

DOTD FORM: 24-102
CONSULTANT SERVICES PROPOSAL

SHREAD-KUYRKENDALL & ASSOC., INC.
13016 JUSTICE AVE.
BATON ROUGE, LA 70816
(225) 296-1335

LA 44: PELICAN POINT ROUNDABOUT AND WIDEN

Contract No. 4400028434
State Project No. H.015568.5

FEBRUARY 6, 2024

DOTD FORM: 24-102

(Revised January 1, 2023)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1. Contract Name as shown in the advertisement	LA 44: PELICAN POINT ROUNDABOUT AND WIDEN
2. Contract Number(s) as shown in the advertisement	4400028434
3. State Project Number(s), if shown in the advertisement	H.015568.5
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	Shread-Kuyrkendall & Associates, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF. 0000767 VF. 0000130
6. Prime consultant mailing address	13016 Justice Ave., Baton Rouge, LA 70816
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	13016 Justice Ave., Baton Rouge, LA 70816
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Richard R. Shread, President (225) 296-1335 Shread@skaengr.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Richard R. Shread, President (225) 296-1335 Shread@skaengr.com

10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.

Richard K Shread
 Signature above shall be the same person listed in Section 9:
2/6/24
 Date:

11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.

<u>Firm(s):</u> Vectura Consulting Services, LLC	<u>Firm(s)' %:</u> 10 %
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12. Past Performance Evaluation Discipline Table

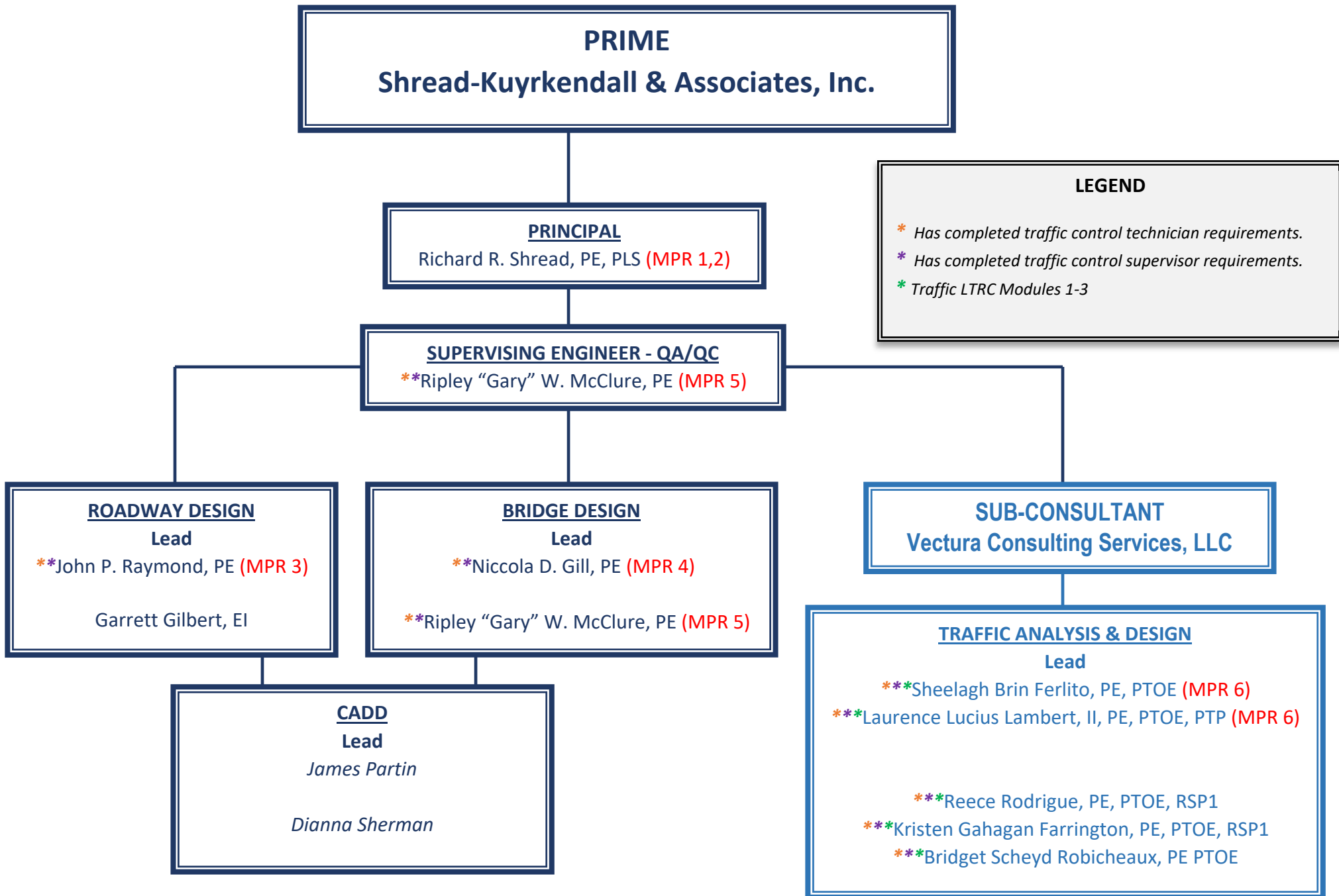
Past Performance Evaluation Discipline(s)	% of Overall Contract	Prime	DBE	Each Discipline must total to 100%
		Shread-Kuyrkendall & Associates, Inc.	Vectura Consulting Services, LLC	
Road	55%	100%		100%
Bridge	35%	100%		100%
Traffic	10%		100%	100%
Percent of Contract	100%	90%	10%	

13. Firm Size

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Shread-Kuyrkendall & Associates, Inc.	Principal	1	1
Shread-Kuyrkendall & Associates, Inc.	Supervisor-Eng	1	1
Shread-Kuyrkendall & Associates, Inc.	Engineer	2	6
Shread-Kuyrkendall & Associates, Inc.	Engineer Intern	1	1
Shread-Kuyrkendall & Associates, Inc.	CADD Technician*	2	3
Shread-Kuyrkendall & Associates, Inc.	CADD-Operator	0	1
Vectura Consulting Services, LLC	Supervisor - Eng	2	2
Vectura Consulting Services, LLC	Engineer	3	3
Vectura Consulting Services, LLC	Engineer Intern	1	2
Vectura Consulting Services, LLC	Inspector	0	2
Vectura Consulting Services, LLC	Supervisor – Other	0	1

*SKA's CADD Technicians are very proficient using MicroStation and CADD Conform to meet the requirements for DOTD plan development. As noted in the staff resumes, our CADD staff has worked on many DOTD projects. Using CADD Technicians on DOTD projects aid in design effort manhours for engineers

14. Organizational Chart



LEGEND

- * Has completed traffic control technician requirements.
- * Has completed traffic control supervisor requirements.
- * Traffic LTRC Modules 1-3

15. Minimum Personnel Requirements

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Richard R. Shread	Shread-Kuyrkendall & Associates, Inc.	PE. 0018983 - Civil	LA	9/30/24
2	Richard R. Shread	Shread-Kuyrkendall & Associates, Inc.	PE. 0018983 - Civil	LA	9/30/24
3	John P. Raymond	Shread-Kuyrkendall & Associates, Inc.	PE. 0027988 - Civil	LA	9/30/24
4	Niccola D. Gill	Shread-Kuyrkendall & Associates, Inc.	PE. 0032914 – Civil	LA	3/31/25
5	Ripley W. “Gary” McClure	Shread-Kuyrkendall & Associates, Inc.	PE. 0024035 – Civil and Environmental	LA	9/30/24
6	Sheelagh Brin Ferlito, PE, PTOE	Vectura Consulting Services, LLC	PE. 0025383 – Civil	LA	9/30/25
6	Laurence Lambert, PE, PTOE, PTP	Vectura Consulting Services, LLC	PE. 0029901 – Civil	LA	3/31/24

16. Staff Experience

Firm employed by **Shread-Kuyrkendall & Associates, Inc.**

Name	Richard R. Shread, P.E., P.L.S.		Years of relevant experience with this employer	35
Title	PRINCIPAL		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization			B.S. / 1974 / Civil Engineering MBA / 1979 / Business Admin	
Active registration number / state / expiration date			PE. 0018983 / LA / September 30, 2024 PLS. 0004695 / LA / September 30, 2024	
Year registered	1980/1993	Discipline	Civil Engineering / Land Surveyor	
Contract role(s) / brief description of responsibilities			<p>Meets the role for MPR 1 & 2 (Principal) <i>Mr. Shread's role will be Principal-in-Charge. Mr. Shread, principal managing officer, is responsible for overall financial, personnel and policy management. In addition, he shares responsibility for business development and continues to serve as Principal-in-Charge for contract administration on specific projects. Mr. Shread has been designing roadways and bridges associated with various classes of highways for well over 49 years.</i></p>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/21 – Present	<p>MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish – Mr. Shread served as <i>Principal-in-Charge</i> overseeing contract administration and overall project scheduling. This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Two bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73.</p>			
06/18-Present	<p>H.001799 / LA 531 Overpass: Webster Parish – Mr. Shread served as <i>Principal-in-Charge</i> overseeing contract administration and overall project scheduling. The project consists of roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. This project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass.</p>			
05/18-10/20	<p>MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – Mr. Shread served as <i>Principal-in-Charge</i> overseeing contract administration and overall project scheduling. This project included a roundabout at the intersection of Henry Road and LA 930 (Daigle Road) to replace the existing stop-controlled intersection with a proposed single lane roundabout. LA 930 is a two-lane roadway running north-south at its intersection with Henry Road. This project required coordination with DOTD for the route LA 930.</p>			
6/17-On Hold	<p>H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): East Baton Rouge Parish – Mr. Shread served as <i>Principal-in-Charge</i> overseeing contract administration and overall project scheduling. This project includes the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Due to environmental concerns, this project has been put on hold.</p>			



10/10-Present	<p>H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: <i>East Baton Rouge Parish</i> – Mr. Shread served as <i>Principal-in-Charge</i> overseeing contract administration and overall project scheduling. This project includes a Diverging Diamond Interchange (DDI). The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. A Final Level 4 TMP was required for this project. A rolling roadblock was used for demolition and girder placement.</p>
04/14-Present	<p>H.004435 / LA 3241 (LA 36 to LA 435): <i>St. Tammany Parish</i> – Currently in the construction phase. Mr. Shread served as <i>Principal-in-Charge</i> overseeing contract administration and overall project scheduling. This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA's contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane freeway with Two new bridges (4 structures total) to span Bayou Lacombe at two different locations, each approximately 500' long. Innovative design alternatives were implemented during design as geometry was restricted to Restricted Crossing U-Turns (RCUT) at the major intersections and implementing J-Turns to accommodate U-turns and intersection thru movements.</p>
11/13-02/15	<p>13-BR-LA-0003, 13-BR-LA-0012, 13-BR-LA-0014 / Multiple Bridge Replacements: <i>East Baton Rouge Parish</i> – Mr. Shread served as <i>Principal-in-Charge</i> overseeing contract administration and overall project scheduling. This project consisted of total removal and replacement of three (3) existing bridges on Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge that were in poor condition. Hydraulic analysis was performed to determine the required bridge opening, any necessary scour protection was identified, and channel improvements were designed as needed. SKA provided a detailed sequence of construction and detour measures that were accommodating to the local area.</p>
06/04- 11/06	<p>742-17-0147 / Sullivan Bridge and CN & IC Railroad Bridge/Central Thruway: <i>East Baton Rouge Parish</i> – Mr. Shread has served as <i>Principal-in-Charge and Project Manager</i> overseeing contract administration, overall project scheduling, and QA/QC. The project consisted of two (2) bridges along Central Thruway. The Sullivan Bridge is a 2-span continuous unit consisting of 5-75 foot Type III Girder spans on a curve for a total length of 375 feet. The CN & IC RR Bridge has 7 continuous units consisting of 18-75 foot Type III Girder spans with 1-110 foot Type BT-63 Girder span over the railroad for a total length of 1,450 feet.</p>
02/04- 11/09	<p>H.007154, H.007152, H.002303 / Central Thruway: <i>East Baton Rouge Parish</i> – Mr. Shread has served as <i>Principal-in-Charge and Project Manager</i> overseeing contract administration, overall project scheduling, and QA/QC. This project consisted of the design and construction of a 2-lane roadway for 5.2 miles on a new alignment including seven bridges. Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys.</p>

16. Staff Experience

Firm employed by **Shread-Kuyrkendall & Associates, Inc.**



Name	Ripley "Gary" W. McClure, P.E.	Years of relevant experience with this employer	33
Title	ENGINEERING SUPERVISOR	Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization		B.S. / 1982 / Civil Engineering	
Active registration number / state / expiration date		PE. 0024035 / LA / September 30, 2024	
Year registered	1988 /1994	Discipline	Civil Engineering / Environmental Engineering
Contract role(s) / brief description of responsibilities		<p>Meets the roles for MPR 5 (Bridge Inspection, Evaluation, & Rating) <i>Mr. McClure's role will be responsible for Engineering Supervisor, QA/QC, and Bridge Inspection and Evaluation. Mr. McClure has over 41 years of experience in the design of roadways and bridges. Early in his career, he designed sections of I-49 through Alexandria and Shreveport. Mr. McClure has provided design services to DOTD for pavement preservation on one of the most difficult projects for restoration for the Interchange and Interstate for I-10, I-12, & I-59. Mr. McClure has performed bridge inspection and evaluation for I-10 bridges. Additionally, Mr. McClure provides LRFR as-designed bridge ratings on all SKA bridge projects.</i></p>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/21-Present	<p>MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish –Mr. McClure served as <i>Engineering Supervisor</i> and oversaw the QA/QC. This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Two bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73.</p>		
03/21 - Present	<p>H.010155 / US 90: Rail Spur Removal SE of LA 85: Iberia Parish – For the future I-49, Mr. McClure served as <i>Engineering Supervisor and Lead Bridge Design</i>. This project consists of preliminary and final plans for roadway and two (2) parallel bridge structures over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction. Mr. McClure designed LG-36 girder spans, bents, decks, guardrail, and MSE wall.</p>		
06/17-On Hold	<p>H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): East Baton Rouge Parish – Mr. McClure was <i>Engineering Supervisor</i> and provided QA/QC. This project includes the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Due to environmental concerns, this project has been put on hold.</p>		

10/16-Present	<p>H.011152 / I-12 Widening (US 190 to LA 59): <i>St. Tammany Parish</i> – Mr. McClure was <i>Lead Bridge Design</i> for this project. This project consisted of a section of I-12 (US 190 to LA 59) being widened from 4 lanes to 6 lanes. Shread-Kuyrkendall designed the widening of two girder span bridges over US 190 as a subconsultant. Mr. McClure’s design includes 3 – 12 foot travel lanes, 12 foot inside shoulder and 12 foot outside shoulder, Type II & Type IV P.S. Girders. Total length of the two bridges is 680 feet each. Mr. McClure is currently providing construction support for the project.</p>
04/14-Present	<p>H.004435 / LA 3241 (LA 36 to LA 435): <i>St. Tammany Parish</i> – Currently in the construction phase. Mr. McClure served as Engineering Supervisor and Lead Bridge Design Engineer. This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA’s contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane freeway with two new bridges (4 structures total) will be built for this project to span Bayou Lacombe at two different locations, each approximately 500’ long, with Type III Girder Spans. 90% of the project corridor is considered wetland which was considered in hydraulic design of the bridges as well as hydraulic analysis of the roadway. Mr. McClure designed the superstructure and substructure for the two new bridges (4 structures total).</p>
11/13-02/15	<p>13-BR-LA-0003, 13-BR-LA-0012, 13-BR-LA-0014 / Multiple Bridge Replacements: <i>East Baton Rouge Parish</i> – Mr. McClure served as <i>Project Manager and Lead Bridge Design.</i> Mr. McClure designed slab span bridges, with shared use path with pedestrian guardrail. Mr. McClure performed existing bridge inspection, evaluation, and reports for bridges. This project consisted of total removal and replacement of three (3) existing bridges on Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge that were in poor condition. Hydraulic analysis was performed to determine the required bridge opening, any necessary scour protection was identified, and channel improvements were designed as needed. SKA provided a detailed sequence of construction and detour measures that were accommodating to the local area.</p>
10/12-Present	<p>H.009266 / I-10 (LA 73 to LA 30): <i>Ascension Parish</i> – Mr. McClure serves as <i>Engineering Supervisor and Lead Bridge Design.</i> This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including widening three (3) existing bridge structures within the project limits. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Mr. McClure performed existing bridge inspection, evaluation, and reports for bridges at LA 30 and Smith Bayou.</p>
10/10 – Present	<p>H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: <i>East Baton Rouge Parish</i> – Mr. McClure served as <i>Project Engineer Supervisor and Bridge Design Supervisor.</i> Mr. McClure provided engineering design support and he development all of the multiple alternatives during the environmental Stage 1 phase of the project. This project includes a Diverging Diamond Interchange (DDI). The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. A Final Level 4 TMP was required for this project. A rolling roadblock was used for demolition and girder placement.</p>
06/04- 11/06	<p>742-17-0147 / Sullivan Bridge and CN & IC Railroad Bridge/Central Thruway: <i>East Baton Rouge Parish</i> – Mr. McClure served as <i>Lead Bridge Design.</i> Mr. McClure designed girders, bents, decks, and guardrail for this project which consisted of two (2) bridges along Central Thruway. The Sullivan Bridge is a 2-span continuous unit consisting of 5-75 foot Type III Girder spans on a curve for a total length of 375 feet. The CN & IC RR Bridge has 7 continuous units consisting of 18-75 foot Type III Girder spans with 1-110 foot Type BT-63 Girder span over the railroad for a total length of 1,450 feet.</p>
02/04- 11/09	<p>H.007154, H.007152, H.002303 / Central Thruway: <i>East Baton Rouge Parish</i> – Mr. McClure served as <i>Lead Bridge Design Engineer.</i> This project involved the design and construction of a 4-lane divided thruway for 5.2 miles on a new alignment including seven bridges. Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. Mr. McClure designed girders, bents, decks, and guardrail for this project</p>

16. Staff Experience

Firm employed by **Shread-Kuyrkendall & Associates, Inc.**

Name	John P. Raymond, P.E.	Years of relevant experience with this employer	31
Title	SENIOR ENGINEER	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		B.S. / 1992 / Civil Engineering	
Active registration number / state / expiration date		PE. 0027988 / LA / September 30, 2024	
Year registered	1998	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		<p>Meets the roles for MPR 3 (Road Design) <i>Mr. Raymond's role will be Roadway Design. Mr. Raymond has been a Project Manager/Road Design Engineer on multiple classes of roadways throughout his 30-year career with Shread-Kuyrkendall & Associates. He has designed and managed multiple roundabouts throughout the state and is very knowledgeable of DOTD standards and requirements.</i></p>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/21-Present	<p>MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector Ascension Parish – Mr. Raymond is <i>Project and Lead Road Design Engineer</i>. Mr. Raymond was responsible for the design of the multi-lane roundabout which includes a southbound channelized right turn lane on LA 73, an eastbound channelized right turn lane on the LA 73 at Bluff Rd. Connector, and is a multilane roundabout only in the northbound and southbound directions. This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Two bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities.</p>		
01/20-05/22	<p>MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – Mr. Raymond was <i>Project and Lead Roadway Design Engineer</i>. He provided design for a single lane roundabout. This project included a roundabout at the intersection of Henry Road and LA 930 (Daigle Road) to replace the existing stop-controlled intersection with a proposed single lane roundabout. LA 930 is a two-lane roadway running north-south at its intersection with Henry Road. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities. This project required coordination with DOTD for the route LA 930.</p>		
06/18-Present	<p>H.001799 / LA 531 Overpass: Webster Parish – Mr. Raymond is <i>Project and Lead Roadway Design Engineer</i>. The project consists of roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. This project is approximately 0.38 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, design of superelevation, earthwork, and tabulation of quantities.</p>		



06/17-On Hold	<p>H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): <i>East Baton Rouge Parish</i> – Mr. Raymond was <i>Project and Lead Road Engineer</i>. This project includes the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Mr. Raymond’s responsibilities include project management, conceptual layouts, typical sections and preliminary plan/profile plan sheets. Due to environmental concerns, this project has been put on hold.</p>
04/14-Present	<p>H.004435 / LA 3241 (LA 36 to LA 435): <i>St. Tammany Parish</i> – Currently in the construction phase. Mr. Raymond is <i>Project and Lead Road Design Engineer</i>. This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA’s contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane freeway with two new bridges (4 structures total) to span Bayou Lacombe at two different locations, each approximately 500’ long. Innovative design alternatives were implemented during design as geometry was restricted to Restricted Crossing U-Turns (RCUT) at the major intersections and implementing J-Turns to accommodate U-turns and intersection thru movements. Mr. Raymond’s responsibilities include project management, geometric and hydraulic design, sequence of construction, design of superelevation, earthwork, and tabulation of quantities.</p>
10/12-Present	<p>H.009266 / I-10 (LA 73 to LA 30): <i>Ascension Parish</i> – Mr. Raymond is <i>Project and Lead Road Design Engineer</i>. This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including widening three (3) existing bridge structures within the project limits. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. Mr. Raymond’s responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities.</p>
10/10-Present	<p>H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: <i>East Baton Rouge Parish</i> – Mr. Raymond is <i>Project Manager and Lead Roadway Design Engineer</i> for a Diverging Diamond Interchange (DDI). Mr. Raymond led a team of seven local firms to provide preliminary and final plans for this high-profile project which included City-Parish, DOTD, and Federal involvement and funding. Mr. Raymond designed the proposed roadway and drainage for Pecue Lane. This project includes Louisiana’s first Diverging Diamond Interchange (DDI). The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. A Final Level 4 TMP was required for this project.</p>
02/09- 11/10	<p>H.002303 / LA 37 @ Central Thruway: <i>East Baton Rouge Parish</i> – Mr. Raymond served as <i>Road Design Engineer</i>. Mr. Raymond designed urban intersection and roadway improvements (UA-2) for DOTD and the Baton Rouge Green Light Plan. Designed urban drainage, horizontal and vertical alignments, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.</p>
10/06- 08/07	<p>258-31-0015 & 258-33-0006 / Burbank Drive / LA 42 (Bluebonnet to Highland): <i>East Baton Rouge Parish</i> – Mr. Raymond served a <i>Project and Lead Road Design Engineer</i>. Mr. Raymond designed and managed addition of two new lanes of rural highway and urban connecting intersections for DOTD and the Baton Rouge Green Light Plan. Designed urban and rural drainage, horizontal and vertical alignments, superelevation, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.</p>

16. Staff Experience

Firm employed by **Shread-Kuyrkendall & Associates, Inc.**

Name	Niccola D. Gill, P.E.	Years of relevant experience with this employer	21
Title	SENIOR ENGINEER	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		B.S. / 2002 / Civil Engineering	
Active registration number / state / expiration date		PE. 0032914 / LA / March 31, 2025	
Year registered	2007	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		<p>Meets the roles for MPR 4 (Bridge Design)</p> <p><i>Ms. Gill's role will be Project Engineer and Lead Bridge Design Engineer. Ms. Gill has been a Project Engineer/Design Engineer on multiple classes of various complex bridge structures for over 20 years with Shread-Kuyrkendall & Associates. She has designed and managed rural and urban bridges and performed hydraulic analysis for the bridges.</i></p>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/21 - Present	<p>H.010155 / US 90: Rail Spur Removal SE of LA 85: Iberia Parish – For the future I-49, Ms. Gill is the <i>Project Engineer</i>. This project consists of preliminary and final plans for roadway and two (2) parallel bridge structures over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction. Ms. Gill is also designing the roadway approaches for several thousand feet to accommodate the bridge structure and assisting in bridge design. Ms. Gill is responsible for the design of the caps, LG-36 girders, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements.</p>		
06/18-Present	<p>16-BR-PT-0019 / Port Hickey Road Bridge Replacement: East Baton Rouge Parish – Ms. Gill served as <i>Project and Lead Bridge Engineer</i>. The Parish contracted with SKA to evaluate replacing the bridge with a higher elevation, to replace the bridge with reinforced box culverts, or to replace the bridge with a three (3) sided precast concrete bridge structure. Ms. Gill performed the hydraulic analysis for the bridge and determine alternative structures to provide a recommendation to East Baton Rouge City-Parish. Ms. Gill designed the removal and replacement of the existing structure. She was responsible for a slab span concrete bridge design, hydraulic analysis and final plans.</p>		
04/14 - Present	<p>H.004435 / LA 3241 (LA 36 to LA 435): St. Tammany Parish – Currently in construction, Ms. Gill served as the <i>Bridge Design Engineer</i>. This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA's contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane freeway with two new bridges (4 structures total) will be built for this project to span Bayou Lacombe at two different locations, each approximately 500' long, with Type III Girder Spans. 90% of the project corridor is considered wetland which was considered in hydraulic design of the bridges as well as hydraulic analysis of the roadway. Ms. Gill was responsible for the design of the caps, Type III girders, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements. Ms. Gill utilized LEAP software for all aspects of the bridge such as girders and caps. Additionally, she performed hydraulic analysis for the bridges using HEC-RAS software to establish the pile spacing and location of the bridges as well as velocities and scour potential.</p>		



10/12-Present	<p>H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – Ms. Gill serves as <i>Bridge Design Engineer</i>. This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including widening three (3) existing bridge structures within the project limits. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Ms. Gill’s responsibilities included assisting in the comprehensive bridge evaluation of three (3) existing structure, bridge design calculations, bridge quantities, and hydraulic analysis.</p>
11/13-02/15	<p>13-BR-LA-0003, 13-BR-LA-0012, 13-BR-LA-0014 / Multiple Bridge Replacements: East Baton Rouge Parish – Ms. Gill served as <i>Bridge Design Engineer</i>. This project consisted of total removal and replacement of three (3) existing bridges on Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge that were in poor condition. Hydraulic analysis was performed to determine the required bridge opening, any necessary scour protection was identified, and channel improvements were designed as needed. SKA provided a detailed sequence of construction and detour measures that were accommodating to the local area. She assisted in the design for the bridge replacements, hydraulic analysis was performed to determine the required bridge opening and scour analysis for pile lengths and to determine the type protection needed for the improved channel.</p>
10/10-Present	<p>H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: East Baton Rouge Parish – Ms. Gill served as <i>Environmental Support and Hydraulic Design Engineer</i>. This project includes a Diverging Diamond Interchange (DDI). The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. A Final Level 4 TMP was required for this project. A rolling roadblock was used for demolition and girder placement. SKA led a team of seven local firms to provide preliminary and final plans for this high-profile project which included City-Parish, DOTD, and Federal involvement and funding. Ms. Gill provided engineering/environmental design support during the environmental Stage 1 phase of the project. She was responsible for the hydraulic design needed for the Wetlands Permit and she performed the hydraulic analysis for the Wards Creek Bridge at Pecue Lane as well as the entrance ramp bridge at I-10.</p>
04/07- 11/09	<p>742-17-0148 / Beaver Bayou Bridge No. 2 and Beaver Bayou Bridge No. 3 Bridges / Central Thruway: East Baton Rouge Parish – Ms. Gill served as <i>Bridge Design Engineer</i>. Beaver Bayou Bridge No. 2 has 3 continuous units consisting of 7-40 foot Quad Beam Girder spans over Beaver Bayou with a total length of 280 feet. This bridge has skewed spans for its entire length to accommodate the channel crossing. Beaver Bayou Bridge No. 3 has 2 continuous units consisting of 5-75 foot Type III Girder spans over Beaver Bayou with a total length of 375 feet. Ms. Gill designed the bent caps and continuous spans for these bridges. She also performed hydrologic and hydraulic analyses for the bridges and evaluated these bridges individually and as a basin. She was instrumental in determining pile spacing and location as well as velocities and scour protection.</p>
06/04- 11/06	<p>742-17-0147 / Sullivan Bridge and CN & IC Railroad Bridge / Central Thruway: East Baton Rouge Parish – Ms. Gill served as <i>Bridge Design Engineer</i>. The Sullivan Bridge is a 2 span continuous unit consisting of 5-75 foot Type III Girder spans on a curve for a total length of 375 feet. The CN & IC RR Bridge has 7 continuous units consisting of 18-75 foot Type III Girder spans with 1-110 foot Type BT-63 Girder span over the railroad for a total length of 1,450 feet. Ms. Gill designed the bents and spans for these bridges. She also performed hydrologic and hydraulic analyses for the bridges and evaluated these bridges individually and as a basin.</p>

16. Staff Experience

Firm employed by **Shread-Kuyrkendall & Associates, Inc.**

Name	Garrett Gilbert E.I.	Years of relevant experience with this employer	5
Title	ENGINEER INTERN	Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		B.S. / 2018 / Civil Engineering	
Active registration number / state / expiration date		EI. 0034007 / LA / September 30, 2025	
Year registered	2019	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		<i>Mr. Gilbert's role will be Roadway Design.</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
09/23-Present	H.015056 / LA 685: LA 14-Y to Bayou Tigre: Vermilion Parish – This is an DOTD IDIQ Pavement Preservation Project that requires drainage improvements, milling and overlay, and some reconstruction of existing roadway. Mr. Gilbert has performed all tasks related to design under the supervision of a P.E. Mr. Gilbert has also performed a drainage study to address localized street flooding reported by Erath council members. This project is part of a larger set of LADOTD IDIQ Pavement Preservation projects.		
12/22-Present	H.009266/ I-10: LA 73 to LA 30: East Baton Rouge Parish – The I-10: LA 73 to LA 30 project is the addition of a third lane to the I-10 corridor between LA 73 and LA 30, including the widening of the bridges crossing I-10 within project boundaries. Mr. Gilbert has performed quantity calculation and cost estimation for the project. Mr. Gilbert also performed the drainage analysis and joint layout for a portion of the project.		
03/21 - Present	H.010155 / US 90: Rail Spur Removal SE of LA 85: Iberia Parish – For the future I-49 , this project consists of preliminary and final plans for roadway and two (2) parallel bridge structures over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction. Mr. Gilbert performed the quantity and cost estimation for the roadway elements of the project with addition of the earthwork.		
05/21-Present	MA-20-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish – The Bluff connector project is a new construction project for a connector road between LA 73 and Bluff Road. Mr. Gilbert managed vertical alignment and drainage design for the project. Mr. Gilbert also managed quantity and cost estimation for the project. A substantial portion of the project was designed using OpenRoads. This work in OpenRoads was also used to perform an inhouse OpenRoads tutorial presented by Mr. Gilbert. Mr. Gilbert is not currently performing work on this project.		
04/21-Present	H.014051/ Lakewood Dr. Reconstruction: St. Charles Parish – Currently in construction , the Lakewood Dr. Reconstruction Project is the reconstruction of an urban minor collector. Mr. Gilbert performed the quantity and cost estimation for the project. Mr. Gilbert also performed a drainage study in a separate contract with St. Charles Parish. The purpose was to investigate observed insufficiencies in the subsurface drainage system along the Lakewood Dr. corridor. The study used DOTD HYDRWIN programs to inform sufficiency of the existing drainage system on Lakewood Dr. Mr. Gilbert has been performing CE&I duties for DOTD as SKA are the LPA engineers for the project.		

07/20-02/23	<p>H.012588/H.012169/H.012587 I:10 Overlays Atchafalaya Basin Bridge To W End Of La 415: Iberville/West Baton Rouge Parishes– These are three separate overlay projects that follow sequentially along I:10. The project intention is to overlay the existing pavement by 8” over existing structure, using transitions to meet tie-ins at project limits and bridges. The majority of the projects are adjusting existing conditions to meet design standards. Mr. Gilbert managed all parts of plan creation under P.E. supervision. This includes adjustments to drainage, road, striping, earthwork, guardrail, sequence of construction, and cable barriers. OpenRoads was used moderately through the projects in attempt to prepare for the eventual switch to the program for DOTD projects.</p>
04/20-04/22	<p>H.001799/ LA 531 Overpass: Webster Parish – The project consists of roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. This project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Mr. Gilbert performed the quantity and cost estimation. Mr. Gilbert performed the joint layout, drainage design, signing, and erosion control for the project. Mr. Gilbert assisted with sequencing of the project specifically designing the detour roadways.</p>
01/20-05/22	<p>MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – This project included a roundabout at the intersection of Henry Road and LA 930 (Daigle Road) to replace the existing stop-controlled intersection with a proposed single lane roundabout. LA 930 is a two-lane roadway running north-south at its intersection with Henry Road. This project required coordination with DOTD for the route LA 930. Mr. Gilbert performed the quantity and cost estimation for the Henry Road Roundabout Project. Mr. Gilbert also performed the drainage design and signing for the project.</p>
12/19-On Hold	<p>MA-17-02/ Roddy Road Widening: US 61 TO LA 935: Ascension Parish – This project was a reconstruction of the existing roadway that widened the existing section to current design standards. Mr. Gilbert performed the quantity and cost estimation for the Roddy Road widening project. Mr. Gilbert also performed the signing, and erosion control for the project. Mr. Gilbert is not currently performing work on this project.</p>
09/19-03/22	<p>H.004435/ LA 3241: LA 36 TO LA 435: St. Tammany Parish – Mr. Gilbert performed the quantity and cost estimation for the new construction project of LA 3241. Mr. Gilbert designed the erosion control and signing for the project. The project is new construction of a 4-lane median separated, rural arterial roadway.</p>
06/19-Present	<p>H.003047/ Pecue Lane/ I-10 Interchange (PHASE 3): East Baton Rouge Parish – This project includes a Diverging Diamond Interchange (DDI). The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. Mr. Gilbert performed the quantity estimation and cost estimation for the Pecue Lane DDI Interchange project. The project was the addition of an DDI interstate interchange at Pecue Lane and I-10. Mr. Gilbert is not currently performing work on this project.</p>
05/17-08/17 05/18- 08/18 01/19-06/19	<p>Mississippi Department Of Transportation: Brookhaven Construction Office / Carthage Construction Office / Whitfield Construction Office: Mr. Gilbert interned with MDOT for two summers and was a full-time employee after graduation for five months. Mr. Gilbert worked for various MDOT construction offices which work to insure MDOT projects are constructed to state standards and manages appropriate payment for construction. Mr. Gilbert began in inspection roles, ensuring contractors performed tasks to proper standards and quantities were recorded for payment purposes. Towards the end of his employment with MDOT Mr. Gilbert was being trained to manage projects. Mr. Gilbert spent most of his time with MDOT in the field, overseeing reconstruction, new construction, bridge construction and all-encompassing work related to these types of state transportation projects.</p>

16. Staff Experience

Firm employed by **Shread-Kuyrkendall & Associates, Inc.**

Name	James Partin	Years of relevant experience with this employer	24
Title	CADD TECHNICIAN	Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization		Bachelor of Science / 1989 / Engineering Graphics	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		<i>Mr. Partin will be lead CADD Technician. Mr. Partin's role includes using MicroStation to create project plan sets that are used for presentations, project bids and construction.</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/21 - Present	<p>H.010155 / US 90: Rail Spur Removal SE of LA 85: Iberia Parish – For the future I-49, Mr. Partin is the lead CADD Operator for this project which consists of preliminary and final plans for roadway and two (2) parallel bridge structures over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction. Mr. Partin assisted with the CADD work for the construction plans, which includes typical sections and details, alignment plan and profile sheets, drainage maps, geometric details, suggested sequence of construction and minimum construction signing, bridge plans and details, and cross sections.</p>		
05/17-03/19	<p>H.012306.1 / LA 42: Highland Rd. at Pecue Ln. Stage 0: East Baton Rouge Parish - This project included the creation of MicroStation plans showing multiple alternatives for a new T-Intersection or Roundabout construction at a roadway intersection. Mr. Partin provided the CADD work for Stage 0 plans, which included layout plans, and typical sections and details.</p>		
06/18-Present	<p>H.001799 / LA 531 Overpass: Webster Parish – This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. The project is approximately 0.38 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Mr. Partin assisted in the CADD work for contracted bid and construction plans, which included right-of-way maps, typical sections and details, quantity calculations, alignment plan and profile sheets, drainage maps, geometric details, and cross sections. This project has been completed and is ready for construction</p>		
06/17-On Hold	<p>H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): East Baton Rouge Parish – Shread-Kuyrkendall & Associates designed project plans for the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Mr. Partin provided the CADD work for presentation plans, which included layout plans, and typical sections and details. Plan and profile sheets, and drainage maps were also submitted. Due to environmental concerns, this project has been put on hold.</p>		
10/12-Present	<p>H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – This project includes widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction, existing bridge widening at three locations within the project limits. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Mr. Partin is assisting in the CADD work for construction plans, which include typical sections, details, quantity calculations, alignment plan and profile sheets, drainage maps, geometric details, bridge plans and details, and cross sections.</p>		

16. Staff Experience

Firm employed by **Shread-Kuyrkendall & Associates, Inc.**

Name	Dianna Sherman	Years of relevant experience with this employer	8
Title	CADD TECHNICIAN	Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization		Bachelor of Science / 2002 / Industrial Technology Associate Degree / 2002 / Design and Drafting	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		<i>Ms. Sherman will assist as a CADD Technician. Ms. Sherman's role includes using MicroStation to create project plan sets that are used for presentations, project bids and construction.</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/21-Present	MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish – LA 73 will connect to the four-lane divided Bluff Road via a multi-lane roundabout . Access Management is being implemented due to the proximity of the roundabout to I-10 @ LA 73. Ms. Sherman assisted with process of creating working drawing, using topographic data to create an accurate layout for plan and profile sheets, typical sections, geometric layout, striping, and signage plans.		
06/18-Present	H.001799 / LA 531 Overpass: Webster Parish – This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement . The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Ms. Sherman assisted with process of creating working drawing, using topographic data to create an accurate layout for plan and profile sheets, typical sections, striping, and signage plans. This project has been completed and is ready for construction		
03/18-03/23	MA-17-02/ Roddy Road Widening: Ascension Parish – This project consisted of widening Roddy Road in Ascension Parish. Ms. Sherman assisted with the process of creating working drawings, using topographic data, and as built drawings to create an accurate layout for plan and profile sheets, typical sections, and geometric layout. As well as creating clearing and grubbing and right of way plans.		
06/17-On Hold	H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): East Baton Rouge Parish – Shread-Kuyrkendall & Associates designed project plans for the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Ms. Sherman assisted with process of creating working draws for plan and profile sheets, typical sections, and geometric layout. Due to environmental concerns, this project has been put on hold.		
10/12-Present	H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – This project includes widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction, existing bridge widening at three locations within the project limits. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications . Ms. Sherman is assisting with the process of creating working drawings, using topographic data to create an accurate layout for plan and profile sheets, typical sections, striping, and signage plans.		

16. Staff Experience

Firm employed by **Vectura Consulting Services, LLC**

Name	Sheelagh Brin Ferlito, PE, PTOE		Years of relevant experience with this employer	8
Title	PRINCIPAL		Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization			B.S. / 1988 / Civil Engineering	
Active registration number / state / expiration date			PE.0025383 / LA 9/30/2025	
Year registered	1993	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Meets the role for MPR 6 (Traffic Analysis & Design) <i>Traffic Control Design / Temporary Traffic Signal Analysis and Design QC</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/21 - current	H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge, LA) Brin is the task leader for Vectura for the Construction Engineering and Inspection of 24 traffic signals . Brin oversaw the review of signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Brin and Reece, with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.			
07/19 - current	MOVEBR New Capacity Projects Program Management (Baton Rouge, LA) Brin is the lead traffic engineer for entire the New Capacity Projects program management team. All traffic engineering scope of services, traffic / speed data collection, traffic design studies, safety studies, and traffic signal design plans are reviewed by Brin . She is in constant communication with the Traffic Engineering staff of DOTD and EBR Traffic Engineering Department. She understands the current requirements for all aspects of traffic engineering projects.			
07/19 - current	H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement PPP (Belle Chasse, LA) Brin is the project manager for the temporary and permanent traffic signal plans for the intersections of LA 23 at Burmaster St and at Engineers Rd. She based her traffic signal plans on design year volumes that were developed using growth rates from the New Orleans Regional Planning Commission Travel Demand Model. This project is the first ever Public-Private-Partnership performed by Louisiana DOTD.			
04/18 – 06/21	H.011909.5-4 Roundabout: US 171 at Boone St. (Vernon Parish) Brin reviewed 60 Percent Preliminary Signing and Striping Plans and developed documented comments based on DOTD Road Design Manual, DOTD Standard Details and MUTCD. She is also the project manager for the design of temporary traffic signal plans that will be implemented during the roundabout construction at the intersection of US 171 at Boone Street in Leesville, LA. She coordinated access management issues using aerials, aged traffic volumes and Synchro Software.			
09/20 – 12/21	H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish, LA) Brin is the project manager for the design of temporary traffic signal plans that will be implemented during the roundabout construction along LA 30 in Gonzales, LA. The project involves replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at the Tanger Boulevard. Vectura also developed signal timing plans for each phase of the construction to maintain progression along LA 30.			
07/18 – 04/19	LA 1 Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Design West Baton Rouge Parish, Addis, LA Brin developed a Pedestrian Crosswalk Study and Traffic Signal Construction Plans for the intersection of LA 1 at LA 990 in Addis, LA. The study was based on DOTD Traffic Engineering Manual Crosswalk Guidelines followed by traffic signal design plans based on DOTD requirements. The study included traffic and pedestrian traffic data collection, a speed study, crash analyses, intersection analyses and progression analyses . The signal plans included pedestrian signal equipment, signal timing parameter calculations, crosswalk striping, signs, DOTD pay items, estimated quantities, and construction cost. Brin also assisted with the Parish with the DOTD Permit Request for Intersection Control Devices on a State Right of Way.			
09/17-04/18	US 11 at US 190 Bus. (Fremaux Ave.) Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Equipment Design Slidell, LA Brin developed a formal traffic study for a proposed crosswalk with pedestrian traffic signal equipment and pedestrian clearance timings based on DOTD requirements. Brin assisted with vehicle and pedestrian data collection, spot speed study, analyzed 3-year intersection crash data and developed signal timing for pedestrians to cross the street . From the design study, a set of Traffic Signal Modification Plans were developed to implement the recommended alternative.			

02/17-10/17	Stage 0 Judge Tanner Boulevard at N. Causeway Roundabout Study (St. Tammany Parish, LA) Brin developed the safety analyses for a Stage 0 Study for 4 intersections in the Mandeville area. The study was based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual Section 20.2. Brin assisted collecting 7-day, 24-hour counts w/ Classification, turning movement counts for peak periods and speed data for mainlines. She developed signal timing in the PTV Vistro software. The signal timings were then used in Sidra to complete the HCM analyses. Brin provided a quality control review of the traffic report.
06/16-09/17	H.004490 Stage 0 Roundabout Studies (Lafayette Parish, LA) Brin developed sections of a Stage 0 Feasibility Study for roundabouts the conformed to DOTD EDSMs and Traffic Engineering Manual Section 20.2 at ten intersections in the Lafayette area. Brin, along with Laurence, collected 7-day, 24-hour counts w/ classification, turning movement counts for AM and PM peak periods and speed data for mainlines. Brin provide a QC review of the Sidra analyses and developed traffic signal timing for 3 intersections for Years 2019 and 2039, AM & PM peak hours and developed a crash analyses as defined in Section 20.2 of TEM. CMF factors were identified for the preferred alternative to predict the number of crashes that could be eliminated. Brin provided a QC review of the final draft.
04/14 – 12/14	H.002301 Signal Design for N. Sherwood Forest Dr. Widening Project (Baton Rouge, LA) As the project engineer, Brin was in responsible charge for data collection and design for three signalized intersections as part of a road widening project as per EBR DPW and DOTD requirements. Ms. Ferlito developed the traffic signal equipment, signal timing and communication construction plans, special provision specifications, quantities, and cost estimate. She also performed tasks to develop the striping plans and sequence of construction plans which included temporary signal equipment placement due to lane shifts during construction.
07/12-03/14	EBR 03-TS-CI-0026 CE&I for EBR Traffic Signal Systems Jefferson Highway Construction (Baton Rouge, LA) Brin was the Project Resident Engineer on behalf of EBR for performing CE&I services for the construction of 11 traffic signals . She maintained records of the contractor's daily operations, coordinated significant events that affected construction progress including utility issues, reviewed shop drawings, conducted monthly progress meetings, recorded daily installed quantities, developed change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into interstate I-12 fiber backbone and ATM / EOC building. She processed all monthly tasks in EBR formats as well as well as all items on the EBR project closeout checklist.
07/08-09/09	SPN 013-05-0043 CE&I for EBR Traffic Signal Systems Phase IV Construction (Baton Rouge, LA) Brin was the Project Resident Engineer for DOTD and EBR to perform CE&I services for the construction of 21 traffic signals . She developed the project Sample Plan, maintained records of the contractor's daily operations, coordinated significant events that affected construction progress including utility issues, reviewed shop drawings, conducted monthly progress meetings, recorded daily installed quantities, coordinated concrete sampling for DOTD Materials Lab, developed change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into Airline Highway fiber backbone and ATM / EOC building. She processed all monthly tasks electronically in DOTD Site Manager and in EBR required formats as well as all items on the DOTD Project Closeout Checklist including the 2059 Report.
09/13 – 04/14	S.P. 700-99-0477 Jefferson Hwy. Signal Design (Baton Rouge, LA) Ms. Ferlito designed traffic signal plans for 11 intersections along Jefferson Highway between College Drive and the I-12 On Ramp in Baton Rouge. Design included traffic data collection, traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout . Design also included traffic signal synchronization signal timing and pedestrian signal timing. She prepared estimated quantities, preliminary and final signal construction plans, and specifications.
03/05 – 11/05	Airline Hwy Widening SPN 700-99-0332 (Baton Rouge, LA) Brin designed 8 traffic signals as part of the Airline Hwy. widening project in Baton Rouge. Her design included traffic data collection, traffic signal equipment, signal synchronization timing, fiber communication, storage length calculations based on queues analyses, special provision specifications, quantities, and cost estimate . This project included fiber design to be the first Baton Rouge project to connect video surveillance images and traffic controller information to the ATM / EOC.
02/03 – 01/04	EBR Traffic Signal Systems Phases IV and V SPN 700-17-0172 (Baton Rouge, LA) Brin was the project engineer for the design of 66 signalized intersections on eight arterials in Baton Rouge which included traffic data collection, traffic signal equipment, pedestrian crosswalk equipment, emergency vehicle and railroad preemption equipment, fiber interconnect equipment as well as traffic signal synchronization. Brin prepared traffic signal construction plans, estimated quantities, and specifications.

16. Staff Experience

Firm employed by **Vectura Consulting Services, LLC**

Name	Laurence Lucius Lambert, II, PE, PTOE, PTP	Years of relevant experience with this employer	8
Title	PRINCIPAL	Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization		B.S./1997/Civil Engr. M.S./2006/Civil Engr. (Transportation focus) M.B.A./2010	
Active registration number / state / expiration date		PE.0029901 / LA / 3/31/2024	
Year registered	2001	Discipline	Civil
Contract role(s) / brief description of responsibilities		Meets the role for MPR 6 (Traffic Analysis & Design) <i>TMP QC</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/21 - 03/21	H.013256.5 I-10 ITS Scott to Lake Charles (Southwest Louisiana) Laurence was the lead traffic engineer for a Level 2 Traffic Management Plan (TMP) for the construction of ITS equipment along I-10. The plan included a safety strategy that included a CAT Scan, LOS determination utilizing Citrix data, lane closure recommendations based on a queue analysis and public information strategies.		
07/22 – 09/22	H.013716.5 – US 167: Camellia Blvd – Churchill Dr (Lafayette, LA) Pedestrian Count Study Laurence developed a technical memorandum as part of a DOTD Safety IDIQ contract to document if an approach at a signalized intersection met the warrants listed in the <i>Traffic Engineering Manual</i> Sections 3B.2.4 and 3B.2.8 for a pedestrian marked crosswalk.		
07/19 – current	MOVEBR New Capacity Projects Program Management (Baton Rouge, LA) At the beginning of the program, Laurence worked with the Capital Region Planning Commission to produce measures of effectiveness from the travel demand model to prioritize the MOVEBR project list. Laurence and Pong Wu developed a list of vehicle miles traveled, V/C ratios and vehicles hours of delay. Laurence also developed specifications of Rectangular Rapid Flashing Beacons (RRFB) for the City of Baton Rouge.		
04/18 – 12/21	H.010960.5 LA 30 Roundabouts at Tanger & I-10 Gonzales (Ascension, LA) Laurence provided a Quality Control review of the temporary construction and sequence of construction plans . Vectura also provided Quality Control review of signing and striping plans at 30% and 60% plan sets to ensure the roundabouts conformed to the Pavement Markings Details Sheet PM-09 and the MUTCD details on roundabouts.		
04/18 – 12/21	H.011909.5-4 Roundabout: US 171 at Boone St. (Vernon Parish, LA) Laurence provided a Quality Control review of the temporary construction and sequence of construction plans . Vectura also provided Quality Control review of signing and striping plans at 30% and 60% plan sets to ensure the roundabouts conformed to the Pavement Markings Details Sheet PM-09 and the Manual on Uniform Traffic Control Devices (MUTCD) details on roundabouts.		
02/20 – 09/21	College Drive Corridor Enhancement from Perkins Road to I-10 (Baton Rouge, LA) Laurence was the project manager to develop Chapter 1 (Data Collection), Appendix A (Initial Data Collection), and Appendix B (Final Data Collection) for proposed improvements College Drive. Since the I-10 interchange was included in the study, approval from DOTD was required . Vectura collected, turning movement counts, 85% speed data, travel time runs, queue measurements, field observations, verification of Traffic Signal Inventories, and bicycle / pedestrian / transit observations.		
09/17-04/18	US 11 at US 190 Bus. (Fremaux Ave.) Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Equipment Design Slidell, LA Laurence assisted Brin in the development of a formal traffic study for a proposed crosswalk with pedestrian traffic signal equipment and pedestrian clearance timings based on DOTD requirements. Brin assisted with vehicle and pedestrian data collection, spot speed study, analyzed 3-year intersection crash data and developed signal timing for pedestrians to cross the street . From the design study, a set of Traffic Signal Modification Plans were developed to implement the recommended alternative.		
10/17 - 10/18	H.013025 LA 182 (University Avenue) Corridor Planning Study (Lafayette, LA) Laurence was the lead transportation engineer for a Corridor Planning Study for LA 182. The scope focused on improving safety and mobility for pedestrian, bicycle, and transit users. Laurence collected AM & PM peak vehicle turning movement counts as well as pedestrian and bicycle counts. Laurence coordinated with the Acadiana Planning Commission to develop growth rates and design year volumes. Laurence then performed Highway Capacity Manual analysis for 5 intersections along the intersection analyses for the signalized and roundabout controlled alternatives. Included in the study was a safety analyses of five intersections and the intermediate segments. Based on the results of the safety analysis, Laurence provided design criteria to the design team for improving safety of pedestrians, bicycles, and vehicles.		

01/17 – 07/17	<p>RPC Task ST-1.17 Minnesota Park Road Improvements (Tangipahoa Parish) Laurence was the task leader for a traffic data collection and intersection analyses of a Stage 0 feasibility study. Laurence utilized Sidra software to perform an alternative analyses Highway Capacity Manual Analyses that included STOP, signal, and a roundabout. The DOTD procedures for utilizing Sidra were followed for this project. Laurence stamped the final version of the traffic study for the Stage 0.</p>
09/16 - 04/17	<p>H.004957.5 I-12 To Bush - LA 3241 (I-12 – LA 36) Corridor Study (St. Tammany Parish, LA) Laurence was the lead traffic engineer for a DOTD traffic study for the new LA 3241 alignment with the purpose of obtaining both existing and projected future traffic variables in accordance with standard operating procedures typically performed in these types of analyses. Laurence worked closely with the NORPC and District 62 to develop design year volumes using data the TransCAD model. The traffic study examined concepts that improved the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management. Laurence, along with Brin, collected 7-day, 24-hour counts w/ classification on mainlines, turning movement counts for morning and evening peak periods and speed data for mainlines. Laurence also developed a VISSIM traffic simulation model of the preferred alternative.</p>
07/14 - 01/17	<p>FHWA Intersection & Interchange Geometrics: Innovative Design Considerations for All Users (Multiple States) FHWA funded workshops for state Departments of Transportation that were interested in learning more about innovative intersection & interchange design. Laurence presented either part or all the one-day or two-day workshops that included modules on the overall policy and goals of FHWA for these types of innovations, roundabouts, roundabout interchanges, DLTs, DDIs, J-turns / Superstreets, MUT, Thru-turns, quadrant, and the assessment tools (CAP-X) available to compare the measures of effectiveness of each innovation. Each module includes sections on design, traffic operations, safety and multi-modal accommodation Laurence has presented for the Alabama, Kentucky, Ohio, Oklahoma, Massachusetts, Tennessee, and Texas Departments of Transportation under this contract.</p>
06/16 - 09/17	<p>H.004490 Stage 0 Roundabout Studies, (Lafayette Parish, LA) Laurence performed a Stage 0 Feasibility Study for roundabouts at ten intersections in the Lafayette area. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual Section 20.2. Laurence, along with Brin, collected 7-day, 24-hour counts w/ classification, turning movement counts for peak periods and speed data for mainlines. Once the traffic data was collected, Laurence performed traffic signal warrants analyses, performed a Sidra unsignalized, signalized and roundabout analyses. After the analyses were completed, Laurence developed a report that captured the results.</p>
03/10 - 11/11	<p>S.P. No. 700-09-0171 Stage 0 and 1 Study I-49 Inner City Connector (Shreveport, LA) This 3.5-mile route will connect existing I-49 / I-20 interchange to the proposed I-49 / I-220 interchange. After completing the Stage 0, Laurence was the project manager for the traffic analyses for the EA phase. The total traffic analyses effort included over 30 TransCAD Models, 20 interchanges and 70 intersections. Analyses included signalized and unsignalized intersections, basic freeway segments, freeway merge / diverge segments and freeway weaving segments at the studied intersections and interchanges. This project included performing both Interchange Modifications Reports (IMRs) and Interchange Justification Reports (IJRs).</p>
04/04 - 12/04	<p>I-10 Frontage Roads, Picardy Interchange, Bluebonnet Siegen (Baton Rouge, LA) Laurence provided the traffic analysis for a highly unique reconfiguration of interstate ramps that included frontage roads and an overpass of I-10 for new an interchange at Picardy. HCS and VISSIM were the primary analysis tools for the analysis. As part of the design team that developed the concept for this project, Laurence performed feasibility studies, developed design criteria, and coordinated with city, state and federal agencies for approvals as well as gathered public input. Laurence prepared traffic signal timings and designs that included cost estimates for the project.</p>
04/04 - 09/06	<p>Stage 0 I-10 at Pecue Lane Interchange Justification Study (Baton Rouge, LA) Laurence was the lead traffic engineer for a Stage 0 traffic study analyzing the proposed interchange at I-10 and Pecue Lane. Laurence developed current and future traffic volumes based on the CRPC TransCAD model growth rates. Using HCS, Laurence analyzed signalized and unsignalized intersections, basic freeway segments, freeway merge / diverge segments and freeway weaving segments. Laurence also developed a micro-simulation model in both VISSIM and TSIS.</p>

16. Staff Experience

Firm employed by **Vectura Consulting Services, LLC**

Name	Reece Rodrigue, PE, PTOE, RSP1	Years of relevant experience with this employer	4
Title	PROJECT TRAFFIC ENGINEER	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		B.S. / 2013 / Civil Engineering	
Active registration number / state / expiration date		PE. 0042074 / LA / 3/31/2024	
Year registered	2017	Discipline	Civil
Contract role(s) / brief description of responsibilities		<i>Project Engineer for Traffic Control Design / Temporary Traffic Signal Analysis and Design</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
04/21 - current	<p>MOVEBR Direct Select for Traffic Signal Design, Baton Rouge, LA Reece is a project engineer for the design of traffic signal upgrades at 10 intersections. This project included a traffic design report, preliminary and final plans for traffic signals that included traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout. The design also included traffic signal synchronization signal timing and pedestrian signal timing.</p>		
07/21 – current	<p>H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge) Reece is part of the team responsible for Construction Engineering and Inspection. Reece has reviewed the signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Reece, with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.</p>		
01/21 – 05/21	<p>H.013256 - I-10 ITS Scott to Lake Charles (Lafayette, Acadia, and Jefferson Davis Parishes) Reece was a member of the subconsultant team who was tasked with reviewing the ITS plans for 15 sites along I-10 where CCTV cameras were being installed. Reece was responsible for measuring anticipated construction quantities and producing a cost estimate for said quantities by using DOTD's Bid Tabulation and Cost Estimating Tool.</p>		
09/20 – 12/21	<p>H.011909.5-4 Roundabout: US 171 at Boone St. (Vernon Parish) Reece was a project engineer, who participated in the production of the temporary signal design associated with the sequence of construction for the roundabout at US 171 at Boone St. He conducted a thorough analysis of the US 171 corridor's existing allowable movements and identified the movements that would be restricted during the proposed construction process and how it would impact the typical traffic patterns.</p>		
09/20 – 12/21	<p>H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish) Reece was a project engineer, who assisted in the production of the temporary signal design associated with the sequence of construction for the roundabouts on LA 30 in Gonzales, LA. This project consists of eight proposed construction phases. He assisted in calculating the temporary pole heights, determining the placement location for the temporary poles for each phase, measuring and calculating clearance intervals. Reece conducted a thorough analysis of the LA 30 corridor's existing allowable movements and identified the movements that would be restricted during the proposed construction process and how it would impact the typical traffic patterns.</p>		
04/20 - current	<p>H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership Project (Belle Chasse) Reece is the project engineer who designed the temporary traffic signal for the intersection of LA 23 at Engineers Rd. The design of the temporary signals is set for eight phases of construction per the anticipated sequence of construction. Temporary pole location and heights were recommended for placement for use for all construction phases. Vehicle clearance interval calculations were conducted for each phase in accordance with DOTD and ITE guidance. Reece is responsible for producing the traffic impact analysis portion of the Traffic Management Plan, which was also used in planning for the permanent and temporary signal timing plans. Reece also produced permanent signal plans for the LA 23 intersections at Engineers Road and at Burmaster Street. He evaluated STOP bar locations, calculated vehicle, and pedestrian clearance intervals, designed the railroad preemption sequence for both at-grade crossings, designed the wiring layout, and developed the interconnect plan. Reece maintains correspondence with the fellow design engineering team for product consistency. In addition, Reece reviewed and approved shop drawings that were submitted by the contractor.</p>		

04/21 - current	MOVEBR Direct Select for Traffic Signal Design, Baton Rouge, LA Reece is a project engineer for the design of traffic signal upgrades at 10 intersections. This project included a traffic design report, preliminary and final plans for traffic signals that included traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout. The design also included traffic signal synchronization signal timing and pedestrian signal timing.
02/20 – 09/21	College Drive Corridor Enhancement from Perkins Road to I-10 (Baton Rouge, LA) Reece was the task leader for organizing and formatting the data collection of the College Drive project limits. Tasks included in data collection were 7-day tube counts, intersection turning movement counts, approach tube counts, unmet demand observations, driveway counts, travel time runs, pedestrian / bicycle counts, and weaving counts.
07/19 – 12/19	Burgess Avenue at Duff Road Traffic Signal Design, Walker, LA Reece was responsible for the design of a fully actuated signalized intersection in the city of Walker, LA. The traffic signal was determined to meet signal warrants upon completion of the Foxglove subdivision in Livingston Parish, LA. Plans included road widening, signal face indication schedule, signal sequence chart, sign schedule, detector schedule, controller timing, wiring diagram, and free operation phasing diagram. Reece met with city officials to discuss the feasibility of constructing a traffic signal as opposed to other alternative measures for improving the intersection.
02/16 - 12/16	H.005733.5 US 190 Superstreet Task Order (St. Tammany Parish) Reece was a team member responsible for the layouts for the US 190 Superstreet signal designs. He created the preliminary plans using CAD software program MicroStation V8i. He aided in the technical design of each intersection. He conducted field inspections to verify locations of existing equipment as well as observing the area for feasible proposed utility locations. He attended project team meetings to discuss the project details as well as the plan-in-hand walk-through.
01/16 – 11/17	Ochsner Main Campus Traffic Signals (Jefferson Parish) Reece served as a design engineer for the traffic signal plans for the two Ochsner Main Campus access traffic signals with US 90 (Jefferson Hwy). The goal of the design was to implement updated pedestrian timings as well as optimize progression through the US 90 corridor. He reviewed traffic data and assigned time of day coordination timing parameters for the two intersections so that they may be included in the coordinated system west of the intersections. He used TruTraffic to determine the appropriate offset parameters so that vehicles may progress efficiently through the coordinated system. Plans for the two intersections were drafted in the form of DOTD's latest version of the TSI format. He was responsible for estimating construction quantities using DOTD's 2016 Spec Item list.
10/16 – 05/17	Loyola Interchange Modification Request, Kenner, LA Reece was a team member in the production of an Interchange Modification Report (IMR) for the I-10 at Loyola Dr. Interchange. He was an active member in collecting vehicle travel time data and processing the data. He also aided in collecting vehicle queues at the study intersections. He also assisted in the Vissim model calibration.
02/15 – 12/15	H.011646 Retainer Contract for DOTD District 02 Traffic Signal Inventories - Nola 3 Reece served as the lead engineer in the production of the traffic study for the District 02 Traffic Signal Inventories. The objective was to effectively correct the progression of traffic through the US 90 (Broad St) corridor. He reviewed vehicle crash data at all intersections in the study scope. He conducted travel time runs. He created a model with existing traffic signal timing information using Synchro 8 Software. He recommended traffic signal pedestrian clearance times and yellow and red clearance times for each intersection. He used MicroStation V8i when designing traffic signal plans in DOTD's TSI format.

16. Staff Experience

Firm employed by **Vectura Consulting Services, LLC**

Name	Kristen Gahagan Farrington, PE, PTOE, RSP1	Years of relevant experience with this employer	2
Title	PROJECT TRAFFIC ENGINEER	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		B.S. / 2013 / Civil Engineering	
Active registration number / state / expiration date		PE. 0042785 / LA / 3/31/2025	
Year registered	2016	Discipline	Civil
Contract role(s) / brief description of responsibilities		<i>Project Engineer for TMP</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/23 – 07/23	<p>H.013722 Morgan City Sidewalks & Shared Use Path (Morgan City, LA) Kristen was the lead engineer as part of a DOTD Safety IDIQ contract to document if an approach at a signalized intersection met the warrants listed in the <i>Traffic Engineering Manual</i> Sections 3B.2.4 and 3B.2.8 for a pedestrian marked crosswalk. The study also included an evaluation of a mid-block crossing based on the criteria set in Section 3B.2.7 of the <i>Traffic Engineering Manual</i>. The study consisted of vehicular and pedestrian counts, spot speed study, a safety analysis and field observations.</p>		
04/21 - current	<p>CP No. 16 CI-US-0032 Bus Rapid Transit (BRT) Improvement Project (Baton Rouge, LA) Kristen a project engineer for a traffic design study and traffic signal design of 19 signals along three corridors: Plank Road, 22nd Street and US 190 (Florida Street). Kristen assisted the prime consultant with the safety analysis as well.</p>		
08/21 – 04/22	<p>H.013267 Downtown to Scotlandville Parkway Trail Safety Enhancement Study (Baton Rouge, LA) Kristen was a project engineer for a design study to evaluate the recommended street crossing treatments of the trail at eight locations. The project consisted of collecting vehicular speed and volume data at the proposed trail crossings. Geometric field checks were also performed to determine if any hazards to pedestrians or cyclists existed. Once the field data was collected and analyzed, appropriate crossing treatments utilizing the <i>FHWA STEP Guide for Improving Pedestrian Safety at Unsignalized Locations</i> were developed that included Rectangular Rapid-Flashing Beacons (RRFB) and Pedestrian Hybrid Beacons (PHB's). Currently, Vectura is developing plans for the PHB's at four locations which will be the first implementation of PHB's in the Baton Rouge area on a state route.</p>		
02/20 – 09/21	<p>MOVEBR College Drive Enhancement Project (Baton Rouge, LA) Kristen assisted with the data collection task of the College Drive project limits. Tasks included in data collection were 7-day tube counts, intersection turning movement counts, approach tube counts, unmet demand observations, driveway counts, travel time runs, pedestrian / bicycle counts, and weaving counts.</p>		
6/19 - 2/21	<p>H.013459 US 167 Improvements Stage 0 Elsie Street to Gilbert Street (St. Landry Parish, LA) Kristen served as project manager for a Stage 0 study to evaluate the addition of a third lane to US 167 from Elsie Street south to a point past Gilbert Drive. Environmental impacts and cost estimates were prepared, as well as a benefit-cost analysis of all improvements considered. Civil Engineer responsible for safety analysis including crash rate number method, over-representation, CATScan quality assurance, HSM existing safety analysis, and No-Build Analysis. Designed high-level concept exhibits and comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes.</p>		
6/19 - 2/21	<p>H.013460 US 167 Improvements Stage 0 Enola Street to Ross Road (Evangeline Parish, LA) Kristen served as project manager for a Stage 0 study of a two-lane road to remove a curvilinear section of US 167 from Enola Street near LA 748, southeast for approximately 1.2 miles. The study compared connecting existing property owners to a new roadway with driveways or intersection of old roadway. Environmental impacts and cost estimates were prepared. Civil Engineer responsible for safety analysis including crash rate number method, over-representation, CATScan quality assurance, HSM existing safety analysis, and No-Build Analysis, as well as a benefit-cost analysis. Designed high-level concept exhibits and a comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes.</p>		

04/19 – 6/21	<p>H.013817.1 LA 117 Improvements Stage 0 (Vernon and Natchitoches Parishes, LA) Kristen served as project engineer responsible for a Stage 0 study for 18 miles of two-lane LA 117 from LA 8 to LA 118. The study evaluated the impacts of correcting deficient vertical and horizontal geometry along the corridor, widening for the addition of shoulders, and adding passing lanes and turn lanes at strategic locations along the corridor. Kristen was responsible for performing the safety analysis including crash rate number method, over-representation, CAT Scan quality assurance, HSM existing safety analysis, and No-Build Analysis. Kristen designed high-level concept exhibits, evaluated environmental impacts, and prepared high level cost estimates and comparison matrices to determine which preliminary alternatives best meet the purpose and need of the project. Kristen compiled all findings in the Stage 0 report and coordinated with stakeholders and local agencies to ensure the purpose and need of project is met.</p>
03/19 – 11/19	<p>H.012311 LA 429 Connector Stage 0 (Ascension Parish, LA) Kristen was the task leader for the preparation of a Stage 0 study to evaluate alignments for a limited-access corridor (LA 429) near I-10, between LA 30, LA 73, and US 61. Two alternatives for the widening and reconstruction of LA 429 were evaluated. The scope consisted of stakeholder and public meetings, site visits and data collection, phasing of alternative development for the corridor, scope and budget checklists, and an opinion of probable cost to prepare the Stage 0 Report. Kristen served as the civil engineer responsible for designing high level concept exhibits and comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes, coordinated with interchange study consultants for a cohesive project, and wrote report.</p>
11/18 - 3/21	<p>H.013322 LA 3040 Feasibility / Safety Study Stage 0 (Houma, LA) Kristen served as project engineer for a study to identify safety and operational issues along 2.5 miles of Martin Luther King Boulevard (LA 3040) in Houma, LA to evaluate reasonable alternatives to address any deficiencies discovered. Kristen was responsible for compiling a data collection plan for submittal to DOTD, including count locations, determined peak periods, and peak hours. Kristen performed peak period observations in the field and geometric field checks, as well as unmet demand observations and calculations. Kristen prepared TMC figures, as well as performed existing analysis in Vistro. Compiled all data collected into Appendices A and B per the DOTD Traffic Process and Report and wrote Chapter 1 of report. Kristen represented the project at stakeholder meetings to discuss project status.</p>
04/18 – 04/19	<p>H.011243.1 I-49 at US 190 and LA 31 Interchange Improvements Stage 0 (St. Landry Parish, LA) Kristen was the project engineer responsible for crash and safety analysis, report writing, planning, and designing for this Stage 0 Study to evaluate alternatives to improve traffic operations and safety at the I-49 interchanges with US 190 and LA 31. Crash and safety analysis was performed using the LADOTD CAT Scan tool and IHSDM, and line and grade was prepared to DOTD Design Standards for various corridors, including arterial collectors and freeway ramps. Close coordination with traffic engineer ensured maximum improvement of safety and operations given limited right-of-way and utility conflicts along the corridors.</p>
09/17 – 09/18	<p>H.011160 LA 73 Corridor Study Stage 0 LA 74 to LA 621 (Ascension Parish, LA) Kristen was the designer responsible for concept development, report writing, and impact analysis for a Stage 0 study. The purpose of the study was to evaluate conceptual alternatives to improve capacity and operations along the LA 73 corridor and its connecting transportation network. The scope included the evaluation of three interchange configurations for the interchange of I-10 at LA 73 in conjunction with two corridor alternatives for LA 73, resulting in six different alternatives for which line and grade, impacts, and high-level cost estimates were prepared.</p>
11/16 – 07/17	<p>H.001271 Cane River Bridge Church Street Route LA 1-X Environmental Assessment Kristen was the project engineer responsible for assisting with the site visits, data organization, analysis of permanent alternatives and traffic control alternatives, and traffic report to aid in the delivery of an environmental assessment for the Cane River Bridge Replacement.</p>

16. Staff Experience

Firm employed by **Vectura Consulting Services, LLC**

Name	Bridget Scheyd Robicheaux, PE, PTOE (Part-Time)	Years of relevant experience with this employer	6
Title	PROJECT TRAFFIC ENGINEER	Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization		B.S./2007/Civil Engineering M.S./2014/Civil Engineering	
Active registration number / state / expiration date		PE. 0041272 / LA / 3/31/2023	
Year registered	2016	Discipline	Civil
Contract role(s) / brief description of responsibilities		<i>Project Engineer for Traffic Control Design, Traffic Signal Analysis and Design / TMPs / Peer Reviews</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/21 – current	H.007160 EBR Computerized Traffic Signal, Phase VB (Baton Rouge) Bridget has reviewed the signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Bridget also reviewed the traffic signal supports and documented all of her comments in a quality control tracker spreadsheet.		
06/21 - 06/21	CP No. 16 CI-US-0032 Bus Rapid Transit (BRT) Improvement Project (Baton Rouge, LA) Bridget assisted with the traffic signal design of 19 signals along three corridors: Plank Road, 22nd Street and US 190 (Florida Street).		
03/21 - 07/22	H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge, LA) Bridget is part of the team responsible for Construction Engineering and Inspection . Bridget has reviewed the signal mast arm shop drawings (checking pole quantities and markups) to assist the City-Parish of Baton Rouge in accepting the manufactured poles.		
04/20 - 07/20	H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership Project (Belle Chasse, LA) Bridget assisted the project engineer who designed the temporary traffic signal for the intersection of LA 23 at Engineers Rd by pulling crash data along LA 23, reviewing and summarizing crash reports, and performing CATScan analysis.		
04/19 - 01/20	Traffic Studies for Broussard Middle School and Billeaud Elementary School (Lafayette Parish, LA) Bridget was the project engineer for developing a Traffic Study for two school entrances in Broussard, LA. Her project tasks included traffic data collection, forecast traffic volume development, existing traffic analyses and future traffic analyses using HCM software. She performed turn lane warrants based on NCHRP Report Number 457 as well as storage lengths based on queues and DOTD requirements.		
07/19 – current	MOVEBR New Capacity Projects Program Management (Baton Rouge, LA) Bridget assists Brin on a daily basis for the entire New Capacity Projects program management team. Bridget has performed multiple reviews of traffic studies and traffic signal designs . This includes reviewing raw data, unmet demand, volume maps, existing and build analyses, and safety analyses for accuracy and consistency throughout the report. She provides comments in a spreadsheet known as the Comment Tracker. All comments are posted in the Comment Tracker so that all parties are aware. Many of these projects are located on state routes and require approval by the Traffic Engineering staff of DOTD and EBR Traffic Engineering Department. She understands the current requirements for all aspects of traffic engineering projects. Using methods outlined in NCHRP 765, Bridget helped to develop design year volumes for the Jones Creek (Airline to Jefferson) MOVEBR project. She has developed Turn Lane tech memos for the MOVEBR Old Hammond Highway Segments 1A and two projects and for the MOVEBR Highland at Siegen project.		
07/18 – 04/19	LA 1 Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Design West Baton Rouge Parish, Addis, LA Bridget assisted Brin with the crosswalk study by pulling and formatting the crash data. She also assisted Brin with the crash analysis and formatting the findings.		

10/17 - 07/18	<p>Travel Demand Model Update: Southeast Louisiana Travel Model (New Orleans, LA) Bridget developed base year traffic volumes to calibrate and test of the regional travel demand as part of updating the New Orleans Regional Planning Commission Travel Demand Model in TransCAD. Specifically, Bridget obtained and reviewed the over 4,000 traffic counts (cars / trucks) that were used in the validation of the SELATRAM model to check for consistency, reasonableness, and completeness. She tabulated her results in a spreadsheet that was included in a technical memorandum.</p>
09/17 - 11/17	<p>US 11 (Front St.) at US 190 Bus. (Fremaux Ave.) Traffic Study (St. Tammany Parish, LA) Bridget participated in the development of a Crosswalk Traffic Engineering Study for the City of Slidell as part of improvements to the intersection of US 11 (Front St.) at US 190 Bus. (Fremaux Ave.). Bridget processed raw traffic videos and developed AM and PM peak period turning movement vehicle count figures. She also assisted Brin with a PTV Vistro model for the AM and PM Peaks for the five intersections for capacity analyses as well as progression analyses. She also developed portions of the report.</p>
02/17 - 10/17	<p>Judge Tanner Boulevard at N. Causeway Roundabout Study (St. Tammany Parish, LA) Bridget participated in the development of a Stage 0 Feasibility Study for roundabouts at four intersections in St. Tammany Parish. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual Section 20.2. Bridget developed traffic turning movement counts for morning and evening peak periods including peak hour factor and heavy vehicle percentages. Growth rates for design year volumes were also developed based on information provided from the TransCAD model. She performed portions of the Sidra unsignalized, signalized and roundabout analyses for implementation and design years and report development.</p>
06/16 - 09/17	<p>H.004490 Stage 0 Roundabout Studies, (Lafayette Parish, LA) Bridget assisted with developing a Stage 0 Feasibility Study for roundabouts at seven intersections in the Lafayette area. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual Section 20.2. Bridget developed traffic turning movement counts diagrams for peak periods including peak hour factor and heavy vehicle percentages. She developed the speed data analyses as well as assisted with performing Sidra unsignalized, signalized and roundabout analyses for implementation and design years. Bridget also developed several figures that were included in the report.</p>

17. Firm Experience

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	ROAD
Project name	Henry Road at LA 930 Roundabout		Firm responsibility (prime or sub?)	Prime
Project number	MA-18-08	Owner's name	Ascension Parish	
Project location	Ascension Parish		Owner's Project Manager	Jeff Burst, P.E.
Owner's address, phone, email	615 Worthy St., Gonzales, LA 70737/ (225)368-2869 / Jburst@hntb.com			
Services commenced by this firm (mm/yy)	01/20	Total consultant contract cost (\$1,000's)		\$403
Services completed by this firm (mm/yy)	02/22	Cost of consultant services provided by this firm (\$1,000's)		\$403

*100% of work was performed in Louisiana

Shread-Kuyrkendall & Associates, Inc. (SKA) was selected to provide engineering design services for the Henry Road at LA 930 Roundabout Project. As part of the Move Ascension Program (Transportation Infrastructure Improvement Program), the intersection of Henry Road and LA 930 was included for a comparative analysis of the existing stop-controlled intersection with a proposed **single lane roundabout**. SKA was the prime consultant selected for this project with subconsultants for traffic, SUE, and geotechnical.

LA 930 (Daigle Road) is a two-lane roadway running north-south at its intersection with Henry Road with a posted speed limit of 45 miles per hour (mph). Henry Road is a two-lane roadway running east-west at its intersection with LA 930 (Daigle Road) with a posted speed limit of 35 mph. Traffic concerns due to the Prairieville Middle School (PVM) carpool line was a main factor driving this project.

SKA, along with their traffic sub-consultant, Vectura Consulting Services, L.L.C (Vectura), were retained by Ascension Parish to conduct a roundabout feasibility study. The purpose of the feasibility study was to provide a comparative analysis of the operational performance of the existing traffic control of an all-way stop control (AWSC) and a modern roundabout at the intersection of Henry Road at LA 930 (Daigle Road). A comparison between each alternative in terms of capacity / safety was analyzed and documented for the Build Year of 2021 and the Design Year of 2041. The installation of a roundabout provides increased safety because of reduction in the severity of angle crashes due to slower speeds and reduced conflict points. Additionally, the potential for many severe conflicts, such as right angle, left turn, and head-on crashes are eliminated with the installation of a roundabout.



Firm Members Involved:

Richard R. Shread, P.E., P.L.S.
Ripley "Gary" W. McClure, P.E.
John P. Raymond, P.E.
Garrett Gilbert, E.I.
Dianna Sherman

Design of the project was completed in 2021; the roundabout was **constructed and operational in 2022, under budget, and on-time**. Coordination was required with two (2) other design consultants for proposed improvements on Henry Road and LA 930. Henry Road roundabout has been named "Panther Roundabout" as a homage to the adjacent Prairieville Middle School Mascot. Panther Roundabout was the first completed and operational roundabout under the Move Ascension Program.

The geometry for construction includes the following approach:

- WB-67 Design Vehicle
- Offset left alignment
- 130' diameter inscribed circle
- 20' circulatory width

17. Firm Experience

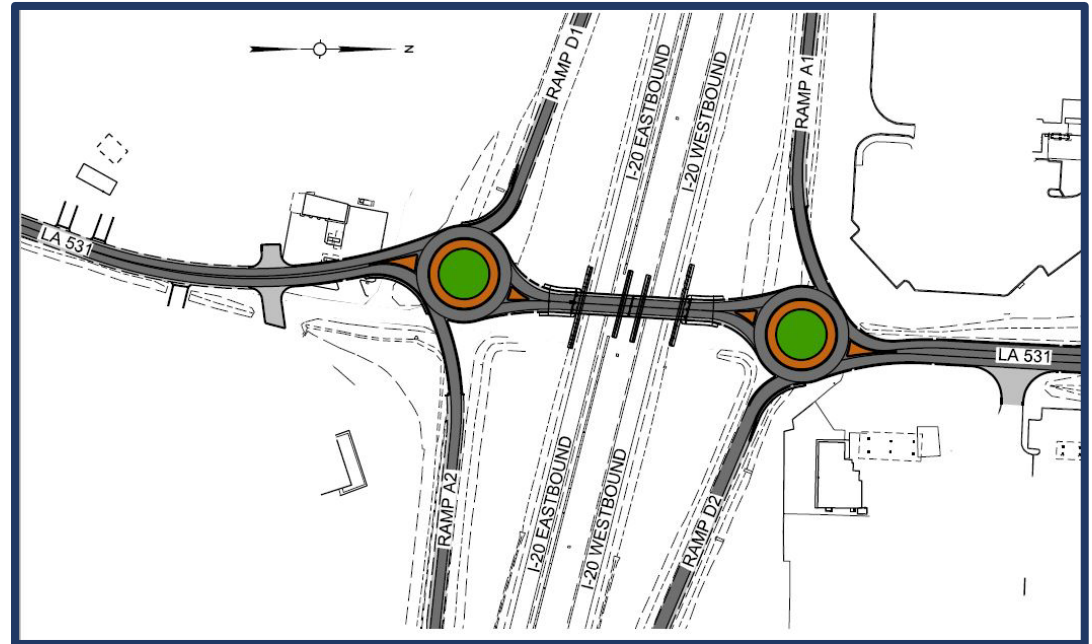
Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	ROAD
Project name	LA 531 Overpass		Firm responsibility (prime or sub?)	Prime
Project number	H.001799	Owner's name	LADOTD	
Project location	Webster Parish		Owner's Project Manager	Jacob Fusilier, P.E.
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1185 / Jacob.Fusilier@la.gov			
Services commenced by this firm (mm/yy)	06/18	Total consultant contract cost (\$1,000's)	\$620	
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm (\$1,000's)	\$620	

**100% of work was performed in Louisiana*

The project will replace the existing LA 531 overpass at Interstate 20 in Webster Parish. The project site is located approximately three miles east of Minden, LA. The existing bridge structure was built in 1960 and is approximately 302' long and 24' wide. The existing structure has two 11' wide thru travel lanes with 1' shoulders. The existing bridge also has a weight restriction in-place and minimal vertical clearance over Interstate 20.

The project consists of **single lane roundabouts at the interstate ramp termini** and the corresponding roadway tie-ins for the LA 531 bridge replacement. The roundabouts were designed by the consultant, Shread-Kuyrkendall & Associates (SKA), which provided preliminary and final plans. The project is approximately 0.38 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. The bridge work for the project was designed in house by DOTD. The new structure will be constructed to current design guidelines, which include 180 feet long LG-45 girder bridge with 2-12' lanes, 2-4' shoulders, and 2-40' approaches. A mechanically stabilized earth-wall (MSE Wall) will be constructed to protect the embankment.

A challenging aspect of this project was the relatively steep existing vertical grade at LA 531 on the north side of Interstate 20 (I-20) and the approach to the north roundabout. The steep grade, along with the requirement to provide a 16.5' vertical clearance over I-20, required the north roundabout circulatory lane be constructed in a single sloping plane at the same grade as the approach to achieve the recommended sight distance at the north and south approach to the roundabout. **Project is currently in construction.**



Excerpt from LADOTD Project Manager Technical Evaluation of Consultant

1. "The plans that Shread-Kuyrkendall & Associates, Inc. submitted for this project were accurate, clear, and well laid out. It is clear that the consultant has had extensive experience with LADOTD plan preparation."
2. "Shread-Kuyrkendall & Associates, Inc. were always prompt with responses and displayed acute knowledge of LADOTD plans and practices. When issues arose and changes became necessary late in the design process, Shread went ABOVE and BEYOND to provide the changes in a prompt fashion to keep the project on schedule for the scheduled letting date."
3. "Shread-Kuyrkendall & Associates, Inc. were the prime consultant on the project and provided sole design without subconsultants. They were easy to work with throughout the project and coordinated well with Bridge Section for inclusion of their bridge plans. Communication was prompt and clear."

Firm Members Involved:

Richard R. Shread, P.E., P.L.S.
Ripley "Gary" W. McClure, P.E.
John P. Raymond, P.E.
Garrett Gilbert, E.I.
Dianna Sherman

17. Firm Experience

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	ROAD
Project name	LA 73 Roundabout at Bluff Rd. Connector		Firm responsibility (prime or sub?)	Prime
Project number	H.014918 / MA-22-01	Owner's name	Ascension Parish	
Project location	Ascension Parish		Owner's Project Manager	Jeff Burst, P.E.
Owner's address, phone, email	615 Worthy St., Gonzales, LA 70737/ (225)368-2869 / Jburst@hntb.com			
Services commenced by this firm (mm/yy)	05/21	Total consultant contract cost (\$1,000's)		\$ 760
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm (\$1,000's)		\$ 760

*100% of work was performed in Louisiana

The LA 73 corridor in Ascension Parish is experiencing significant congestion problems due to changes in population and land use in the area resulting in increased traffic volumes. In 2018, a traffic and feasibility study were initiated to improve operations along this corridor from LA 74 to LA 621.

In 2022, Shread-Kuyrkendall & Associates (SKA) completed final design for the LA 73 to Bluff Road (LA 928) Connector Project (MA-20-01), with a scheduled letting summer 2024. This project is new construction of a two-lane roadway from Bluff Road to LA 73. The Connector will become the main method of travel between LA 73 and Bluff Road for this area. On Bluff Road the entrance to the connector will be located between C Braud Rd. and Crestway Ave. On LA 73 the connector will be located between Mission Street and Oak Plaza Ave. SKA was contracted to design the LA 73 Roundabout at Bluff Rd. Connector as part of an additional contract.



This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. **Two bulb-outs will be added for U-turns** and control of access at the end of the project limits and **a multi-lane roundabout** is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Sidewalks on both sides of LA 73 and pedestrian refuge areas inside the roundabout will be added. **Access Management** is being implemented due to the proximity of the roundabout to I-10 at LA 73 and numerous businesses adjacent to the roundabout. The roundabout includes an eastbound right turn slip-lane onto southbound LA 73. This project also includes the redesign of 7900' of the existing storm drain system within the project limits.

Firm Members Involved:

Richard R. Shread, P.E., P.L.S.
Ripley "Gary" W. McClure, P.E.
John P. Raymond, P.E.
Garrett Gilbert, E.I.
Dianna Sherman

This project, although contracted by Ascension Parish, is a state route and is also being coordinated with and reviewed by DOTD in conjunction with other projects on the LA 73 corridor. Special care was considered with the northbound and southbound dual-lane entrances to provide desired offset left alignments and geometry to eliminate vehicle path overlap.

SKA is currently in Preliminary Design Phase.

The geometry for construction includes the following approach:

- WB-67 Design Vehicle
- Offset left approach
- 180' diameter inscribed circle
- 32' circulatory width
- LA 73 Access Management

17. Firm Experience

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	ROAD
Project name	Hooper Rd. Roundabout at Sullivan Rd. (LA 408 at LA 3034)		Firm responsibility (prime or sub?)	Prime
Project number	H.011923	Owner's name	LADOTD	
Project location	East Baton Rouge Parish		Owner's Project Manager	Joshua Harrouch, P.E.
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1133 / Joshua.Harrouch@la.gov			
Services commenced by this firm (mm/yy)	06/17	Total consultant contract cost (\$1,000's)	\$ 269	
Services completed by this firm (mm/yy)	On Hold	Cost of consultant services provided by this firm (\$1,000's)	\$ 269	

*100% of work was performed in Louisiana

Shread-Kuyrkendall & Associates (SKA) was contracted to design and submit project plans for the implementation of a **multi-lane roundabout** with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection.

An Environmental Assessment Study was conducted at the intersection location. It concluded that an existing building on the NE quadrant is eligible to be on the register of historic places. DOTD examined many alternatives (shifting roundabout, implementing a peanut, etc.) all of which impact the gas station or the NE quadrant. It was unlikely that there is a scenario that doesn't affect either one completely. DOTD will not pursue alternative alignments, rather, DOTD requested SKA to investigate the best layout for the roundabout based on the conceptual design and site-specific issues. SKA provided DOTD with multiple layouts for review, once agreed upon SKA submitted 30% preliminary plans, but the contract was put on hold until it was determined what the most feasible path forward is with the proposed alignment.

Due to environmental concerns, this project has been put on hold.



Firm Members Involved:

Richard R. Shread, P.E., P.L.S.
Ripley "Gary" W. McClure, P.E.
John P. Raymond, P.E.
Garrett Gilbert, E.I.
Dianna Sherman

17. Firm Experience

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	BRIDGE
Project name	Multiple Bridge Replacement		Firm responsibility (prime or sub?)	Prime
Project number	13-BR-LA-0003 13-BR-LA-0012 13-BR-LA-0014	Owner's name	East Baton Rouge City-Parish	
Project location	East Baton Rouge Parish		Owner's Project Manager	Tom Stephens
Owner's address, phone, email	P.O. Box 1471, Baton Rouge, LA 70821 / (225)389-3189 / tstephens@brla.gov			
Services commenced by this firm (mm/yy)	11/13	Total consultant contract cost (\$1,000's)	\$376	
Services completed by this firm (mm/yy)	02/15	Cost of consultant services provided by this firm (\$1,000's)	\$334	

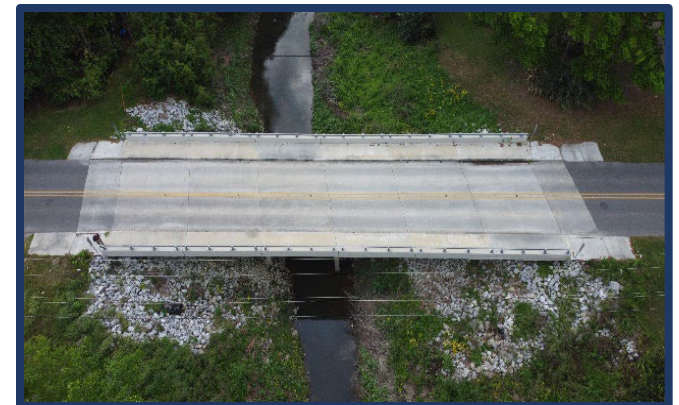
***100% of work was performed in Louisiana**

Shread-Kuyrkendall & Associates (SKA) in conjunction with sub-consultants for topographic survey, environmental, geotechnical have been contracted by the City of Baton Rouge, East Baton Rouge Parish to provide engineering services for the **replacement of three (3) existing bridges** in East Baton Rouge Parish. More specifically, these bridges are the Albert Drive Bridge over Drainage Canal (Recall No. 800537), the Mollylea Drive Bridge over Jones Creek (Recall No. 800558), and the Claycut Road Bridge over Ward Creek (Recall No. 800646).

The proposed bridges were designed using AASHTO LRFD Bridge Design Specifications with 2013 Interim Revisions and the DOTD LADV-11 vehicular load. Low chord determination was acquired using the Hydrologic Engineering Center-River Analysis System (HEC-RAS 4.1.0), Federal Emergency Management Agency (FEMA) Flood Maps, FEMA Flood Profiles, and hydrologic data received from the EBR Department of Public Works. The DOTD Hydraulic Design Guidelines for Off-System Bridge Replacement was used to establish and evaluate the replacement structure. The guidelines state that "Generally, finished grade elevations of proposed bridge structures will match the elevations of existing structures." In addition, raising the bridge to prevent overtopping was not feasible since there is no indication of roadway or bridge flooding due to the existing finished grade elevations and established flows.

As-Designed Bridge Ratings were provided for each bridge.

Environmental clearance through a Categorical Exclusion (CE) was obtained and the bridges were replaced. These bridges required detour measures that were accommodating to the local area. These bridges were located on Mollylea Drive, Claycut Avenue, and Albert Drive. Hydraulic analysis was performed to determine the required bridge opening and any necessary scour protection was identified. HEC-RAS and DOTD Hydraulics software was used for the analysis.



Firm Members Involved:

Richard R. Shread, P.E., P.L.S.
Ripley "Gary" W. McClure, P.E.
Nicola D. Gill, P.E.
James Partin

17. Firm Experience

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Discipline(s)*	TRAFFIC
Project name	Roundabout: US 171 at Boone St.		Firm responsibility (prime or sub?)	Sub
Project number	H.011909.5	Owner's name	DOTD	
Project location	Vernon Parish, LA		Owner's Project Manager	Josh Harrouch
Owner's address, phone, email	PO Box 94245 Baton Rouge, LA 70804-9245, (225) 242-4640, Joshua.Harrouch@LA.GOV			
Services commenced by this firm (mm/yy)	04/17	Total consultant contract cost (\$1,000's)	unknown	
Services completed by this firm (mm/yy)	12/20	Cost of consultant services provided by this firm (\$1,000's)	\$82.045	

**100% of work was performed in Louisiana*

Vectura designed temporary **traffic signal plans as part of the sequence of construction plan for a roundabout** construction at the intersection of US 171 at Boone Street in Leesville, LA. The purpose of the project was to replace the existing signalized intersection with a multilane roundabout at Boone Street.

Temporary Traffic Signal Design

Vectura performed the following design tasks to develop temporary traffic signal plans:

- Detailed study of sequence of construction plans to determine the optimal traffic signal operation and required traffic signal equipment for each sequence of construction phase
- Reviewed potential access issues for all the impacted driveways / streets along the project area for each sequence of construction phase
- Developed multiple traffic signal timing plans by time of day for each sequence of construction phase to maintain progression along main corridor
- Developed temporary signal plans including pole and span wire layout, signs, striping, power source, signal timings by time of day, vehicle detection, signal head placement, wiring diagram, pole height calculations, clearance calculations, quantities, construction cost estimate
- Coordinated with DOTD Traffic Section and District Traffic Engineer

Quality Control Review

Vectura provided Quality Control review of signing and striping plans at 30% and 60% plan sets to ensure the roundabouts conformed to the Pavement Markings Details Sheet PM-09 and the Manual on Uniform Traffic Control Devices (MUTCD) details on roundabouts.

Firm Members Involved:

Brin Ferlito
Reece Rodrigue
Laurence Lambert
Bridget Robicheaux

17. Firm Experience

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Discipline(s)*	TRAFFIC
Project name	LA 30 Roundabouts at Tanger I-10		Firm responsibility (prime or sub?)	Sub
Project number	H.010960.5	Owner's name	DOTD	
Project location	Ascension Parish, LA		Owner's Project Manager	Josh Harrouch
Owner's address, phone, email	PO Box 94245 Baton Rouge, LA 70804-9245, (225) 242-4640, Joshua.Harrouch@LA.GOV			
Services commenced by this firm (mm/yy)	04/17	Total consultant contract cost (\$1,000's)	unknown	
Services completed by this firm (mm/yy)	12/20	Cost of consultant services provided by this firm (\$1,000's)	\$153,294	

**100% of work was performed in Louisiana*

Vectura designed temporary **traffic signal plans that will be implemented during construction of the three roundabouts** along LA 30 in Gonzales, LA. The project involves replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at the Tanger Boulevard. Vectura also provided Quality Control review of construction plans.

Temporary Traffic Signal Design

Vectura performed following design tasks to develop temporary traffic signal plans

- Detailed study of sequence of construction plans to determine the optimal traffic signal operation and required traffic signal equipment for each sequence of construction phase
- Reviewed potential access issues for all the impacted driveways / streets along the project area for each sequence of construction phase
- Developed multiple traffic signal timing plans by time of day for each sequence of construction phase to maintain progression along main corridor
- Developed temporary signal plans including pole and span wire layout, signs, striping, power source, signal timings by time of day, vehicle detection, signal head placement, wiring diagram, pole height calculations, clearance calculations, quantities, construction cost estimate
- Coordinated with DOTD Traffic Section and District Traffic Engineer

Quality Control Review

Vectura provided Quality Control review of signing and striping plans at 30% and 60% plan sets to ensure the roundabouts conformed to the Pavement Markings Details Sheet PM-09 and the Manual on Uniform Traffic Control Devices (MUTCD) details on roundabouts.

Firm Members Involved:

Brin Ferlito
Reece Rodrigue
Laurence Lambert
Bridget Robicheaux

17. Firm Experience

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Discipline(s)*	TRAFFIC
Project name	I-10 ITS Scott to Lake Charles		Firm responsibility (prime or sub?)	Sub
Project number	H.013256.5	Owner's name	DOTD	
Project location	I-10 (District 07)		Owner's Project Manager	Roy Esteven, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-2527, Roy.Esteven@LA.gov			
Services commenced by this firm (mm/yy)	01/21	Total consultant contract cost (\$1,000's)	unknown	
Services completed by this firm (mm/yy)	03/21	Cost of consultant services provided by this firm (\$1,000's)	\$20,162	

**100% of work was performed in Louisiana*

Vectura performed a **Level 2 Traffic Management Plan** (TMP) for the construction of ITS equipment along I-10. The plan included the following activities:

- safety strategy that included a CAT Scan,
- LOS determination utilizing Citrix data,
- lane closure recommendations based on a queue analysis,
- cost estimate,
- and public information strategies.

Firm Members Involved:

Brin Ferlito

Reece Rodrigue

Laurence Lambert

Kristen Farrington

18. Approach and Methodology

EXPERIENCE

Shread-Kuyrkendall & Associates, Inc. (SKA) has over 30 years of successful DOTD experience and has worked closely with DOTD on multiple types of projects for roadway, bridge, safety, and preservation. SKA has selected a successful team to implement the required services as part of this contract, which includes roadway preliminary plans, final plans, comprehensive bridge evaluation report, bridge design, traffic level 2 TMP, cost estimate, design calculations, and any additional items required to provide DOTD with a quality constructible final set of plans.

SKA is well prepared and has staff available to engage in this type of work along with our traffic sub-consultant Vectura Consulting Services, LLC (DBE Firm). SKA has a great working relationship with Vectura. We have recently worked together on the Henry Road at LA 930 Roundabout Project in Ascension Parish.

UNDERSTANDING

Our team understands the scope includes multiple design parameters. Our team at SKA employs multiple experienced engineers for roadway and bridge design with more than 30 years' experience. The project scope consists of designing a roundabout at the entrance of Pelican Point Neighborhood (Pelican Point Pkwy), roadway widening along LA 44, existing bridge comprehensive evaluation, and bridge design for widening the existing structure or replacement of the existing bridge in its entirety at LA 44 over Panama Canal, approximately 1000 feet north of Pelican Point subdivision. We understand the importance of providing quality plans for constructability as well as providing a well-established and clear sequence of construction. It is extremely important not to hinder the access to and from the neighborhood, so residents are not inconvenienced more than necessary during construction.

SKA has designed numerous roundabouts for DOTD as well as local parishes. We are designing an Ascension Parish project similar to the design of this project's roundabout. Additionally, we have provided DOTD with comprehensive bridge evaluations and designed bridge replacements for DOTD, East Baton Rouge City-Parish as well as bridge Interstate widening projects for DOTD.

This project has many similarities to the roundabout project **John Raymond, PE** has worked on as lead road design engineer. As previously mentioned in our firm's experience, the **LA 73 Roundabout at Bluff Rd. Connector** in particular is very similar to this project. This project LA 73 Roundabout at Bluff Rd. Connector (MA-22-01) will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Two bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. The roundabout in this proposal is located at the entrance of Pelican Point near an adjacent neighborhood entrance approximately 200 feet north of Pelican Point (Pelican Crossing). Due to limited spacing between the entrances, SKA proposes to include a raised median with right in/right out movements at the entrance of Pelican Crossing, construct a U-turn bulb out north of the entrance for residents to proceed south on LA 44. Similar to LA 73 Roundabout at Bluff Rd. Connector Project.

Gary McClure, PE, recently completed a comprehensive bridge evaluation on two (2) existing bridges for the DOTD I-10 LA 73 to LA 30 Widening Project SKA is currently designing. Additionally, Mr. McClure and **Nicola Gill, PE** have worked on bridge replacement projects similar to this project. More specifically, they replaced multiple slab span bridges for East Baton Rouge City Parish. Some of these bridges are Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge.

SKA has coordinated public meetings and hearing with DOTD on multiple projects. Some of these being the proposed Mississippi River Bridge Crossing and Stage 0 Feasibility Studies. SKA has the ability to create exhibits, provide handouts, and coordinate meetings as needed for this project.

APPROACH

Our goal is to provide and deliver a quality product that meets the needs of DOTD and project stakeholders. SKA prides itself on its ability to maintain schedules, work closely with DOTD's Project Manager, and to provide a plan set that is ready for construction and minimizes plan changes using a proven QA/QC process. SKA will utilize **Nicola Gill, PE** as project engineer in addition she will be lead bridge design engineer. Ms. Gill has over 20 years of experience with SKA as well as working with DOTD. SKA's approach for delivering a quality construction set of plans is summarized as follows:

ESTABLISH A CLEAR UNDERSTANDING OF DOTD'S REQUIREMENTS AND GOALS. During the scoping phase, **Ms. Gill** will establish open communication with the DOTD Project Manager, provide a detailed schedule, and provide a preliminary construction cost to assist DOTD with managing the project. Establishing a clear scope and understanding expectations will assist with maintaining budgets and schedules.

PROMPT CONTRACT EXECUTION In the event the project time is compressed, SKA has an advantage being a local Baton Rouge consulting firm. Contracts are executed in our local office thereby eliminating the time needed for an out-of-state main office for execution and administration.

STAKEHOLDERS Early in the design phases, DOTD Districts, permitting agencies, utilities, and local government agency will be identified to ensure an open communication is established which in turn will provide better coordination and will reduce the chance of misunderstandings. During the preliminary phases of the plan development, SKA will propose potential design solutions to solve project design constraints noticed in the site visit.

TEAM MEETINGS Early on, SKA will determine the frequency of meetings needed for the project. Meetings will be determined for the project team, DOTD, and any stakeholders identified. These meetings will assist in addressing issues that may arise that could impact cost or scheduling.

MAINTAINING PROJECT SCHEDULE SKA will establish a critical path for activities that may impact the project schedule such as utility relocations, permitting, and any other items that may become apparent during the design process. SKA will always

18. Approach and Methodology

strive to complete the project ahead of the scheduled completion date, but no later than the scheduled date.

SKA has proven this on multiple projects that were designated for Federal redistribution funds that had a shortened schedule to meet August deadlines.

MONITORING/MANAGING CONSTRUCTION COSTS SKA is acutely aware of the necessity for managing construction costs and coordinating early on with DOTD about any changes that may affect engineering or construction budgets. This assists with minimizing change orders and overruns for the project.

QA/QC This project will be approached using SKA's proven and accepted Quality Assurance and Quality Control as included as part of this proposal. Adjustments will be made if necessary to meet the needs of the project. Our QA/QC allows us to maintain the highest standards of quality from start to finish.

METHODOLOGY

SKA and staff have been providing engineering services to DOTD for more than 30 years. As a result, SKA has a clear understanding of DOTD's Plan Delivery Process.

SCOPING Once a Notice to Proceed is received, our project engineer Niccola Gill will request a scoping meeting from the DOTD Project Manager. During this meeting, SKA will establish a Project Management Plan (PMP) and will develop and refine the scope as needed for the project to incorporate any changes that may have occurred. Defining the project scope clearly ensures the project will progress smoothly with Traffic Services, Preliminary Plans, Final Plans, and Construction phases of the project. The project kickoff meeting will be used to (1) Obtain all project specific information provided by DOTD, (2) establish project design criteria, (3) determine the frequency for project coordination meetings, (4) coordinate an on-site meeting with DOTD/District to discuss project concerns and constructability, (5) discuss and review any questions that may have been revealed after reviewing existing documents, and (6) to revise and update our PMP as needed.

FIELD VISITS Our SKA project team met at the site on 1/22/24 for a preliminary site visit to obtain a better understanding of the project and to identify any constraints that may cause constructability issues or design exceptions. Items of interest during our field visit were, but not limited to the following, building structure conflicts and landscape (at the entrance of Pelican Point), utility conflicts, large drainage structures along LA 44, the adjacent neighborhood entrance at Pelican Crossing (Pelican Crossing Drive). However, additional site visits will be needed during the preliminary phase of design for any additional constraints that will need to be addressed. The following are some of the initial constraints we noted in our site visit.

- Limited Spacing between the entrance of Pelican Point and the adjacent entrance to Pelican Crossing approximately 200 feet north of Pelican Point.
 - **Proposed Solution:** Convert the entrance of Pelican Crossing to a right in / right out only. Construct a U-turn north of Pelican Crossing for the residents to travel south on LA 44. Acquiring right-of-way along the west side of LA 44 for the bulb out would be required.

- Access to and from Pelican Point during construction
 - **Proposed Solution:** Although this would not be a convenient solution, the residents of Pelican Point would be able to enter and exit the neighborhood using the south entrance/exit at Jonathan Alric Ave. / LA 44. Other phasing options can be discussed prior to design.
- Large drainage structures located on the east side and some on the west side of LA 44
 - **Proposed Solution:** Due to the proposed widening of LA 44, we propose removal of the drainage structures and will utilize a subsurface curb/gutter drainage system.

TRAFFIC Vectura will follow EDSM VI.1.1.8 that outlines what is required for a TMP. Vectura will coordinate with DOTD to obtain traffic volume and safety data for traffic study to perform safety analysis and alternative route analysis. If historic data is not available, Vectura will follow the Traffic Study Scope of Services as outlined on the DOTD Traffic Engineering website. Staff from Vectura have worked closely with the staff of DOTD through the development and implementation of the TEPR process. Vectura will utilize this experience to navigate the TEPR process to arrive upon the optimum detour route. Along with specifying the correct TTC Details, Vectura will coordinate with the bridge / road designers on a Work Zone Impact Management Strategy document to minimize risk and delays to the travel public.

PLAN DEVELOPMENT For plan development, SKA uses Microstation, OpenRoads (previously INRoads), OpenBridge (previously Leap Bridge), and DOTD's Hydraulic Design Software on all projects. SKA has been using these services simultaneously with DOTD since inception from Bentley Services. Additionally, SKA also uses Transoft Torus and Autoturn for roundabout design and U-turn Analysis. Using these software tools ensures that SKA's plans are compatible with DOTD's requirements and software capabilities.

- During the initial stages of roadway plan development **John Raymond, PE** will be lead designer for the development of the roundabout. Mr. Raymond has over 30 years of roadway and DOTD project experience. He will work closely with DOTD Road Design during the preliminary phase since the design of a roundabout requires a considerable number of iterations among geometric layouts. Since DOTD is providing the Roundabout Analysis, an additional review for operational analysis and safety evaluation may be needed once the final adjustments to the geometric layout are complete.
- The portion of roadway widening will be completed by **Garret Gilbert, EI** under John Raymond's supervision. Mr. Gilbert has worked on numerous roadway widening projects as well as pavement preservation contracts with DOTD. Mr. Gilbert will review the adjacent DOTD widening project H.010909 supplied by DOTD for his use in the preliminary design. One constraint noted in our site visit is the larger drainage structures located on the east side of LA 44, will require removal of drainage structures, in addition to designing for subsurface drainage to accommodate the widening to four-

18. Approach and Methodology

lane highway. Mr. Gilbert will also work on the drainage design needed for this project.

- Bridge Design will be completed by **Nicola Gill, PE**, with the assistance of **Gary McClure, PE**. Mr. McClure has 40 years of bridge design experience, and working for DOTD early in his career. He is very knowledgeable of the latest AASHTO LRFD Bridge Design Specifications, DOTD Bridge Design Manuals, and Bridge Design Technical Memoranda. He will also be providing a comprehensive bridge evaluation report for the existing structure on LA 44 over Panama Canal. He has recently completed bridge inspection on two (2) existing structures for the DOTD I-10 to LA 73 widening project. Ms. Gill and Mr. McClure have designed bridges for widening, complete replacement and new structures for DOTD, East Baton Rouge City-Parish and local parishes. Once the bridge inspection and evaluation report is complete he will meet with DOTD Bridge Design to determine whether the existing structure should be widened or replaced.
- SKA's CADD Technicians are very proficient using MicroStation and CADD Conform to meet the requirements for DOTD plan development. As noted in the staff resumes, our CADD staff has worked on many DOTD projects. Using CADD Technicians on DOTD projects aids in design effort manhours for engineers.

PLAN SUBMITTALS SKA will utilize the DOTD Road Design Manual and Bridge Design and Evaluation Manual, the MUTCD, AASHTO's Roadside Design Guide, the Highway Safety Manual, and Engineering Directives and Standards Manual for plan development and delivery. We understand typical submittal stages to be 30%, 60%, 90%, and 100% Preliminary and Final Plans, however as stated in the RFQ, SKA will submit the following:

- **Preliminary Plans:** SKA will submit preliminary plans at 60%, 90%, and 100%. Additionally, the Plan-in-Hand (PIH) Meeting will be held following the 90% submittal. The preliminary hydraulic report will be submitted with the 60% submittal. Also included in the preliminary submittals will be construction cost estimate with each submittal, bridge rating reports for the existing bridge, bridge evaluation report, bridge design criteria, preliminary design reports, and any design exception or waiver requests.
- **Final Plans:** SKA will submit final plans at 60%, 95% (Advanced Check Prints), and 100% (Sealed Final Plans). The final hydraulic report will be submitted with the 60% submittal. Also included in the final submittals will be construction cost estimate with each submittal, as-designed bridge rating reports final design reports, special provisions, NS pay items, and final design calculations.
- **Transportation Management Plan:** The Level 2 Traffic Management Plan (TMP) will be submitted by Vectura unless otherwise determined level 3 TMP is required.



SKA was awarded the 2016 DOTD Transportation Excellence Award for French Branch Bridge-West Pearl River Bridge (I-10 / I-12 / I-59) because the plans were well laid out and the project was constructed without issue.



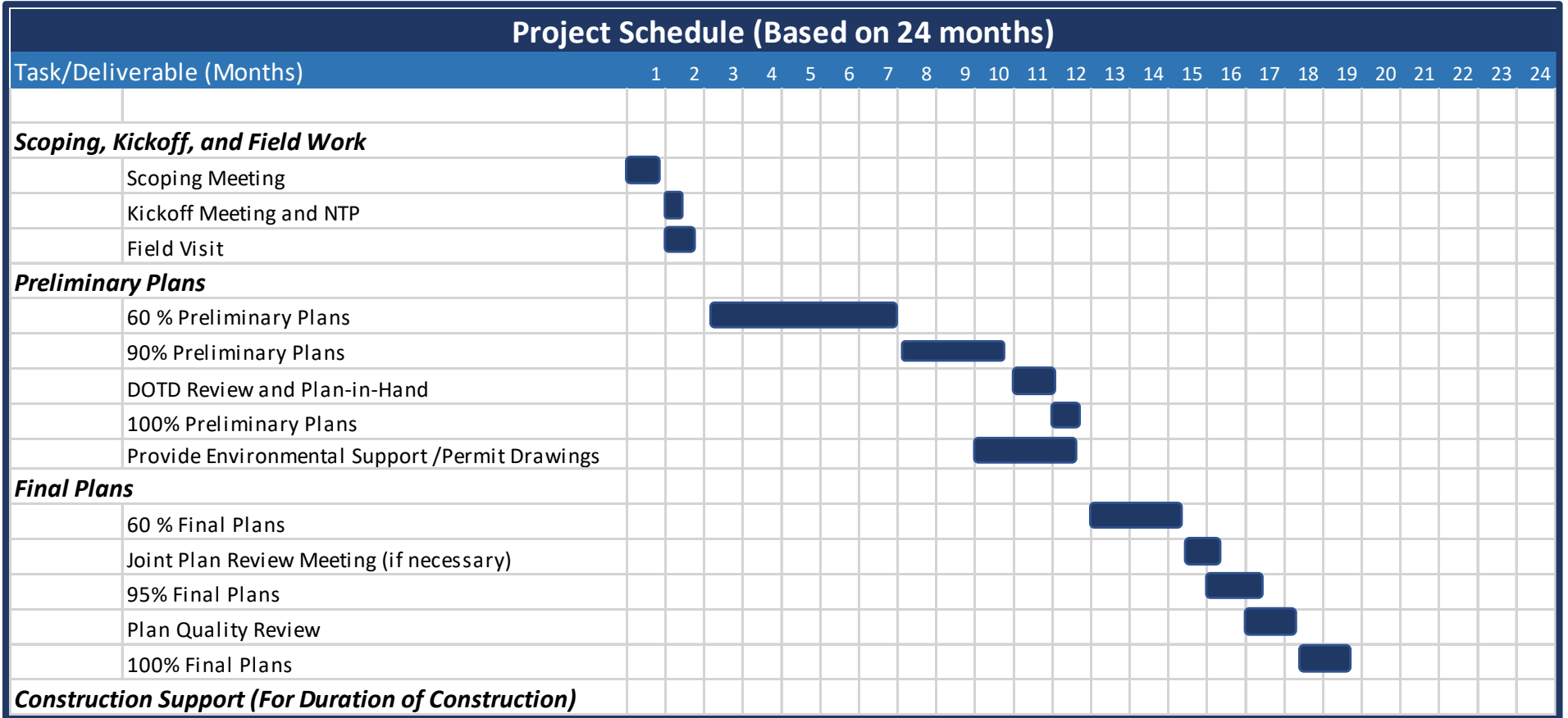
LA 14 – Business & LA 331 Erath

“The consultant’s deliverables were timely and accurate. Any errors or necessary changes were addressed quickly and precisely. The consultant demonstrated an understanding of and compliance with the scope of the project and showed thorough understanding of the project requirements.”

“The consultant’s plans showed their knowledge and proficiency in applicable academic design principles, in AASHTO criteria and policies, and in DOTD policies and procedures; they proved to be effective and independent with their resources and reference material. The consultant followed the established DOTD plan development process by including proper elements, proper plan sheets, and appropriate standard plans and special details for their submittal. All project documentation was sufficient.”

(Excerpt from LADOTD Project Manager Technical Evaluation of Consultant)

18. Approach and Methodology



The overall time for completion of the scope of services is estimated to be 2 years (24 months). Shread-Kuyrkendall & Associates, Inc. (SKA) anticipates the time of completion to be less than 24 months. SKA will always strive to complete the project ahead of the scheduled completion date, but no later than the scheduled date.

LA 531 Overpass: Single Lane Roundabouts at The Interstate Ramp Terminals

“Shread-Kuyrkendall & Associates, Inc. were always prompt with responses and displayed acute knowledge of LADOTD plans and practices. When issues arose and changes became necessary late in the design process, Shread went ABOVE and BEYOND to provide the changes in a prompt fashion to keep the project on schedule for the scheduled letting date.”

“The plans Shread-Kuyrkendall and Associates, Inc. submitted for this project were accurate, clear, and well laid out. It is clear that the consultant has had extensive experience with LADOTD plan preparation.”

(Excerpt from LADOTD Project Manager Technical Evaluation of Consultant)

19. Workload

Firm(s)	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
Shread-Kuyrkendall & Associates, Inc.	Road	44-8671 H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	\$ 28,650
Shread-Kuyrkendall & Associates, Inc.	Bridge	44-8671 H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	\$ 86,064
Shread-Kuyrkendall & Associates, Inc.	CE&I/OV	44-4665 H.004435	I-12 to Bush, LA 3241 (LA 36 – LA 435), St. Tammany Parish	67,583
Shread-Kuyrkendall & Associates, Inc.	Bridge	44-4913 H.010155	US 90 Railroad Overpass SE of LA 85	\$ 240,467
Shread-Kuyrkendall & Associates, Inc.	CE&I/OV	No Contract No. H.011152	I-12 Widening (sub to T. Baker Smith)	\$ 5,457
Shread-Kuyrkendall & Associates, Inc.	Road	44-17438 H.013284	MRB South GBR: LA 1 to LA 30 Connector (sub to Atlas)	\$ 131,670
Shread-Kuyrkendall & Associates, Inc.	CE&I/OV	44-5615 H.000710.6	Comite River Diversion Bridge at LA 964	\$ 52,513
Shread-Kuyrkendall & Associates, Inc.	Road	44-24831 H.015058.5	LA 14 – Business & LA 331:Erath	\$ 3,094
Shread-Kuyrkendall & Associates, Inc.	Road	44-24831 H.015056.5	LA 685 Overlay	\$ 39,838
Shread-Kuyrkendall & Associates, Inc.	Road	44-24831 H.015619	LA 106	\$ 100,125
Vectura Consulting Services, LLC	Traffic	4400017293 H.010616	I-20: LA 544 Overpass Replacement	\$ 74,429
Vectura Consulting Services, LLC	Traffic	4400005484 H.005168.2	New Orleans Rail Gateway Avondale EA	\$ 92,995
Vectura Consulting Services, LLC	CE&I/OV	4400020018 H.007160	EBR Computerized Traffic Signal, Ph VB	\$ 33,910
Vectura Consulting Services, LLC	Traffic	H.004791	Belle Chasse Bridge & Tunnel Replacement PPP	\$ 14,740
Vectura Consulting Services, LLC	Traffic	4400021519 H.012030.5	KCS RR Overpasses HBI	\$ 572
Vectura Consulting Services, LLC	Traffic	4400023075 H.013522	S. Lewis Street Widening	\$ 7,499
Vectura Consulting Services, LLC	ITS	4400016364 H.015136.4	Northshore Regional ITS Architecture Update	\$ 11,421

19. Workload

Vectura Consulting Services, LLC	ITS	4400017922 H.012845.1	C/AV Team and Working Group Support	\$ 13,949
Vectura Consulting Services, LLC	ITS	44000020058 H.011507.1	Monroe Phase 3 SEA	\$ 29,217
Vectura Consulting Services, LLC	Traffic	4400018271 H.014746.5	LA 383 Stage 0 Corridor Study	\$ 22,388
Vectura Consulting Services, LLC	Traffic	4400018271 H.011242.1	LA 384 (Big Lake Rd to McNeese St)	\$ 31,827

DO NOT SUM

20. Certifications/Licenses

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



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brin Ferlito

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

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

Baton Rouge, LA
Location

A handwritten signature in black ink, appearing to read "Kamryn Smith".

Director of Training

A handwritten signature in black ink, appearing to read "Alex Teichner".

President, CEO

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

This certificate provides proof of training, not certification.



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Laurence Lambert

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

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

Baton Rouge, LA
Location

A handwritten signature in black ink, appearing to read "Kamryn Smith".

Director of Training

A handwritten signature in black ink, appearing to read "Alex Teichner".

President, CEO

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

This certificate provides proof of training, not certification.



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Reece Rodrigue

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

3/10/2023 to 3/10/2027
Training Valid Through

New Orleans, LA
Location

A handwritten signature in black ink that reads "Donnie M. Clark".

Vice President of Education and Technical Services

A handwritten signature in black ink that reads "Alex T. Tabor".

President, CEO

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



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Kristen Farrington

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

4/5/2021 to 4/5/2025
Training Valid Through

Baton Rouge, LA
Location

A handwritten signature in black ink that reads "Laura Smith".

Director of Training

A handwritten signature in black ink that reads "Alan Tschirner".

President, CEO

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



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Bridget Robicheaux

has attended

Traffic Control Supervisor-LA State Specific

Training Course

6/22/2022 to 6/22/2026
Training Valid Through

Baton Rouge, LA
Location

A handwritten signature in black ink, appearing to read "Langeville".

Director of Training

A handwritten signature in black ink, appearing to read "Alan T. ...".

President, CEO

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



American Traffic Safety Services Association ATSSA.com



Dear Certified Flagger:

Enclosed, please find your card signifying you as an ATSSA Certified Flagger. This card should be carried and presented to employers while performing work on our nation's roadways. Please be aware that the card is not valid without a Photo I.D.

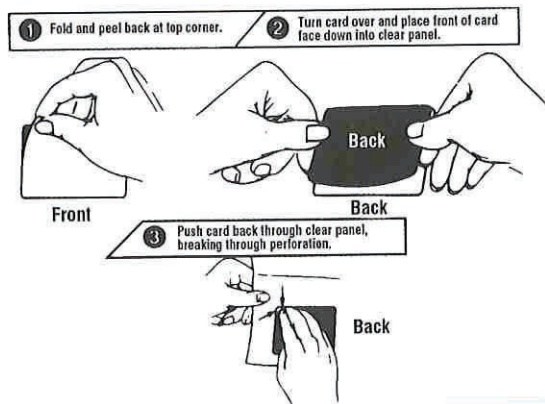
We commend you on your decision to become an ATSSA Certified Flagger. This distinction reflects that you have been trained by the leader in roadway safety and also entitles you to be listed on our National Flagger Database. Please review your state requirements for expiration of your flagger card. Also, please inform us of any errors or changes in your name or address so we may keep our records up to date.

Once again, ATSSA thanks you for your dedication to ensuring that our work zones are safe and that lives will be saved with proper training. Please visit our website at www.atssa.com for additional training courses and work zone safety products.

Sincerely,

VP of Education and Technical Services

Laminating the front of your card with Dual Laminate:



		American Traffic Safety Services Association	
This is to affirm that			
Sheelagh Ferlito			
has satisfied the requirements to be designated as a CERTIFIED FLAGGER			
Issue Date	5/9/2023	ATSSA	
Exp. Date	5/8/2027	Instructor Name	
State Issued	LA		Instructor Signature
A1000126216		Verify at Flagger.com	



Dear Certified Flagger:

Enclosed, please find your card signifying you as an ATSSA Certified Flagger. This card should be carried and presented to employers while performing work on our nation's roadways. Please be aware that the card is not valid without a Photo I.D.

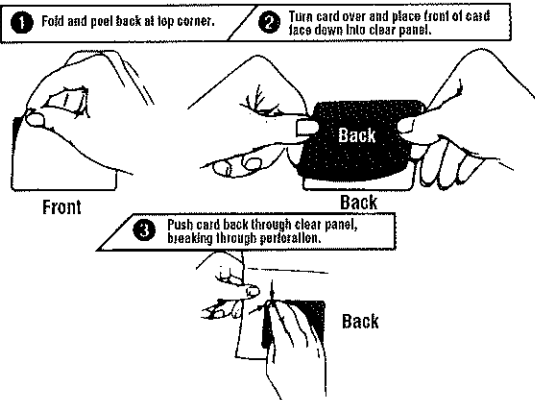
We commend you on your decision to become an ATSSA Certified Flagger. This distinction reflects that you have been trained by the leader in roadway safety and also entitles you to be listed on our National Flagger Database. Please review your state requirements for expiration of your flagger card. Also, please inform us of any errors or changes in your name or address so we may keep our records up to date.

Once again, ATSSA thanks you for your dedication to ensuring that our work zones are safe and that lives will be saved with proper training. Please visit our website at www.atssa.com for additional training courses and work zone safety products.

Sincerely,

VP of Education and Technical Services

Laminating the front of your card with Dual Laminate:



		American Traffic Safety Services Association	
This is to affirm that			
Laurence Lambert			
has satisfied the requirements to be designated as a			
CERTIFIED FLAGGER			
ATSSA			
Issue Date	5/9/2023	<i>Instructor Name</i> <i>Instructor Signature</i>	
Exp. Date	5/8/2027		
State Issued	LA		
A1000126196		Verify at Flagger.com	

Certificate of Training

this certifies that

Reece Rodrigue

*has successfully completed the training
program requirements for*

ATSSA Online Flagger Certification Training Course



Awarded on this **24th** *day of* **September 2020**



Dear Certified Flagger:

Enclosed, please find your card signifying you as an ATSSA Certified Flagger. This card should be carried and presented to employers while performing work on our nation's roadways. Please be aware that the card is not valid without a Photo I.D.

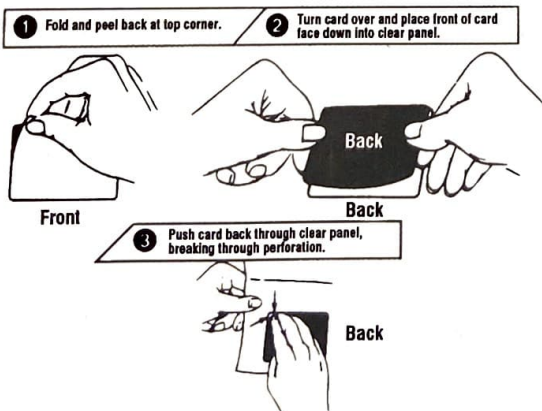
We commend you on your decision to become an ATSSA Certified Flagger. This distinction reflects that you have been trained by the leader in roadway safety and also entitles you to be listed on our National Flagger Database. Please review your state requirements for expiration of your flagger card. Also, please inform us of any errors or changes in your name or address so we may keep our records up to date.

Once again, ATSSA thanks you for your dedication to ensuring that our work zones are safe and that lives will be saved with proper training. Please visit our website at www.atssa.com for additional training courses and work zone safety products.

Sincerely,

Director of Training

Laminating the front of your card with Dual Laminate:





Dear Certified Flagger:

Enclosed, please find your card signifying you as an ATSSA Certified Flagger. This card should be carried and presented to employers while performing work on our nation's roadways. Please be aware that the card is not valid without a Photo I.D.

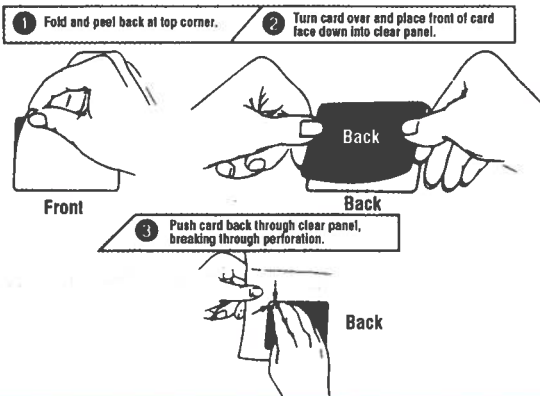
We commend you on your decision to become an ATSSA Certified Flagger. This distinction reflects that you have been trained by the leader in roadway safety and also entitles you to be listed on our National Flagger Database. Please review your state requirements for expiration of your flagger card. Also, please inform us of any errors or changes in your name or address so we may keep our records up to date.

Once again, ATSSA thanks you for your dedication to ensuring that our work zones are safe and that lives will be saved with proper training. Please visit our website at www.atssa.com for additional training courses and work zone safety products.

Sincerely,

Ramona Smith
Director of Training

Laminating the front of your card with Dual Laminate:



		American Traffic Safety Services Association	
This is to affirm that			
Bridget Robicheaux			
has satisfied the requirements to be designated as a			
CERTIFIED FLAGGER ATSSA			
Issue Date	5/6/2022	Instructor Name	<i>Ramona Smith</i>
Exp. Date	5/5/2026	Instructor Signature	<i>Ramona Smith</i>
State Issued	LA		
A1000060707		Verify at Flagger.com	

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: June 4, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 4



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: June 11, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 4



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: September 10, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report Module 1

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

*Professional Development
Hours (PDHs) Awarded:* 2



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report Module 2

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

*Professional Development
Hours (PDHs) Awarded:* 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Laurence Lambert

for completing the

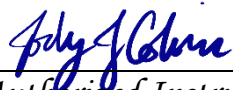
Traffic Engineering Analysis Process & Report Module 3

Date: October 15, 2018

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: November 5, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 2



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: November 26, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: December 3, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July 30, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 2.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: August 6, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: October 29, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Bridget Robicheaux

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July 30, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 2.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Bridget Robicheaux

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: August 6, 2018
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Bridget Robicheaux

for completing the

Traffic Engineering Analysis Process & Report Module 3

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

*Professional Development
Hours (PDHs) Awarded:* 3



Authorized Instructor



Authorized Instructor



Authorized instructor





Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
PH: 225-379-1200 | FX: 225-379-1851

John Bel Edwards, Governor
Eric Kalivoda, Secretary

June 22, 2023

Vectura Consulting Services, LLC
Attn: Sheelagh Brin Ferlito
PO Box 14269
Baton Rouge, LA 70898

Dear Sheelagh Brin Ferlito,

The Louisiana Department of Transportation and Development (LADOTD) Compliance Programs Section has received your firm's Disadvantaged Business Enterprise (DBE) and Small Business Element (SBE) annual affidavit. Based on the information, which you provided, it has been confirmed that your firm continues to meet the eligibility requirements of our program and remains certified for only the following specific work categories that fall under the listed NAICS codes:

NC488490 – Other Support Activities for Road Transportation

C14-Transportation Planning
C33-Traffic Counting and Data Collection
C74-Construction Management

NC541330-Engineering Services

C09-Engineering Services
C96-Traffic and Transportation Engineering

NC541340-Drafting Services

C43-Computer Assisted Drafting

Please note that per the federal regulations, suppliers only receive 60% goal credit towards the materials they provide. Also, note that any contractor performing work in excess of \$50,000 with the exception of electrical, mechanical and plumbing requires A Louisiana Contractor's License, which are required to have a license if work is in excess of \$10,000. You may contact the State Licensing Board for Contractors at (225) 765-2301 for more information. All participants of the Louisiana Unified Certification Program will recognize your firm's certification. This includes all entities receiving federal transportation funding within the boundaries of our state.

You will be required to submit an annual affidavit with all supporting documents (**Business taxes with all attachments, such as 1098, 1099, K-1's and/or W-2's**) stating your firm continues to meet the eligibility requirements of the program. An email informing you to submit the necessary documentation will be forwarded to you approximately six (6) weeks prior to your anniversary date of **June 30, 2024**. However, should you not receive notification from this office for your annual affidavit; it is your responsibility to contact us. Additionally, you must notify our office immediately regarding any changes, which affect the social and economic disadvantage, size, ownership or control of your firm.

Vectura Consulting Services, LLC

June 22, 2023

Page 2

The LADOTD has contracted SJB Group, LLC to provide DBE Supportive Services to all certified DBEs, in the LAUCP, at no cost to you. This consultant can offer your firm assistance and guidance on areas such as marketing, estimating, bidding, financial preparations, etc. Contact Jackie des Bordes or Kenyatta Sparks with the SJB Group, LLC at (225) 769-3400 for any assistance needed to grow your organization.

The Louisiana UCP certifying entity reserves the right to withdraw this certification, if at any time, it is determined that **DBE and SBE** certifications was knowingly obtained by the submission of false, misleading or incorrect data. The Louisiana UCP certifying entity also reserves the right to request additional information and/or conduct an on-site visit at any time during your certification period.

We are pleased to have you as a participant in the LAUCP and wish you much success.

If you have any questions regarding the content of this letter, contact the LADOTD DBE Certification Unit at (225) 379-1382.

Respectfully,

Rhonda Wallace

Rhonda Wallace
DBE/SBE Programs Manager

Enclosure (Certificate)



LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

This is to certify that under Title 49, Part 26 of the Code of Federal Regulations
& under the State of Louisiana United Certification Program (LAUCP)

Vectura Consulting Services, LLC

Is a Certified Disadvantaged Business Enterprise (DBE) & Small Business Element (SBE) in the following specialties:

NC488490, NC541330, NC541340

NOTE: There may be other approved NAICS Codes. The online DBE Directory includes a complete list of approved codes.

Certificate Eligibility: June 2023 to June 2024

This certificate is valid through the above date provided. This firm meets the on-going programmatic standard and fulfills the annual update requirement to remain in good standing as a DBE. This certification is subject to annual verification and suspension or revocation based upon reasonable cause to believe that the firm is ineligible.

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development

21. QA/QC Plan

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

Quality Assurance and Quality Control (QA/QC) for Bridge Design Projects

Contract No. 4400028434

State Project No. H.015568.5

**Contract for LA 44: Pelican Point Roundabout and
Widen
Ascension Parish**

Shread Kuyrkendall & Associates, Inc.

February 6, 2024

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Introduction

Proper procedures for a QA/QC (Quality Assurance and Quality Control) plan make up the initial steps in the process essential for bridge safety. Oversight, establishment, and implementation of a detailed QA/QC plan then follow.

DOTD and Consultant's Role in QA/QC Process

Shread-Kuyrkendall & Associates (SKA) is obliged to provide an extensive and all-encompassing QA/QC Plan for this project and to provide documentation for the LADOTD or stakeholder agencies to verify that an appropriate QA/QC Plan has been implemented as well as followed. Along with documentation, periodic meetings are necessary to discuss the Plan to allow for adjustments or improvements as the Project progresses from the NTP to Final PS&E. Being open to improvements adds credibility to an effective plan and provides for a mutual agreed upon process ending with a desired design for all parties involved. This is not to be misinterpreted as to mean the LADOTD or any other agency is responsible for SKA's design or plan preparation, but only to suggest that we are open to scrutiny. SKA is solely responsible for all aspects of our design and for the finished product which is a safely designed bridge that will maintain the integrity of our profession and promote the end users trust in the system.

QA/QC as applied to Bridge Design Projects

Exercising an effective QA/QC Plan for bridge projects ensures that all parties agree with the latest standards to be used, most recent specifications, and design methods. It is the intent of an implemented QA/QC Plan to identify and correct bridge design errors before the design plans are made final.

An effective plan ensures that adequate and proper load conditions are analyzed for the level of use, that all calculations have been performed and checked, and that any corrections have been made prior to final stamped plans. A safe bridge is of the utmost importance and requires cooperation from all parties involved.

Quality Assurance (QA): Procedures of reviewing the work to ensure the quality control procedures are in place and effective in preventing mistakes, and consistency in the development of bridge design plans and specifications.

Quality Control (QC): Procedures for checking the accuracy and consistency of the calculations and the drawings, detecting and correcting design omissions and errors before the design plans are finalized, and verifying the specifications for the load-carrying members are adequate for the service and operation loads.

Responsibilities of Team Members

A Bridge Team consists of a Project Manager (PM), Engineer of Record (EOR), Designers, Checkers, and Reviewers.

- The **PM** is a licensed engineer with bridge design experience commensurate with this project and is responsible for development of a Design Quality Control Plan and coordination of this project with all disciplines involved, subconsultants, the LADOTD, and stakeholder agencies. He is the ultimate reviewer and final voice for allocation of personnel. All changes and adjustments to the project team, procedures, or policies must be reviewed and approved by the PM.

- The **EOR** is a licensed engineer with bridge design experience commensurate with this project and is responsible for ensuring that the level of design necessary for this project is utilized and implemented correctly. *The EOR will also act as Designer for many aspects of this project that require a higher level of bridge design experience.* The EOR shall follow the QA/QC Plan and shall attest that all design team members follow the Plan as well. The EOR is responsible for the quality of work and for any corrective actions needed to ensure this quality is maintained. The EOR along with the PM and other team members will compile and provide schedules necessary for observance and review of the status of this project by the LADOTD and stakeholder agencies.
- The **Designer(s)** is a licensed engineer or intern with bridge design experience and is qualified to perform design duties (other than those provided by the EOR) under the supervision and direction of the EOR relative to this project. The designer is responsible for ensuring that all assumptions, design calculations, details, and any other aspect performed by him/her are checked in accordance with the QA/QC Plan and are recorded and documented properly. He/she is to ensure that all corrections are made, or an approved explanation has been reviewed and documented.
- The **Checker** is a licensed engineer with bridge design experience commensurate with this project. He is involved in all meetings, and is knowledgeable regarding design criteria, concepts, procedures, specifications, standards, and details.
- The **Reviewer(s)** is typically the PM. The reviewer is responsible for ensuring that the QA/QC Plan has been followed and that all checks and corrections have been made, to allow for a level of redundancy.

QA/QC Plan and Process for this contract: 4400028434

Task 1

Upon receipt of an NTP and after the “kickoff meeting”, the PM, EOR, and other necessary personnel shall meet with the LADOTD Bridge Team to discuss and/or establish:

- Design Criteria
- Software
- Deliverables
- Expectations
- Scheduling requirements
- QA/QC Plan
- Miscellaneous information

Objective: To ensure the project is being approached and designed in accordance with DOTD requirements. Establish an open channel with LADOTD to allow for a free flow of comments and ideas.

Task 2

Review of the environmental study, geotechnical data, traffic data, parish maps, scaled aerial photos of site, and LADOTD roadway classification within the project limits. Advise LADOTD of any discrepancies, conflicts, design concerns, or other issues that may impact the project now or in the future.

Objective: To identify aspects of existing data and information that could impact the project negatively by causing delays or invalid design assumptions.

Task 3

Conduct field visit(s) to the bridge sites and assess the site conditions. Evaluate and identify possible constructability issues and conditions that may impact alignment alternatives. Meet with and promote input from the local District.

Objective: To establish job site assets and identify difficulties that could impact the project advantageously or adversely. Identifying constructability issues prior to design minimizes delays, cost overruns, corrective actions, and redesign. It enhances and streamlines the design phase and provides for a safer bridge supported by agency confidence.

Task 4

Prepare construction cost estimates (itemizing construction, right-of-way, and utility relocation costs).

Objective: To provide a useful estimate necessary for determining the most cost effective alternative and bridge structure set.

Task 5

Submit cost estimates (as stated in Task 4) to LADOTD for review and comment.

Objective: To create redundancy in the decision making.

Task 6

Revise as needed for final bridge plans

QC procedures

- PM and EOR determine tasks for design team and checker(s)
- The Designer is responsible for ensuring that drawings are checked for compliance with good engineering/architectural practice and are in compliance with contract requirements. It is required that each Designer maintain a record of reviews made, the check sheets and final drawings.
- Drawings are checked for errors, ambiguities, omissions, consistency with other project documents or drawings, constructability, and conformance with the adopted standards.

- Drawings showing different elements of a project are checked for conflicts. Any conflicts noted are resolved prior to subsequent submittals for review or approval.
- All comments, red-marks and questions on the drawings made by the Checker(s), client or others are documented and delivered to the Designer for review and response. The PM maintains a log detailing the response or corrective action needed, the date, the responsible Designer/Checker and type of corrective action taken. All comments are responded to in writing by the Designer in a timely manner and resubmitted to the PM for review prior to taking corrective action. After approval by the PM, the Designer shall resubmit the Drawings with a set of the previous drawings showing the corrections in red.
- The PM has the ultimate responsibility for the tracking, resolution and incorporation of all issues and discrepancies internal and external. Any nonconformance items will be brought to the attention of the client in writing for their comment and approval. Before each submittal, the PM will review all documentation regarding any previous comments, issues discrepancies and nonconformance items to ensure that appropriate responses have been incorporated into the deliverable.
- Copies of all project correspondence are maintained in the project files located in SKA's office. Project correspondence from sub-consultants directed to personnel other than the Project Manager, are copied to the Project Manager. No correspondence is directed to client without prior approval of the PM. Correspondence is logged as to addressee and sender, date received or sent, subject, and where filed. Any follow up correspondence shall show the document reference number assigned to original correspondence.
- Bridge plan sheets shall include the initials of the designer, checker, reviewer, and detailer
- Bridge plans shall be sealed by the Engineer of Record (EOR)
- Design calculations, checked calculations, review comments/resolutions shall be maintained in a permanent design file.
- QC checklists, cost estimates, correspondence, design procedures and policies, and schedules shall be maintained in a permanent design file
- Keep records of sub consultant's documentation in a permanent design file.

QA procedures

- Provide monthly project meetings. This allows the PM and EOR to review project status and to be sure that QC is being followed with effective checking. Allows interdiscipline comments and keeps the team informed of schedules and problems
- Meet with LADOTD departments to discuss status of design

- Checker shall be independent from design but shall have full knowledge of project.
- Provide redundancy evaluation as often as necessary through independent reviews and checks.
- Promote questioning and evaluation of the project from all team members of all disciplines

Objective: *To provide procedures and policies to detect and correct bridge design errors before design plans are made final. To provide a means for verifying that the appropriate design calculations have been performed, that the calculations are accurate, and that the specifications for the load-carrying members are adequate regarding the expected service loads of the structure.*

Qualified Personnel (see attached form 24-102 for qualifications)

Project Manager (PM) – Richard R. Shread, P.E., PLS

Engineer of Record (EOR) – Niccola D. Gill, P.E.

Designer(s) – Niccola D. Gill, P.E.

Checker – Ripley W. Gary McClure, P.E.

Review(s) – Richard R. Shread, P.E., PLS

QA/QC Tools

Each Designer is responsible to have a QA checklist developed to assist in the review of deliverables. This form incorporates the basic aspects of their work as well as the aspects where coordination with others is necessary. The checklist is delivered to the PM and EOR along with the submitted deliverable. The PM shall also develop a QA checklist focusing on the project-wide aspects, coordination of individual issues, and incorporation of previous comments as well as pertinent design aspects.

22. Sub-consultant information

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
Vectura Consulting Services, LLC	4467 Bluebonnet Blvd., Suite A, Baton Rouge, LA 70809-9639	Sheelagh Brin Ferlito, bferlito@vecturacs.com	225-223-6685

23. Location

Location:

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