4763



DILLARD ADA IMPLEMENTATION

The objective of this project was to bring Dillard's entire campus into compliance with the **Americans with Disabilities Act**. The scope of work encompassed both interior and exterior improvements, and included an **accessible campus-wide circulation network**, installation of accessible ramps at **historic buildings**, and interior enhancements to ensure access to building amenities for all.

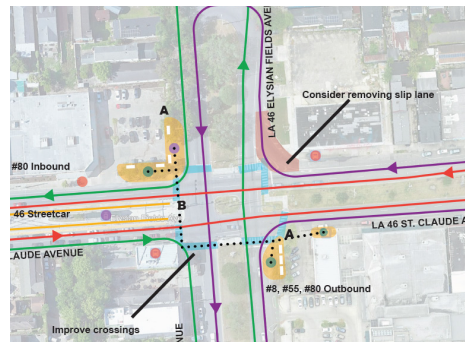
Reference: Brandi B. Breaud, Capital Projects Contract Specialist, Dillard University, bbreaud@dillard.edu, 504-816-4763



RTA TRANSFER HUB PROGRAMMING

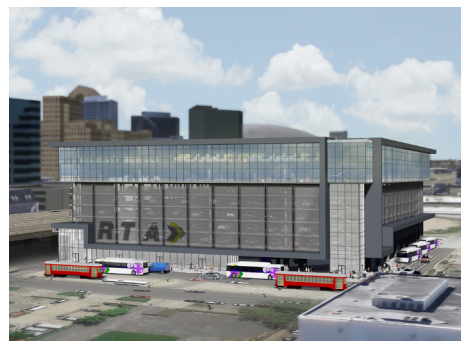
Manning worked alongside RTA to craft a vision for the future of mobility hub bus stops, streetcar stops and ferry terminal and service throughout the New Orleans area transit system. Our work establishes guidelines for amenities for bus stops and design best practices, including typologies. The programming for transit hubs are based on **site assessments, bus rider and operator surveys**, crash mapping, precedent analysis, ridership data, schedules, and layover capacities. We also considered user needs, amenities, renewable energy, and water management strategies integrated into the current infrastructure, meeting **FTA environmental requirements**.

Reference: Dwight Norton, Chief Planning & Capital Projects Officer, dnorton@rtaforward.org, 504-827-8336



RTA DOWNTOWN TRANSIT CENTER FEASIBILITY STUDY

Manning served as a consultant to Parsons Brinckerhoff in a feasibility study for a possible transit center in Downtown New Orleans. The study included extensive examination of more than a dozen potential sites for the transit center. In this evaluation, factors such as land ownership, level of ridership, capacity for buses, proximity to **streetcar stops and local community expectations** are some of the many considerations. Being able to understand and evaluate external circumstances while surpassing the owner's expectations is a distinguishing factor of Manning.



Reference: Dwight Norton, Chief Planning & Capital Projects Officer, dnorton@rtaforward.org, 504-827-8336

DART ORANGE LINE EXTENSION

Manning designed the six passenger stations for DART's Orange Line extension. Additionally, the firm coordinated public art and neighborhood components into the designs and administered a **community engagement plan**. The passenger stations are the most publicly visible part of the light rail system, and the projects entailed developing designs meant to engage riders while meeting the exacting standards of the client and the engineering system requirements of the line.



The extension addresses the needs of the growing residential and commercial populations of Irving, Texas and connects them to the extensive Dallas Area Rapid Transit network of light rail service. The extension serves 12,500 riders daily and contributes to a system-wide total increased daily ridership of 33,000 people. The extension of the Orange Line also provided a much needed connection from the downtown area to the Dallas/Fort Worth International Airport, making DART the largest light-rail operator in the United States, with 90 miles of track.

Reference: Peter Smoluchowski, Project Manager, peter.smoluchowski@parsons.com, 212-266-8522

RTA RIVERFRONT STREETCAR STATIONS

The Riverfront Streetcar Line created a vital transportation system along the Mississippi River. The design for the 12 stops that form the Riverfront Streetcar Line is the result of a **collaboration among artists, designers, engineers, developers, and government and regulatory agencies**. These freestanding structures are inspired by the nineteenth century shed wharves which once lined the Mississippi River. Symbolic sculptures designed by local artists Thomas Mann and Robert Tannen are incorporated the pediments of many of the stations.



Reference: Dwight Norton, Chief Planning & Capital Projects Officer, dnorton@rtaforward.org, 504-827-8336

BATON ROUGE TO NEW ORLEANS RAIL STUDY

Manning partnered with HNTB to create a strategic business plan for the implementation of intercity passenger rail service between Baton Rouge and New Orleans. The plan addresses ensuring station locations are in close proximity to diverse residential and non-residential land uses, provide direct access to regional and local amenities, maximize connectivity within the existing street grid, connect to greenway systems, and provide opportunities for place-making and community building.

Reference: Robert Hosack, Project Manager, HNTB, rhosack@hntb.com, 225-368-2800



MOVEBR

Stantec was selected as Program Manager of the MOVEBR Program overseeing a group of projects to enhance community access to roadway corridors through improvement pedestrian, bicycle, and transit facilities throughout East Baton Rouge Parish, Louisiana. One project included in Stantec's oversight is the Plank-Nicholson Bus Rapid Transit project. Stantec coordinated agency reviews of the BRT route design, station layouts, and transit signal priority upgrades.

Reference: Tom Stephens, Chief Design and Construction Engineer, East Baton Rouge City Parish Department of Public Works, TStephens@brgov.com, 225-389-3186



MCCNO TRAFFIC OPERATIONS PLAN

Stantec provided operational guidance for the use of the MCCNO Transportation Center, a multi-modal transportation facility that allows for bus and shuttle drop-off and pick-up activities to occur in a centralized location on Convention Center Boulevard. The plan covered daily operations, event operations, communications, and staffing requirements. Various levels of operations were outlined and exhibits developed to provide examples of how the Transportation Center could be utilized. The planning process included outreach to identified stakeholders such as City agencies, shuttle companies, and mapping companies.

Reference: Tim Hemphill, Chief Communications Officer, MCCNO, themphill@mccno.com, 504-582-3023



RIVER DISTRICT

Stantec performed a traffic study for a new 45-acre mixed-use neighborhood development in downtown New Orleans. The development includes construction of new streets to tie into the existing street grid, including both local and state-maintained facilities. The traffic study focuses on the developer's intent to grow the site as a transit-oriented development. Key design features include enhanced sidewalks and transit facilities within the development, as well as dedicated space for BRT operations and potential future streetcar expansions.

Reference: Todd James, Director of Strategic Planning, Broadmoor, LLC, tjames@broadmoorllc.com, 504-250-8830



PROJECT TEAM

ORGANIZATIONAL CHART



Wm. Raymond Manning, FAIA
Strategic Oversight

Ryan Bertucci, AIA
Project Director

Travis Martin, AICP
PM/Community Engagement

Charles Luquet, NCARB
QAQC/Construction Administration

Danielle Dean, IIDA
Sr. Designer

Brendan Mott, MURP
Planner

Joshua Nichols, Assoc. AIA
Survey and Design

Kelly O'Connor
Survey and Design

Oscar Almengor, Assoc. AIA
Survey and Design



Civil/Structural Engineering

Kerwin Julien Sr., PE
Lead Civil/Structural Engineer

James Green, PE
Civil/Structural Engineer

Arthur Malbroue, PE
Civil Engineer / Infrastructure Utilities



MEP Engineering

John C. Lawrence, P.E.
Electrical Engineering Lead

Matthew E. Torres, P.E.
Electrical Project Engineer

Laura E. Kelly, P.E.
Mechanical Project Senior Engineer

Stephen Gholston, P.E.
Mechanical Project Engineer



Low-Voltage and Lighting

Craig Hebert, P.E.
Lead Electrical Engineer

Landon Kinler, EIT
Electrical Engineer PM

Adam Levine, P.E.
Sr. Electrical Engineer

Diego Solorio, RCDD, CTS
Technology Lead



Landscape Architecture

Dana Nunez Brown
Principal Landscape Architect

Ryan Clark
Landscape Architect



Traffic Study

Joey Lefant, P.E.
Traffic Engineer

Joseph Barker, P.E.
Traffic Engineer

Joe Cains, P.E.
Roadway Engineer



Land Survey

David L. Patterson, PLS
Lead Land Surveyor

Michael C. Pitre, CST
Survey Coordinator

Scott L. Patterson, PLS
Project Manager



Cost Estimating

Justin Landry
Lead Cost Manager

Once awarded, we will assign the indicated staff and ensure that they are dedicated to this project and available as needed. An important element of our work plan is the continuity of staff through each phase, ensuring that goals, information, strategies, and decisions are consistent throughout the project's duration. We will assign Manning team members with special expertise in addition to those included in the pre-qualification application to best address the specific scope anticipated for this project. These additional team members will perform the work indicated herein and will not be substituted with other personnel or reassigned to other projects without RTA's prior approval. Added team members include project manager, Travis Martin, who recently led RTA's Transfer Hub Programming; Brendan Mott, who supported the Transfer Hub Programming effort; Danielle Dean, who will provide renderings and design support, and our survey and documentation team - Kelly O'Connor, Oscar Almengor, and Josh Nichols.

Julien Engineering & Consulting, Inc. has added Arthur Malbroue to their key personnel team. Infinity Engineering Consultants has added John C. Lawrence, Matthew E. Torres, and Stephen Gholston to their key personnel team. Dana Brown & Associates, Inc. has added Ry'an Clark to their key personnel team. We have also added Salas O'Brien for low-voltage and lighting, Stantec for Traffic Study, and LandSource for surveying. These well regarded firms add special capabilities. Resumes for their staff follow. These additional team members will perform the work indicated herein and will not be substituted with other personnel or reassigned to other projects without RTA's prior approval. These team members will perform the work indicated and will not be substituted with other personnel or reassigned to other projects without RTA's prior approval.

Why Choose Us

1

Led the 2016 St. Charles Streetcar Accessibility Plan

2

Developed the 2015 Design Guidelines

3

A project manager you know and trust for successful delivery

4

Over 3 decades of working with RTA

5

A complete team with experience together

6

ADAAG and PROWAG expertise

7

Community engagement expertise

Key Individuals	Role/Title	Description of Responsibilities
Manning, APC		
Wm. Raymond Manning, FAIA	Strategic Oversight	Ray Manning will review the project’s progress and ensure resources are available. He is also available for client communications at any time.
Ryan Bertucci, AIA	Project Director	Ryan Bertucci is experienced with transit design and Transit Oriented Development projects. He will lead the team with emphasis on architectural design and owner relations.
Travis Martin, AICP	PM/Community Engagement	Travis Martin will leverage recent project management experience working with RTA , an extensive municipal/regulatory agency experience in New Orleans, and expertise with large-scale community engagement to lead team efforts, including management of subconsultants.
Charles Luquet, NCARB	QA/QC/Construction Administrator	Charles Luquet is Manning’s Director of Construction. He will lead QA/QC and Construction Administration services.
Danielle Dean, IIDA	Sr. Designer	Danielle Dean will support design efforts and is responsible for renderings.
Brendan Mott, MURP	Planner	Brendan Mott will support all phases of the project and lends planning knowledge and GIS expertise.
Joshua Nichols, Assoc. AIA	Survey and Design	Josh Nichols brings expertise in existing conditions surveys and document and will additionally support the development of the project documents.
Kelly O’Connor	Survey and Design	Kelly O’Connor brings expertise in existing conditions surveys and document and will additionally support the development of the project documents.
Oscar Almengor, Assoc. AIA	Survey and Design	Oscar Almengor brings expertise in existing conditions surveys and document and will additionally support the development of the project documents.
Julien Engineering & Consulting, Inc.		
Kerwin Julien, Sr., P.E.	Lead Civil/Structural Engineer	As the principal-in-charge, Mr. Julien will oversee all civil and structural design and construction administration throughout the project.
James Green, P.E.	Civil/Structural Engineer	For this project, as the lead project manager, Mr. Green will be closely involved in the design and analysis of any necessary structural engineering services required.
Arthur Malbroue, P.E.	Civil Engineer/Infrastructure Utilities	For this project, as project engineer, Mr. Malbroue will be involved in the design and analysis of any necessary civil and stormwater engineering services required.
Infinity Engineering Consultants, LLC.		
John C. Lawrence, P.E.	Electrical Engineering Lead	Mr. Lawrence is an experienced engineer and project manager with over 35 years of experience in the development of plans and specifications for commercial, industrial, and municipal electrical engineering assignments. His experience on this project will be to develop the electrical scope for the programming phase and lead the MEP team.
Matthew E. Torres, P.E.	Electrical Project Engineer	Mr. Torres is a licensed electrical engineer with experience in developing detailed designs for commercial and municipal electrical projects. His role on this project will be to develop the electrical scope for the programming phase of the project.
Laura E. Kelly, P.E.	Mechanical Project Senior Engineer	Ms. Kelly is a licensed mechanical engineer with over 15 years of experience in developing detailed designs for mechanical engineering projects. Her role on this project will be to develop the plumbing scope of for the programming phase of the project.
Stephen Gholston, P.E.	Mechanical Project Engineer	Mr. Gholston is a licensed mechanical engineer with over 25 years of experience in developing plans and specifications for commercial HVAC and Plumbing projects. His role on this project will be to develop the HVAC and Plumbing scope of for the programming phase of the project.
Salas O’Brien		
Craig Hebert, PE	Lead Electrical Engineer	Craig will serve as the Project Manager/ Principal in Charge. He will oversee the entire project(s) and coordinate contract requirements, design schedule and manpower. Craig will provide final review of the design documentation and deliverables to the Owner.
Landon Kinler, EIT	Electrical Engineering Project Manager	Landon will serve as the Project Manager. He will manage all aspects of the project(s), working very closely with the design team and Owner. Landon will be hands-on for all RTA projects.
Adam Levine, PE	Sr. Electrical Engineer	Adam will serve as the Electrical Project Engineer II. He will oversee all electrical systems design and production.
Diego Solorio, RCDD, CTS	Technology Lead	Diego will serve as the Director of Technology Design. Diego will oversee all Technology systems design and production.
Dana Brown & Associates, Inc.		
Dana Nunez Brown	Principal Landscape Architect	Dana Nunez Brown would serve as DBA Principal-in-Charge and would collaborate with Manning on overall analysis and developing strategies to improve accessibility.
Ry’an Clark	Landscape Architect	Ry’yan Clark would serve as the DBA Project Manager and would collaborate with Manning on detailed analysis and would prepare landscape design.
Stantec		
Joey Lefante, PE, PTOE	Traffic Engineer	Joey Lefante will be the primary point of contact for Stantec. He will guide the traffic engineering services with his understanding of the latest ADA and MUTCD standards.
Joseph Barker, PE, PTOE	Traffic Engineer	Joseph Barker will be the traffic analysis lead. He is well-versed in traffic analysis methods and applicable softwares. His complete streets experience informs the selection of context-appropriate solutions.
Joe Cains, PE	Roadway Engineer	Joe Cains is an experienced roadway design engineer with a wealth of experience in projects employing ADA sidewalk design and curbside management. His insight will provide RTA with greater flexibility for station design decisions such as sightlines, right of way, and crosswalks, and ADA ramps.
LandSource		
David L. Patterson, PLS	Lead Land Surveyor	As Lead Land Surveyor, David will oversee surveying operations to determine land boundaries or right-of-way lines and ensure compliance with regulations and standards.
Michael C. Pitre, CST	Survey Coordinator	As Survey Coordinator, Mike will be responsible for planning, organizing, and managing day-to-day survey activities to ensure accurate and timely data collection. Key duties include coordinating field crews, scheduling survey work, ensuring compliance with project specifications, and reviewing data for quality control.
Scott L. Patterson, PLS	Project Manager	As Project Manager, Scott will oversee the planning, execution, and completion of all survey-related activities for the project. This also includes coordinating with the client, resolving any issues that arise during the project, and reviewing all deliverables.
Palacio Collaborative		
Justin Landry	Lead Cost Manager	Justin Landry will work with the Project Team (Owner, Design Team and Consultants) in ongoing budget planning and cost control efforts throughout the design process to provide cost estimates in conformance with State and Local requirements. Palacio Collaborative has weekly reconciliation meetings with various contractors across a multitude of projects affording continuous assessments of overall market trends, local conditions, labor and material availability, so factors which may adversely affect a specific design can be readily isolated and corrective action taken.

TRAVIS L. MARTIN, AICP



Travis has in-depth planning experience in the non-profit and public sectors and has worked as a city planner in Houston and New Orleans. His expertise covers a full range with a special interest in land use, comprehensive planning, transportation, pedestrian and bicycle planning, urban design, and stormwater management. He is adept at funding sourcing, project management, compliance, and community engagement. Travis recently completed the Transfer Hub Programming for RTA that included the development of design typologies influenced by driver and rider interviews. He has experience with large-scale community engagement, including public outreach for the city-wide Monroe Community Centers project and the New Orleans Downtown Development District Parks and Open Space Plan. As a former New Orleans City Planner, he has a unique understanding of the city's regulatory environment and processes.

MANNING

Architecture | Interiors | Planning

YEARS IN INDUSTRY:
13

YEARS WITH FIRM:
4

PROJECT MANAGER, COMMUNITY ENGAGEMENT

EDUCATION

Master of Urban & Regional Planning, University of New Orleans, 2012

Bachelor of Arts, History & Spanish, California State University Long Beach, 2008

AFFILIATIONS

American Planning Association (APA)

PROJECT EXPERIENCE

Regional Transit Authority

Facility Assessment
Transfer Hub Programming

Downtown Development District of New Orleans

Parks and Open Space Cultural Activation Plan

New Orleans Aviation Board

MSY On-Call Architecture

City of Baton Rouge and Parish of East Baton Rouge

MovEBR Project Management

Louisiana Department of Transportation Development

Weigh Station Assessment and Rehabilitation

City of Monroe

City-Wide Community Center Visioning Plan

Capital Area Transit System

CATS BRT Transfer Facility

Dillard University

Vision Plan 2050

DANIELLE DEAN, IIDA

WELL AP



Danielle Dean is a WELL Accredited Professional, signifying her deep interest in human health and wellness in the built environment. Her knowledge of WELL Building Standards supports Manning's commitment to wellness through all our projects. Her interest in environmental sustainability further supports Manning's sustainability goals, aligning with the AIA's challenge to design for net zero emissions in the built environment by 2030. With a minor in Architectural History, she is a student of the impacts of design within historic context. She is an accomplished design visualization artist and will develop project renderings.

MANNING

Architecture | Interiors | Planning

YEARS IN INDUSTRY:
8

YEARS WITH FIRM:
2

SR. DESIGNER

EDUCATION

Bachelor of Fine Arts, Interior Design, Savannah College of Art and Design, 2017

LICENSES & CERTIFICATIONS

Interior Design - GA ID001028

AFFILIATIONS

International Interior Design Association (IIDA)

PROJECT EXPERIENCE

Dallas/Fort Worth International Airport

- Terminal D Sprinkler
- Terminal E In-Fill
- Terminal E Swap
- Terminal D Small Projects
- Terminal Exit Lane Program, Phase 2
- Terminal B Back of House Restrooms
- Terminal B Back of House Restroom Planning Services

Downtown Development District of New Orleans

- Parks and Open Space Cultural Activation Plan

New Orleans Aviation Board

- MSY On-Call Architecture

Onsite Retailers

- Estée Lauder Retail Store

Children's Health UT Southwestern Medical Center

- HKS
- Children's Health Pediatric Campus

Louisiana Community & Technical College System

- Delgado Culinary and Workforce Development

Southern University and A&M College Southern University System

- SUBR STEM Complex

BRENDAN D. MOTT, MURP



Brendan Mott is a dedicated urban planner at Manning, committed to sustainable design and inclusivity. His keen attention to detail and expertise in project coordination keep our planning projects running smoothly from concept through completion. With a focus on aligning client and community objectives, Brendan works collaboratively to create urban environments that enhance the well-being of their inhabitants. He brings proficiency in GIS mapping, community engagement, research, and comprehensive project delivery.

Brendan's passion for integrating technical precision with innovative design strengthens Manning's multidisciplinary approach.

MANNING

Architecture | Interiors | Planning

YEARS IN INDUSTRY:
2

YEARS WITH FIRM:
2

PLANNER

EDUCATION

Master of Urban & Regional Planning, University of New Orleans, 2024

Bachelor of Science, Planning & Urban Studies, University of New Orleans, 2022

AFFILIATIONS

American Planning Association (APA)

PROJECT EXPERIENCE

Downtown Development District of New Orleans
Parks and Open Space Cultural Activation Plan

Louisiana Department of Transportation Development
Weigh Station Assessment and Rehabilitation

City of Baton Rouge and Parish of East Baton Rouge
MovEBR Project Management

New Orleans Aviation Board
MSY On-Call Architecture

Regional Transit Authority
Transfer Hub Programming

Dillard University
Master Plan

Dallas Independent School District
Vacant Surplus Property Strategy

Housing Authority of Jefferson Parish
Acre Road Demolition

Orleans Parish School Board
Program Management

JOSHUA NICHOLS, ASSOC. AIA



Inspired by the design possibilities afforded by digital applications, Joshua Nichols leans in to current and emerging technologies. His experience with 3D scanning and digital modeling has been valuable in a range of contexts, including facility assessments, enhancing accuracy in construction documents, and heightening the client's ability to experience designs. With advanced proficiency with computer programs that bring designs to life, he adds value to each project through his expertise and ongoing curiosity. Joshua's dedication to thoroughness and clear documentation in the field has greatly assisted our clients in the construction phase.

MANNING

Architecture | Interiors | Planning

YEARS IN INDUSTRY:

5

YEARS WITH FIRM:

4

SURVEY AND DESIGN

EDUCATION

Bachelor of Architecture, Louisiana State University, 2020

AFFILIATIONS

American Institute of Architects (AIA)

PROJECT EXPERIENCE

Regional Transit Authority

Transfer Hub Programming

Louisiana Department of Transportation Development

Weigh Station Assessment and Rehabilitation

Northlake Behavioral System

Facility Assessments

City of Monroe

City-Wide Community Center Visioning Plan

New Orleans Aviation Board

MSY On-Call Architecture

Urban League of Louisiana

Facility Assessment

Louisiana Community & Technical College System

BRCC Nursing and Allied Health

Dillard University

Master Plan

Jefferson Parish School Board

Collins Elementary School

Higgins High School

Dallas Independent School District

Martha Turner Reilly Elementary School

KELLY B. O'CONNOR



A broad range of experiences deepens Kelly O'Connor's architectural abilities. In addition to his Master of Architecture degree, Kelly has degrees in industrial design and architecture construction technology. He has worked as an architectural designer, retail general manager, graphic designer, and carpenter, influencing his view of architecture and offering a holistic perspective. Collaborative and organized, Kelly can be relied on to keep tasks on track, and his dedication means that he delivers one hundred percent every time. His special skills include hand and digital renderings, helping to visualize what's possible for projects. Architecture's balance of creativity and technology inspires Kelly.

MANNING

Architecture | Interiors | Planning

YEARS IN INDUSTRY:
14

YEARS WITH FIRM:
3

SURVEY AND DESIGN

EDUCATION

Master of Architecture, Louisiana State University, 2021

Associate of Applied Studies, Delgado Community College, 2016

Bachelor of Science, Industrial Design, Art Institute of Fort Lauderdale Florida, 2011

PROJECT EXPERIENCE

Dallas/Fort Worth International Airport

Terminal D Sprinkler
Terminal E In-Fill
Terminal E Swap

Dillard University

Vision Plan 2050

Louisiana Department of Transportation Development

Weigh Station Assessment and Rehabilitation

New Orleans Aviation Board

MSY On-Call Architecture

City of Baker School Board

Baker High School

Housing Authority of Jefferson Parish

Acre Road Demolition

Southern University and A&M College Southern University System

SUBR STEM Complex

Children's Health UT Southwestern Medical Center

HKS

Children's Health Pediatric Campus

Xavier University of Louisiana

Residence Hall

OSCAR ALMENGOR, ASSOC. AIA



Through his studies at Louisiana State University, Oscar gained a passion for tackling city and community issues from an urban planning and design perspective. Complementing his growing interest in urban planning and architecture, work experience at the urban planning firm CPEX exposed him to the importance of community outreach and engagement and led to a belief that design at any scale — architecture, interiors, or planning — should be in service to those who inhabit the space. He is committed to design that creates a symbiotic relationship between architecture, urban fabric, and people. Manning's drive to help communities prosper through collaboration and design drew him to the firm.

MANNING

Architecture | Interiors | Planning

YEARS IN INDUSTRY:

7

YEARS WITH FIRM:

3

SURVEY AND DESIGN

EDUCATION

Bachelor of Architecture, Louisiana State University, 2020

AFFILIATIONS

American Institute of Architects (AIA)

PROJECT EXPERIENCE

Dallas/Fort Worth International Airport

Terminal D Sprinkler

Terminal E In-Fill

Dillard University

Vision Plan 2050

New Orleans Aviation Board

MSY On-Call Architecture

North Campus Programming

Bernhard

LSU Mechanical Building

Louisiana Community & Technical College System

BRCC Nursing and Allied Health

Delgado Nursing and Allied Health

Delgado Culinary and Workforce Development

World Bank Nigeria

ATO Abuja World Bank Administration Campus

Housing Authority of Jefferson Parish

Acre Road Demolition

Jefferson Parish

COVID Memorial Trail

Orleans Parish School Board

Program Management

ARTHUR MALBROUE, III, P.E.



CIVIL ENGINEER



EDUCATION:

Bachelor of Science in Civil Engineering,
University of New Orleans, 2012

LICENSES & CERTIFICATIONS:

Civil Engineer - Louisiana No. 32369

AFFILIATIONS:

American Society of Civil Engineers
National Society of Civil Engineers

PROJECT EXPERIENCE:

City of New Orleans / City Park

Eskew + Dumez + Ripple
New Orleans Museum of Art
Renovations, 2018

LCTCS Facilities Corporation

Manning Architects + Michell
Architects (JV)
Delgado Nursing and Allied Health,
2023

State of Louisiana

Trahan Architects
Caesar's Superdome Capital
Improvement, 2024

JOHN LAWRENCE, P.E.



ELECTRICAL ENGINEERING LEAD

YEARS IN INDUSTRY: 35

YEARS WITH FIRM: 2



EDUCATION:

Bachelor of Science, Electrical
Engineering, University of New Orleans,
1990

LICENSES & CERTIFICATIONS:

Professional Engineer

Louisiana No. 27941

Mississippi No. 13880

Florida No. 82762

Georgia No. 031022

AFFILIATIONS:

Louisiana Engineering Society

PROJECT EXPERIENCE:

City of Baton Rouge

Jones Creek Road Greenfield Street
Lighting, Current

Jefferson Parish Government

Metairie Road Street Lighting
Improvements, Current

City of Harahan

Colony Place Street Lighting, Current

Sewerage & Water Board

West Power Complex High Voltage
Electrical Distribution, 2025

MATTHEW TORRES, P.E.



ELECTRICAL PROJECT ENGINEER

YEARS IN INDUSTRY: 7

YEARS WITH FIRM: 2



EDUCATION:

Bachelor of Science, Electrical Engineering, Louisiana State University, 2017

LICENSES & CERTIFICATIONS:

Louisiana No. 47208

Texas No. 145896

AFFILIATIONS:

Louisiana Engineering Society

PROJECT EXPERIENCE:

City of Baton Rouge

Lincoln Beach Redevelopment
Electrical Power Systems, Current

Jefferson Parish Government

Bainbridge Canal Closure & Roadway
Lighting Improvements, 2025

Lafourche Basin Levee District

Upper Barataria Risk Reduction Barge
Electrical Systems, Current

St. Charles Parish Public Schools

JB Martin Middle School Elevator
Addition, 2024

STEPHEN GHOLSTON, P.E.



MECHANICAL PROJECT ENGINEER

YEARS IN INDUSTRY: 25

YEARS WITH FIRM: 3



EDUCATION:

Bachelor of Science, Mechanical Engineering, Louisiana State University, 2000

LICENSES & CERTIFICATIONS:

Louisiana No. 41257

PROJECT EXPERIENCE:

Orleans Parish School Board

Scaumburg Elementary School
Chillers Replacement, Current

St. Augustine High School

Historic Building HVAC and Plumbing
Improvements, 2024

St. Charles Parish Public Schools

JB Martin Middle School Elevator
Addition, 2024

Orleans Parish School Board

Ellis Marsalis Middle School Boilers
Replacement, Current



PEOPLE	IN BUSINESS
46	50
Employees	Years

SERVICES

- MEP/FP, Technology
- Acoustics
- Commissioning
- Structural, Civil
- Interiors
- Energy & resiliency
- Sustainability
- Geothermal & Renewables
- Resource efficiency management
- Digital & automation
- Building envelope
- Building science
- Litigation support
- Asset management

SALAS O'BRIEN, LLC

Low-Voltage and Lighting

Salas O'Brien is a facility planning, design, construction management, and commissioning firm with 90+ offices and 3,800+ employees across North America. We use our experience at the intersection of energy, infrastructure, and sustainability to help high-profile clients meet their critical needs.

Relationships are everything to us—and it really shows in our hyper focus on delivering exceptional results.

Salas O'Brien's multi-disciplinary teams include mechanical and electrical engineers, technology and control systems designers, fire protection engineers, certified commissioning agents, construction administrators, and task-oriented professionals.

CRAIG HEBERT, PE



LEAD ELECTRICAL ENGINEER	YEARS IN INDUSTRY:	YEARS WITH FIRM:
	44	44



EDUCATION:

BS, Electrical Engineering, University of Southwestern Louisiana, 1980

LICENSES & CERTIFICATIONS:

PE: Louisiana No. 0021259

PROJECT EXPERIENCE:

Scott Fire Station Renovation
Scott, LA

Acadiana Center for Youth Generator Install
Bunkie, LA

City of Broussard Main Street Path Lighting - Ph 3
Broussard, LA

Cottage Court Development Site Electrical Design
Lafayette, LA

Iberia Parish Courthouse Exterior Lighting
New Iberia, LA

Lafayette Parish Law Enforcement Center
Lafayette, LA

LANDON KINLER, EIT



ELECTRICAL ENGINEERING PROJECT MANAGER

YEARS IN INDUSTRY: 6 YEARS WITH FIRM: 5



EDUCATION:

BS, Electrical Engineering, University of Louisiana at Lafayette, 2019

LICENSES & CERTIFICATIONS:

EIT: Louisiana No. EI.0034917

PROJECT EXPERIENCE:

Anna T Jordan Park Renovation
Baton Rouge, LA

Beauregard Parish Sheriff's Office
DeRidder, LA

Beauregard Parish Hurricane Relief
DeRidder, LA

Jefferson Parish COVID Memorial
Marrero, LA

Jefferson Parish Farmers Market
Gretna, LA

Jefferson Parish Gretna Park Upgrades
Gretna, LA

ADAM LEVINE, PE



SR. ELECTRICAL ENGINEER

YEARS IN INDUSTRY: 21 YEARS WITH FIRM: 6



EDUCATION:

BS, Electrical Engineering, University of Central Florida, 2003

LICENSES & CERTIFICATIONS:

PE: Alabama No. 50265, Arizona No. 74643, Florida No. 77010, Georgia No. 047857, North Carolina No. 053103, South Carolina No. 39582, Tennessee No. 125570, Texas No. 144582, Virginia No. 0402064754

PROJECT EXPERIENCE:

St. Lucie County Morningside Library Rooftop Unit Replacement
Fort Pierce, FL

St. Lucie County Courthouse Power Studies Library
Fort Pierce, FL

St. Lucie County Animal Shelter Expansion
Fort Pierce, FL

Port St. Lucie Prineville Maintenance Facility & Generator Storage Building
Fort Pierce, FL

City of Casselberry Public Works Building
Casselberry, FL

DIEGO SOLORIO RCDD, CTS



TECHNOLOGY LEAD

YEARS IN INDUSTRY: 31 YEARS WITH FIRM: 5



LICENSES & CERTIFICATIONS:

BICSI Registered Communications
Distribution Designer, AVIXA Certified
Technology Specialist, NICET Certified
Engineering Technologist Fire Alarm
Level II, ASIS Physical Security
Professional

PROJECT EXPERIENCE:

- City of Pasadena Police Academy /Fire Services Buildings**
Pasadena, TX
- Harris County Precinct One Office Building (POASC)**
Houston, TX
- League City Fire Station #6**
League City, TX
- Co Riverside Lemon St. Building Security Camera System**
Riverside, CA
- Brazoria County Admin/Annex/Justice Center Expansion and Renovations**
Angleton, TX

RY'YAN CLARK, ASLA, PLA



LANDSCAPE ARCHITECT

YEARS IN INDUSTRY: 8 YEARS WITH FIRM: 3



EDUCATION:

Bachelor of Landscape Architecture,
Louisiana State University, 2017
Minor in Horticulture, Louisiana State
University, 2017
MS in Plant Biology and Conservation,
Northwestern University and The
Chicago Botanic Garden, 2022

LICENSES & CERTIFICATIONS:

Louisiana Licensed Landscape
Architect, C-342

AFFILIATIONS:

ASLA - National and State Member
Water Collaborative of Greater New
Orleans - Board Member

PROJECT EXPERIENCE:

- Friends of Lafitte Greenway**
Lafitte Greenway Broad to Bayou
Master Plan, 2024
- State of Louisiana Facility Planning and Control**
New Orleans Jazz Museum, Ongoing
- Regional Transit Authority**
Manning Architects
RTA Mobility Hub Project, 2024
- New Orleans Regional Planning Commission**
N-Y Associates
St. Tammany Parish Comprehensive
Pedestrian & Bicycle Master Plan,
Ongoing



PEOPLE	IN BUSINESS
32,000	71
Employees	Years

RECOGNITION

ENR 2024 Texas & Louisiana Best Projects

- Award of Merit: I-10/Loyola Drive Interchange to the New Orleans Airport

SERVICES

- Traffic Analysis
- Complete Streets Design
- ROW Design and Engineering

STANTEC

Traffic Analysis

The Stantec community unites approximately 32,000 employees working in over 450 locations across 6 continents. We are a global leader in sustainable engineering, architecture, and environmental consulting. Our professionals deliver the expertise, technology, and innovation communities need to manage aging infrastructure, demographic and population changes, the energy transition, and more. Today's communities transcend geographic borders. At Stantec, community means everyone with an interest in the work that we do—from our project teams and industry colleagues to our clients and the people our work impacts. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure.

JOEY LEFANTE



TRAFFIC ENGINEER

YEARS IN INDUSTRY:	YEARS WITH FIRM:
16	16



EDUCATION:

BS, Civil Engineering, Louisiana State University, 2008

LICENSES & CERTIFICATIONS:

Louisiana PE #37244
Certified PTOE #3560

AFFILIATIONS:

Institute of Transportation Engineers (ITE)
ACE Mentor Program

PROJECT EXPERIENCE:

City of Baton Rouge

MOVEBR Program Management,
2019-Ongoing

Morial Convention Center

MCCNO Traffic Operations Plan, 2018-2019

River District Neighborhood Investors

River District, 2021-Ongoing

JOSEPH BARKER



TRAFFIC ENGINEER



EDUCATION:

BS, Civil Engineering, Louisiana State University, 2011

LICENSES & CERTIFICATIONS:

Louisiana PE #40664

Certified PTOE #4364

AFFILIATIONS:

Institute of Transportation Engineers (ITE)

YEARS IN INDUSTRY:
13

YEARS WITH FIRM:
7

PROJECT EXPERIENCE:

LADOTD

I-10 at Loyola Design-Build Interchange, 2019-Ongoing

Morial Convention Center

MCCNO Traffic Operations Plan, 2018-2019

River District Neighborhood Investors

River District, 2021-Ongoing

JOE CAINS



ROADWAY ENGINEER



EDUCATION:

BS, Civil Engineering, Southern University, 2003

LICENSES & CERTIFICATIONS:

Louisiana PE #33670

AFFILIATIONS:

American Society of Civil Engineers (ASCE)

YEARS IN INDUSTRY:
21

YEARS WITH FIRM:
21

PROJECT EXPERIENCE:

City of Baton Rouge

MOVEBR Program Management, 2019-Ongoing

LADOTD

I-10 at Loyola Design-Build Interchange, 2019-Ongoing

LADOTD

I-49 Lafayette Connector, 2015-Ongoing



PEOPLE	IN BUSINESS
20	29
Employees	Years

SERVICES

- Boundary Surveys
- Topographic Surveys
- Landfill Surveys
- Drainage Studies
- ALTA/NSPS Surveys
- Accident Site Surveys
- As-Built Surveys
- Construction Staking
- Wetland Permitting
- G.P.S. Services
- Rezoning/Revocations

LANDSOURCE, INC.

Land Surveying

LandSource, Inc. was established in January 1996 and has been providing surveying and wetland services since 1985 through its past affiliates. LandSource provides comprehensive surveying services, specializing in subdividing, property boundary surveys, topographic surveys, accident site surveys, ALTA's and as-built surveys. We also prepare revocations, dedications, rezoning applications, no-work affidavits, elevation certificates, legal descriptions for land acquisitions, and have expertise in wetland permitting. We perform all of these services for commercial, industrial and municipal clients and have also worked for a number of State of Louisiana agencies. But most importantly, LandSource is committed to providing services that are sure to be delivered on time and within budget.

DAVID L. PATTERSON, PLS



LEAD LAND SURVEYOR

YEARS IN INDUSTRY:	YEARS WITH FIRM:
41	29



EDUCATION:

B.S., Construction Technology, Louisiana State University, 1984

Additional Studies: Global Positioning Surveying, 1991

LICENSES & CERTIFICATIONS:

Louisiana PLS No. 4784

AFFILIATIONS:

Louisiana Professional Engineering & Land Surveying Board

PROJECT EXPERIENCE:

City of Baton Rouge/Parish of East Baton Rouge

Jones Creek Right of Way

Lakefront Managment Authority

Lakefront Airport Drainage Study

LCMC Health

University Medical Center

Kansas City Southern Railway Co.

KCS-Louisiana Projects

Baton Rouge Capital Area Transit System

Cortana Transit Hub Topo

MICHAEL C. PITRE, CST



SURVEY CORR DINATOR

YEARS IN INDUSTRY:
33

YEARS WITH FIRM:
24



EDUCATION:

Associates Degree, Civil Engineering
Technology, T.H. Harris Technical
College, 1992

LICENSES & CERTIFICATIONS:

Certified Survey Technician Level 3, CST
No. 1003-1863

AFFILIATIONS:

Louisiana Society of Professional
Surveyors (LSPS)

PROJECT EXPERIENCE:

Southern University, New Orleans

SUNO Natural Science Building Topo

DOW

Drainage Study

LCTCS

Delgado Community College Topo

Chick-fil-A

Multiple Chick-fil-A sites, New Orleans

Clark Land Surveying

Multiple Tesla Charging Stations
throughout the greater New Orleans
area

SCOTT L. PATTERSON, PLS



PROJECT MANAGER

YEARS IN INDUSTRY:
12

YEARS WITH FIRM:
12



EDUCATION:

B.S., Construction Managment,
Louisiana State University, 2017

Survey Courses (30 hours), LSU &
University of Wyoming, 2018

LICENSES & CERTIFICATIONS:

Louisiana PLS No. 5246

AFFILIATIONS:

Louisiana Society of Professional
Surveyors (LSPS)

PROJECT EXPERIENCE:

Housing Authority of Jefferson Parish

Acre Road Public Housing Complex

Louisiana State University

LSU Lakes
New LSU Arena

Facility Planning & Control

Tunica Hills State Preservation Area
Topo

Home Depot

Former Sears, Veterans Blvd.

PROPOSED PROJECT PLAN

TASK 1: ASSIST IN OUTREACH STRATEGY AND IMPLEMENTATION OF OUTREACH EFFORTS

Timeframe: Coordinated with RTA schedule, overlaps other phases

The Manning team will contribute to the outreach planning and implementation with:

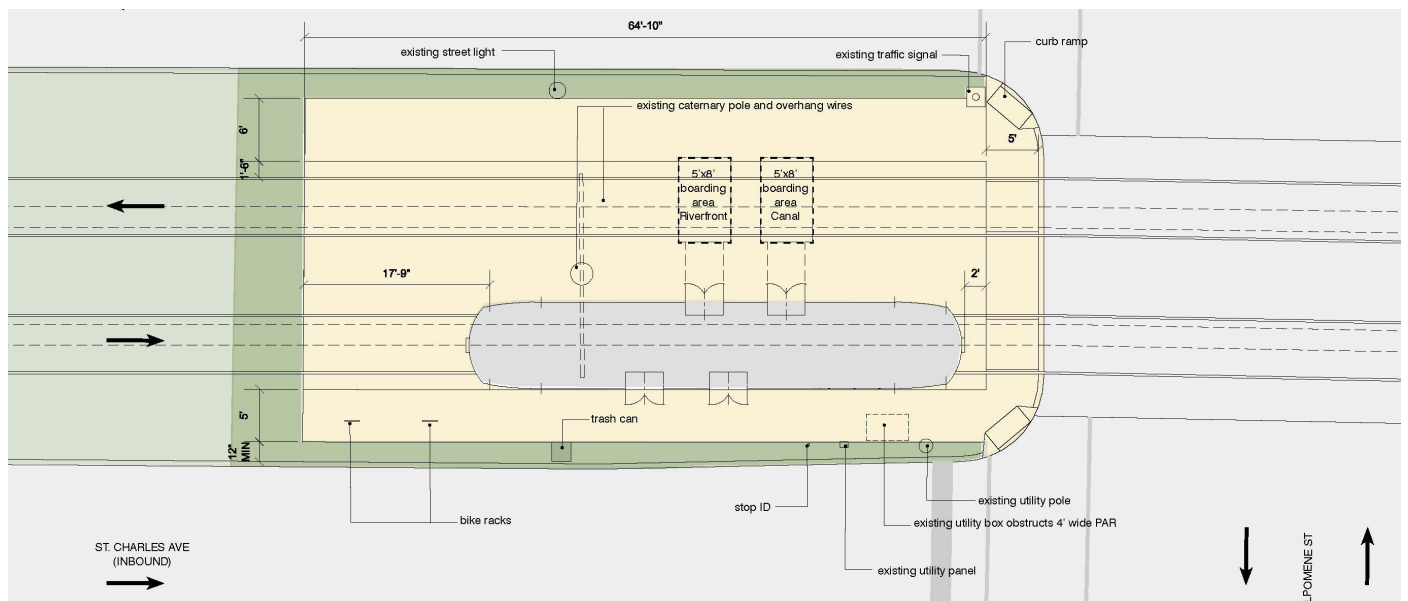
- Community engagement expertise for large scale projects in New Orleans
- Recent experience in stakeholder and public engagement for RTA
- Subject matter experts to support data and concepts presented at meetings

Our approach will be to work alongside RTA Communications staff and the Modernization Consultant to create a comprehensive engagement strategy. The Manning team will consult with the owner's team to refine an engagement strategy that is tailored to the scope of work and is inclusive and comprehensive. We will advise on time frames for outreach activities that are appropriate to the phases of the project.

The Manning team will also develop supporting materials to present at outreach meetings that will help RTA to communicate clearly. These materials may include maps, data analysis, plans, renderings, and other information. We will provide presentation materials in a format appropriate to the RTA's presentation, such as digital or hard copies.

Our staff will attend outreach events to support the RTA team, and we will include team members with relevant knowledge for the specific meeting to discuss technical issues such as ridership impacts, accessibility strategies, safety, and proposed designs, as well as logistical issues such as timing and phasing.

Deliverables: Staffing, strategic input, and graphical materials to support outreach efforts



Stop 248 - Melpomene St. Phase 3A (Alternate), St. Charles Streetcar Accessibility Plan

CASE STUDY: COMMUNITY ENGAGEMENT EXPERIENCE

Good design is community-informed. Most of Manning's projects require stakeholder engagement, and many involve public forums, either in survey formats, town hall events, or public meetings. Project Manager Travis Martin leads many of our community engagement efforts, including the most recent RTA Mobility Hub Programming, which utilized public surveys, stakeholder meetings, and interviews with riders and drivers. He has also led community engagement for the DDD Open Space Activation Plan, Harmony Circle Vision, Dillard University Master Plan, and the City of Monroe's Community Center Visioning.

When decisions are made or design options are being offered to stakeholders and the community, we ensure that the information we present is graphically clear. We introduce the materials, review options, answer questions, and assess implications. We take the time needed to ensure we've communicated clearly and understood responses.

Our team is:

- skilled at listening, documenting, and addressing concerns
- reflective of the communities engaged
- organized and thorough in our engagement and documentation practices
- concerned about honest resolution of differences and managed compromise

An example of our community engagement success in transit shelter design is the DART Orange Line Station project. The goal of the design was to create a distinct character for each of the six stations to reflect the immediate community. We worked with local artists and the public to refine design themes and incorporate unique art at each station.



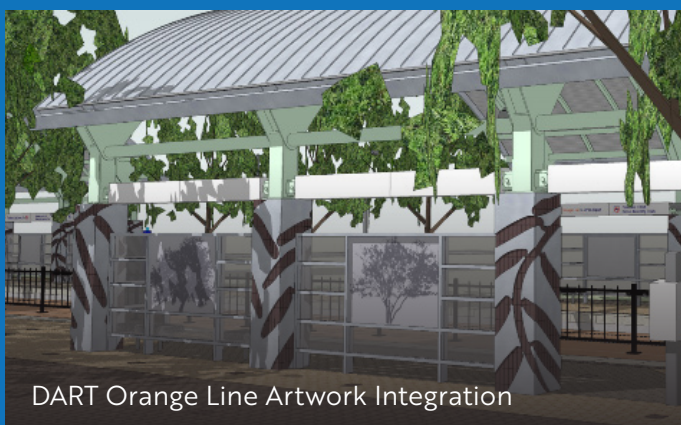
DDD Open Space Activation Plan



City of Monroe Community Centers



Dillard University Vision Plan



DART Orange Line Artwork Integration

TASK 2: CURRENT CONDITIONS ASSESSMENT

Timeframe: Est. 2 months

Having completed similar accessibility assessments for the St. Charles Streetcar Line and as part of developing system-wide transit facility (bus and streetcar) design guidelines for RTA, we have a wealth of knowledge and experience to apply toward an efficient and thorough assessment process. The following approach will be used for the 107 stops along the St. Charles Streetcar Line.

1. CRITERIA IDENTIFICATION

We understand the need to comply with federal ADAAG and PROWAG standards for accessibility. We will assess accessibility elements and barriers to accessibility, each element tied to an ADAAG and POWAG reference in our criteria list. In addition, we will collaborate with RTA's Technical Advisory Committee (TAC) to confirm other criteria items for inclusion in the surveys. Our team leaders will compile a detailed criteria list for this survey and a digital checklist for survey teams to complete in the field. We will include the list of criteria noted in the RTP, confirmed with the TAC, and any additional items. Additionally, we will geolocate stop facilities for inclusion in GIS and data analysis. If desired, we will include prioritization data such as physical condition ratings and an importance rating based on ridership data and community assets within walking distance of the stop.

Lastly, we will gather existing data and documentation to support the assessments, which may include GIS data, ridership data from RTA, and other documentation. Manning's previous assessment data will be incorporated as a foundation on which to build.

2. TRAINING

With the approved criteria list, we will load surveys onto mobile tablets for the survey team. Before sending teams in the field, we will hold training sessions to identify safety precautions, limits of assessments, protocols for interacting with the public, and measures for consistent data collection. The training will include a Surveyor's Guide, defining information to be collected for each survey field. Instructions will also include photographic references and keying photographs to data and locations.

Team leaders will map out locations in advance and assign teams to appropriate locations. The schedule of assessments will be agreed upon in advance through the TAC and coordinated as necessary with other stakeholders. Adjustments will be made based on progress and site conditions throughout the process, and managers will keep RTA advised of any modifications.

Surveyor's Guide

Bus Stop Apron

1. Is there a bus stop apron? Yes/No

A bus apron must meet the following requirements 1) Made of Concrete; 2) More than 30' Long; 3) Front of pad within 30' of the stop pole.

Boarding Area

2. Is a paved landing pad present within 30' of pole?

Is there any paved surface connecting to the curbside within 30' of the pole? It could be the sidewalk.

3. Is boarding area width $\geq 5'$? Yes/No

Refers to the dimension parallel to the direction of vehicular traffic. 5' dimension must be continuously adjoining to the curbside.

4. Is boarding area depth $\geq 8'$? Yes/No

Refers to the dimension perpendicular to the direction of vehicular traffic. Refers to the dimension perpendicular to the direction of travel.

5. Is the slope perpendicular to street $\leq 2\%$? Yes/No

Must be measured with digital level in location with poorest condition on sidewalk or on bus loading area approach.

6. Does the landing pad connect with a PAR? Yes/No

Is there 48" wide pavement connecting to the sidewalk? Again, may be part of sidewalk.

7. What type of curb is present?

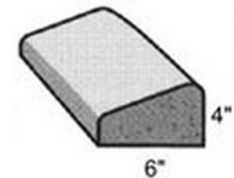
No Curb – There is not any deliberate, paved separation between the bus stop pole and roadway.

Rollover Curb – Something similar to →

<3" (clear away debris if necessary)

3-16"

>16"



Partial Surveyor's Guide example, RTA Accessibility Study

3. FIELD SURVEYS

Our trained team members will include architectural, traffic, transit, planning, and engineering personnel to capture the required data. Loaded with instructions, digital surveys on tablets, cameras, and maps, they will systematically collect the data for the 107 streetcar stops. Managers will track the progress and quality of the work, making resource adjustments as needed and keeping the TAC informed. The information collected will be compiled into a database, including photos keyed to location maps. Using a cloud-based platform, information will be available in real-time, facilitating an early start for data analysis and also giving the TAC the ability to review data throughout the process.

4. DATA ANALYSIS

As data from the field surveys is available, we will catalog existing conditions information and develop strategies for attaining compliance. Using Manning's Accessibility Design Standards and information gleaned from our recent hub programming standards as a basis, we will consider updates to federal ADAAG and PROWAG guidelines and develop a system of improvements that may be applied to each of the streetcar stops.

This information will then be summarized in a draft report that will be reviewed with the TAC, including identified data gaps. After revising based on review comments, the team will issue its final Current Conditions Assessment Report.

5. TRAFFIC STUDY

In a timeline that overlaps the Field Surveys and Data Analysis, the team proposed to prepare a traffic analysis to capture existing data and identify potential impacts of streetcar stop and access/crossing improvements along the St. Charles Streetcar Line. We will assess traffic flow, safety, and capacity of streets and intersections. In tandem with the field survey report and assessment, this information will inform the strategy for implementation plans.

Deliverables: Inventory and catalog of current conditions data in a cloud storage platform. Data will be provided in .pdf, CAD, GIS, and other formats as appropriate. Concise draft and final Current Conditions Assessment describing key findings and preliminary conclusions, data gaps, and data to be collected during the design phase

TASK 3: ASSIST RTA PLANNING AND SCHEDULING STAFF IN STOP CONSOLIDATION EVALUATION

Timeframe: Concurrent with Task 2

In keeping with the RTA's goal of improving system efficiency and accommodating accessibility improvements at stops while maintaining equitable, convenient streetcar access, Manning and Stantec will support the RTA's Planning and Scheduling staff in a thoughtful and data-driven evaluation of potential stop consolidations and relocations along the St. Charles Streetcar line. Grounded in RTA's operational analysis, Stantec's traffic study, and meaningful community engagement, our team will provide insight into boarding and alighting data evaluations, travel time, potential operating cost savings, schedule reliability, and equitable access impacts. We will provide commentary on RTA's analysis and recommendations. We will assess the physical and spatial feasibility of proposed changes to align recommended stop adjustments with existing site context and geometry for practical solutions to operational efficiencies. Our collaborative approach will be key to balancing efficiency with accessibility. With this alignment, recommended strategies will directly inform the project's schematic design.

Deliverables: Technical input into RTA's stop consolidation analysis

TASK 4: PROJECT MANAGEMENT AND COORDINATION

Timeframe: Duration of project

We understand that the purpose of our project management tasks is to mitigate risk, manage the project schedule and budget, address obstacles as they arise, and maintain clear communication with the RTA throughout the project duration. We will complete the required project management tasks listed in the RTP as part of our comprehensive approach founded on communication and collaboration.

Communication is the backbone of our project management system. We first establish the rules of engagement, which describe how all parties will interact with each other and the decision-making process that will be used throughout the project. Client and community stakeholders will be identified, as well as project lead contacts representing each discipline in our consultant team. Another early strategy is to define the project objectives. This is achieved by conducting visioning/strategic goal-setting sessions that identify the factors that will ultimately be used to measure the project's success.

At the initial stage, we will develop a work plan for the project. The work plan—a detailed scope description, tasks, budget, schedule, and project resources—will be the map for navigating the project process and sequencing each activity. Manning's work plan will integrate tasks, deliverables, and schedules for our consultants' work. We enter work plan data (budgets, schedules, and resources) into our accounting and project management software system for viewing daily or weekly by managers.

At Manning APC, our processes for producing design and construction documents are clear. We've developed thorough checklists for each project phase and detailed commentary and examples in our internal procedural manual. We've documented our years of project experience to take any guesswork out of the process, allowing our staff to devote their time to innovation, creativity, and attention to craft.

Our project manager will closely monitor the development of the design and construction documents throughout the phases of the project and will review them for completeness, accuracy, conformance with project requirements, and integration between disciplines. Our consultants will perform similar reviews internally, and then our project leaders will conduct an extensive coordination review between architectural and consultants' sets. Our quality control program further includes reviews by our QA/QC manager, lending years of architectural and construction expertise to the drawings as solutions are formulated early in the process. QA/QC participation throughout the process includes constructability reviews and another layer of coordination between disciplines. Manning will meet regularly with our consultants to assess progress, exchange information, issue assignments, and provide input. Each firm will be required to submit a monthly progress report.

Deliverables: 100% design schedule, comprehensive project schedule, risk register updates, meeting agendas and notes for biweekly status meetings, and FTA reporting

TASK 5: 30% SCHEMATIC DESIGN

Timeframe: Est. 2 months + overlap with Task 2

Based upon the community engagement results, current conditions assessment, stop consolidation evaluation, and a thorough understanding of POWAG and ADAAG requirements, the Manning team will develop 30% Schematic Design (SD) drawings. The SD drawing set will develop design recommendations for each stop along the St. Charles streetcar line, taking into account the limits of the project and parameters for the segments of the line. Additionally, we will develop a compliance coordination plan for the project that will identify the agencies that will impact the project, including the Historic District Landmarks Commission (HDLC), State Historic Preservation Office (SHPO), State Fire Marshal's Office, City of New Orleans Safety and Permits, utility providers, and others. The compliance coordination plan will include review procedures and a permit tracker matrix. We will incorporate compliance reviews into the project schedule and review the plan with RTA.

To begin from an accurate basis, we will survey existing site conditions of the selected stop locations, including topographic surveys, geotechnical analyses, and below-ground utility investigations to minimize utility conflicts during construction. This more detailed information will build upon data collected in Task 2.

The SD phase will set the direction for the final design. After establishing project requirements related to operational performance, level of service, capacity, budget, and schedule, our team will explore options and collaborate with RTA to select the options that best achieve the project goals. We will prepare up to five renderings to communicate the proposed designs. The SD phase will include:

- Stop locations that reflect the findings and recommendations of Task 3.
- Preliminary site plans for each stop including stop and platform geometry, signage, curb ramps, other accessibility features such as detectable warning surfaces, and other stop amenities as applicable (shelters, benches, trash cans, landscaping, stormwater management, etc.).
- Dimensioned roadway and right of way configurations including crosswalks, vehicular lane alignments, treatment of on-street parking and loading areas, and bicycle facilities
- Existing and proposed cross sections of roadway
- Platform heights that are compatible with the existing streetcar fleet, that facilitate easier boarding and alighting with the present streetcar fleet, but that are also compatible with possible future low-floor rolling stock where level boarding would be possible
- Bollards and guardrails as appropriate to ensure passenger safety from passing cars and from trip and fall incidents while passengers are waiting, boarding, and alighting
- Designs that account for possible further improvements under a forthcoming streetcar modernization effort, including allotting adequate platform space for longer streetcars, shelters with real time displays, ticket vending machines, and any other modernization features that the streetcar stops would need to accommodate at a future date. This effort will require close coordination throughout the design process with the consultant team working on the Streetcar Modernization Study.
- Utility relocations, as necessary, to address conflicts with the proposed improvements.
- Treatment of pavement deficiencies to facilitate accessibility
- Verifying compliance with ADA, Public Right of Way Accessibility Guidelines (PROWAG), and other applicable local, state, and federal regulatory requirements

While design options are refined, we will work with the RTA to update transit service and traffic impact scenarios to assess the impact of the proposed Schematic Design on streetcar rider travel times, vehicular traffic, and levels of service. Further, we will complete page-turn reviews (up to three) with RTA, City staff, and other stakeholders designated by RTA. We will keep a log of design questions and suggestions arising from these reviews, which we will maintain through the design phases.

Deliverables: 30% design drawings, up to five conceptual renderings, design issue log. Electronic deliverables shall be in pdf and CAD format. Consultant shall also furnish one full-size printed copy of 30% set

TASK 6: 60% DESIGN DEVELOPMENT

Timeframe: 3 months

The 60% Design Development Phase will build upon the 30% SD phase, finalizing the functional layouts and construction materials, incorporating the feedback received from stakeholders, and updating the final design imagery to be shared with stakeholders. The budget, scope, and schedule will be aligned with the Design Development documents, and we will examine opportunities for expediting the schedule, including options to keep existing utilities operational. We will incorporate ADAAG and PROWAG requirements as we develop the project designs and conduct any early meetings, reviews, or coordination with review agencies and utility providers included as part of the compliance coordination plan. We will update the compliance tracker matrix and share it with RTA.

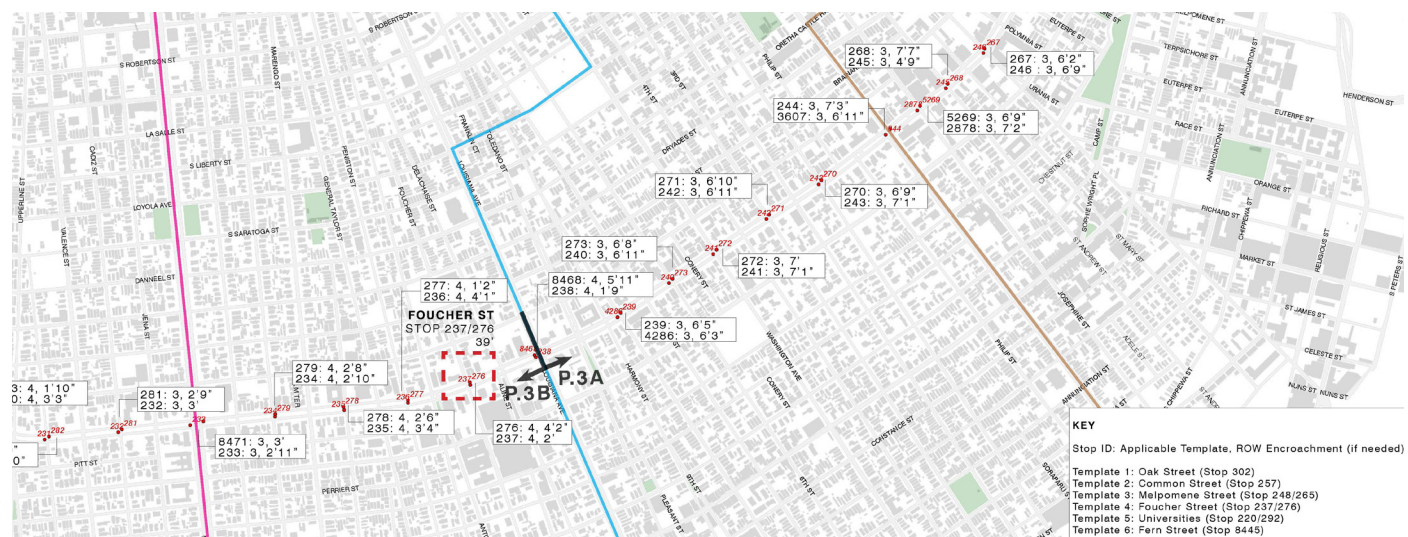
We will complete page-turn reviews (up to three) with RTA, City staff, and other stakeholders designated by RTA. In addition, we will provide a full-size printed DD set of drawings for a field review and walk-through with RTA, DPW, and other staff. We will update the log of design questions and suggestions arising from the reviews and walk-through.

Deliverables: 60% design development drawings, updated conceptual renderings as necessary, updated design issue log. Electronic deliverables shall be in pdf and CAD format. Consultant shall also furnish one full-size printed copy of 60% set

TASK 7: 90% PERMIT SET AND PERMIT APPROVALS

Timeframe: 4 months + permit review time

The Manning team will develop the 90% permit set based on feedback from RTA staff, technical stakeholders, partner agencies, and the community. We will employ QA/QC controls to keep the scope aligned with established project goals and accessibility guidelines and to deliver a coordinated set of documents. Considerations for the phasing of construction will be fully developed with the goal of minimizing impacts on streetcar operations and minimizing impacts for pedestrians, bicycles, and automobiles within the right of way. Phasing plans will consider alternate routes for pedestrians, bicycles, and vehicles; temporary stop locations; business/resident notification protocols; stormwater pollution measures; and construction noise and dust control measures. At this phase, we will update the previously completed renderings for substantive changes in the design. We will complete up to three page-turn reviews with RTA, City staff, and technical stakeholders, and update the design questions and suggestions log.



Partial Phasing Plan from St. Charles Streetcar Line Accessibility Plan

The Manning team will continue incorporating and refining accessibility features to comply with ADAAG and PROWAG. We will coordinate with reviewing agencies, including the HDLC, SHPO, and others identified in the compliance coordination plan and permit tracker matrix to facilitate approvals. We will confirm coordination with utility providers such as Entergy and the Sewerage and Water Board of New Orleans. We will share the permit tracker matrix with RTA.

The phase will result in our submitting the 90% set to the City of New Orleans Safety and Permits for formal permit review. We will also submit applications and documents needed by the HDLC, SHPO, and other agencies and utility providers identified in the compliance coordination plan that require submissions at this phase (some may be earlier). We will compile any review comments, update the permit tracker matrix, and share it with RTA.

Deliverables: 90% permit set drawings, construction phasing plan, updated conceptual renderings as necessary, updated design issue log, permit tracker, secured approvals necessary to proceed to construction. Electronic deliverables shall be in pdf and CAD format. Consultant shall also furnish one full size printed copy of 90% set

TASK 8: 100% CONSTRUCTION DOCUMENTS, BID PACKAGE, AND BID PREPARATION ASSISTANCE

Timeframe: 1 month, overlaps permit review

This phase will incorporate review comments from the 90% QA/QC review and permitting authorities. The 100% Construction Documents will include drawings and the Project Manual (bidding requirements, contract requirements, and technical specifications). We will also deliver the closed design questions and suggestions log.

The Manning team will assist the RTA during the bid process, including attendance at pre-bid meetings, and responding to Bidders' Requests for Information.

Deliverables: 100% construction documents including final drawing set and specifications book, close out of design issue log. Electronic deliverables shall be in pdf and CAD format. Consultant shall also furnish one full size printed copy of 100% set

TASK 9: COST ESTIMATES AND MANAGEMENT OF PROJECT BUDGET

Timeframe: At milestones

At the 30%, 60%, and 90% design milestones, we will prepare detailed and comprehensive cost estimates that incorporate appropriate design contingencies and reflect year-of-expenditure pricing. These estimates will be developed using industry-standard tools and benchmarking data to align with market conditions.

Throughout the design process, we will maintain a running Value Engineering (VE) log to identify and track potential VE solutions, quantify associated cost savings, and evaluate their impact on project goals. In collaboration with the RTA, we will prioritize VE options, adjusting the project scope as needed to maintain alignment with the established budget and preserve the construction contingency. VE options will be reviewed with and accepted by RTA prior to implementation. Should bid prices exceed final cost estimates, we will work closely with the RTA to revise the project scope, construction documents, and bid package to reduce costs. These revisions will be undertaken as part of our Basic Services at no additional cost.

Deliverables: Cost estimates at the 30%, 60%, and 90% stage, Value Engineering log

TASK 10: SAFETY AND HAZARDS ANALYSIS

Timeframe: Overlaps Task 5

We will conduct a comprehensive Preliminary Hazard Analysis at the 30% design stage in close coordination with RTA Safety staff, incorporating RTA and FTA safety practices and protocols. This analysis will identify potential safety hazards, propose mitigation strategies, and highlight considerations to address in later phases.

A continuously updated hazards log will be maintained throughout the design process to document emerging issues and track resolution. A second iteration of the hazard analysis will be completed at the 60% design stage, with findings integrated into the 90% and 100% construction documents. This iterative process ensures that safety risks are proactively managed and minimized by project completion.

Deliverables: Safety and Hazard Analysis at the 30% design stage, updated at the 60% design stage. Running hazards log to track safety questions, concerns, and outstanding issues

TASK 11: NEPA ASSISTANCE

Timeframe: As needed throughout design phases

We understand that NEPA clearance is expected via a categorical exclusion (CE). Our team will support the RTA by preparing the necessary documentation and providing technical assistance throughout the NEPA process. Recognizing the historic nature of the St. Charles Streetcar Line and its route through multiple National Register Historic Districts, we will coordinate early with SHPO and the FTA to address preservation and aesthetic impacts. Our approach will prioritize context-sensitive solutions that respect historic character while meeting ADA compliance goals.

- Prepare conceptual design-related materials, technical reports, and documentation to facilitate the environmental review process under NEPA
- Collaborate with the RTA to address design-related issues that may arise during the environmental review process and incorporate NEPA considerations into design Tasks as appropriate
- Assist the RTA in responding to inquiries from relevant agencies and the public regarding design aspects that impact environmental compliance
- Assist the RTA with completing all forms, checklists, and technical reports necessary to complete environmental review

SAFETY & OPERATIONS PLAN OUTLINE

- 1 Order of Operations for wheelchair boarding/alighting within each phase
- 2 Template Design Standards
 - a. Curb ramps
 - i. Truncated domes: 2 ft. deep with contrasting color
 - ii. Type B where feasible
 - iii. Max. 1:12 slope
 - b. Signalization
 - i. Pedestrian-actuated traffic controls
 - ii. Streetcar signalization and other warning devices for center boarding option
 - c. Accessible PAR
 - i. At least 60" wide sidewalk where possible
 - ii. Crosswalks and markings
 - iii. Flangeway gap no greater than 2.5" width
 - d. Clear boarding area
 - e. Sight triangles
 - f. Corner radii: 10-15' (5' with on-street parking)
 - g. Curb bump out dimensions
- 3 Operator Training
- 4 DPW Standards for sidewalks and ramps

- Complete Section 106 historic review
- Consult with the HDLC and SHPO as necessary
- Attend meetings as necessary with FTA, SHPO, and any other entities involved in the review process
- In coordination with RTA communications team, staff and support any public meetings specifically related to environmental review

Deliverables: As-needed NEPA technical assistance as described above

TASK 12: CONSTRUCTION ADMINISTRATION

Timeframe: Est. 12 months

Our construction administration (CA) approach reflects the goal of accurately translating the design into the built environment. We achieve this through careful project management and QA/QC, well-coordinated documents, and the utilization of staff who prepare the design documents to help administer the construction activities. The continuity of staff in this hands-on approach is effective for maintaining the design integrity and expedites the information the contractor needs, which builds a strong relationship between contractor and architect. Strong relationships between owner, architect, and contractor build successful and efficient projects, and our goal is to facilitate frequent and clear communications among all parties to strengthen our bonds and provide the most efficient flow of information. Weekly meetings and site reviews, accurate reporting and documentation, and timely responses are the standards we set for interaction during construction. We actively facilitate an environment of clear and efficient communication through an intentional management process that keeps all parties in the loop.

Our tasks will follow Manning's documented CA process, which has been developed from the American Institute of Architects (AIA) guidelines. The full scope of standard services will be provided, which include:

- Attending regular construction meetings with the RTA and selected contractor
- Responding to Requests for Information (RFI)
- Reviewing and approving submittals
- Providing architect's supplemental instruction (ASI) as needed
- Completing regular site inspections to verify the quality of work and conformance to the drawings and specifications
- Reviewing change order requests for reasonableness
- Providing construction close-out services, including punch list review, certifying substantial and final completion, and reviewing and approving the final close-out package from the contractor (as-built drawings, manuals, warranties)

Deliverables: Standard construction administration services as described above

HOURLY BILLING RATES

Category	Hourly Rate
Manning, APC	
Strategic Oversight	\$450.00
Project Director	\$265.00
Project Manager	\$215.00
QAQC/Construction Administrator	\$255.00
Sr. Designer	\$170.00
Planner	\$140.00
Designer	\$110.00
Julien Engineering & Consulting, Inc.	
Principal Engineer	\$315.00
Supervising Engineer	\$255.00
Project Manager	\$195.00
Project Engineer II	\$150.00
Project Engineer I	\$115.00
Infinity Engineering Consultants, LLC.	
Principal Engineer	\$245.00
Senior Engineer	\$220.00
Project Engineer I	\$205.00
Project Engineer II	\$190.00
Salas O'Brien	
Principal	\$240.00
Senior Vice President	\$220.00
Vice President	\$200.00
Associate Vice President	\$190.00
Project Manager	\$180.00
Department Head	\$180.00
Professional Engineer	\$160.00
Construction Management	\$160.00
Graduate Engineer	\$145.00
Designer	\$110.00
CAD/Revit Technician	\$90.00
Office Staff	\$75.00
Dana Brown & Associates, Inc.	
Managing Principal	\$280.00
Principal	\$200.00
Senior Associate	\$175.00
Associate	\$150.00
Administrative	\$125.00

Category	Hourly Rate
Stantec	
Principal	\$390.00
Supervisor - Engineer	\$330.00
Senior ITS Engineer	\$330.00
Planner/Sr. Project Manager	\$325.00
Professional Engineer	\$210.00
Engineer Intern	\$120.00
Senior Technician	\$145.00
LandSource	
Professional Land Surveyor	\$125.00
CAD Technician	\$65.00
Project Manager	\$75.00
Clerical	\$35.00
Survey Crew (2-man)	\$160.00
Survey Crew (3-man)	\$190.00
Crew Chief	\$45.00
Palacio Collaborative	
Senior Cost Manager II	\$185.00

THANK YOU