LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

US 165: SUPERSTREET, DELOACH ST – WHITE ST

40 YEARS

Contract No. 4400033077 | SP No. H.015641.5 September 23, 2025

DESIGN ENGINEERING, INC.

DOTD FORM: 24-102

(Revised August 11, 2025)

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.

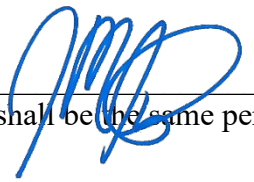
ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

1. Contract Name as shown in the advertisement	**US 165: SUPERSTREET, DELOACH ST – WHITE ST** **ROUTE: US 165**
2. Contract Number(s) as shown in the advertisement	4400033077
3. State Project Number(s), if shown in the advertisement	H.015641.5
4. Prime consultant name **(name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)**	Design Engineering, 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.0001135
6. Prime consultant mailing address	3330 W. Esplanade Avenue, Suite 205, Metairie, Louisiana 70002
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	(Same as above mailing address)
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Jim Martin, Ph.D., P.E., President (504) 836-2155 jmartin@dei-engr.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Jim Martin, Ph.D., P.E., President (504) 836-2155 jmartin@dei-engr.com

Prime consultant should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

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.

Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm entity or firearm trade association.



Signature above shall be the same person listed in Section 9:

September 23, 2025

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.

Firm(s):	Firm(s)' %:
Vectura Consulting Services, LLC	4%

12. Discipline Table:

Discipline(s)	% of Overall Contract	**Design Engineering, Inc. (Prime)**	**Marrero, Couvillon & Associates, L.L.C.**	**Vectura Consulting Services, LLC**	Each Discipline must total to 100%
Road	70%	90%	10%	0%	**100%**
ITS	10%	0%	5%	95%	**100%**
Traffic	20%	0%	5%	95%	**100%**
Identify the percentage of work for the **overall contract** to be performed by the prime consultant and each sub-consultant.					
Percent of Contract	**100%**	63%	8.5%	28.5%	**100%**

13. <u>Team Size:</u>

Firm name	DOTD Job Classification	**Number of personnel <u>committed</u> to this contract** *	Total number of personnel available in this DOTD Job Classification (if needed)
Design Engineering, Inc.	Principal	0	3
	Supervisor - Eng	1	3
	Engineer	3	6
	Engineer Intern	0	4
	Project Office Manager	0	1
	Inspector - Certified	0	3
	Inspector	0	10
Marrero, Couvillon & Associates, L.L.C.	Supervisor Engineer	1	1
	Engineer	1	5
Vectura Consulting Services, LLC	Supervisor - Eng	1	2
	Engineer	1	4
	Engineer Intern	0	2
	Senior Technician	2	2
	Technician	0	2
	Supervisor – Other	0	1
	Clerical	0	1

14. Organizational Chart:

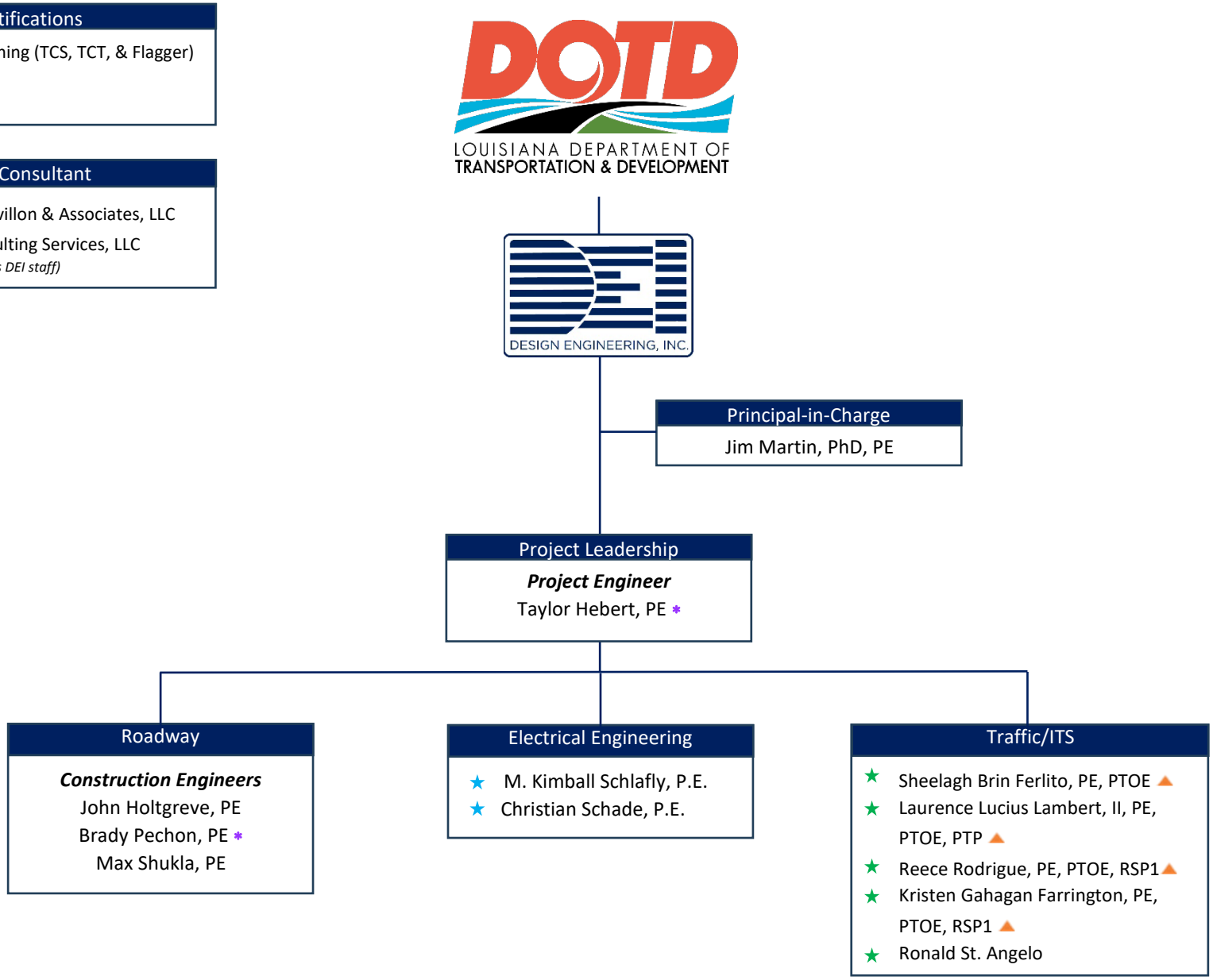
Certifications

- * Work Zone training (TCS, TCT, & Flagger)
- ▲ LTRC

Sub-Consultant

- ★ Marrero, Couvillon & Associates, LLC
- ★ Vectura Consulting Services, LLC

(No symbol indicates DEI staff)



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	Jim Martin, Ph.D., P.E.	DESIGN ENGINEERING, INC.	P.E. No. 31281 - Civil	LA	09/30/2026
2	Jim Martin, Ph.D., P.E.	DESIGN ENGINEERING, INC.	P.E. No. 31281 - Civil	LA	09/30/2026
3	Taylor Hebert. P.E.	DESIGN ENGINEERING, INC.	P.E. No. 44720 - Civil	LA	09/30/2026
4	Sheelagh Brin Ferlito, PE, PTOE	VECTURA CONSULTING SERVICES, LLC	PE.0025383 PTOE 932	LA	PE / 09/30/2025 PTOE / 09/09/2027
5	Laurence Lambert, PE, PTOE, PTP	VECTURA CONSULTING SERVICES, LLC	PE.0029901 PTOE 1303	LA	PE / 3/31/2026 PTOE / 02/03/2028
6	Christian Schade, P.E.	MCA Engineering & Construction	PE # 32483 – Electrical Engineer	LA	09/30/2026
7	Mahesh Shukla, P.E.	DESIGN ENGINEERING, INC.	P.E. No. 17008 - Civil	LA	03/31/2027

16. Staff Experience:

Firm employed by	***Design Engineering, Inc.***		
Name	**James Martin, Ph.D., P.E.**	Years of relevant experience with this employer	**11**
Title	President/Principal-In-Charge	Years of relevant experience with other employer(s)	**12**
Degree(s) / Years / Specialization	Tulane University: Doctor of Philosophy 2003 Tulane University: MS, Environmental Engineering 2000 University of Alabama: BS, Civil Engineering 1998 Old Dominion University: Coastal Engineering Certificate 2010		
Active registration number / state / expiration date	31281 /LA/ 09/30/2026		
Year registered	2004	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities	**Dr. Martin will serve as Principal-In-Charge for this project.** With decades of experience managing DOTD roadway, traffic, and drainage projects, Dr. Martin will oversee resource allocation, ensure adherence to project schedules and budgets, and uphold DOTD quality standards. His leadership will help guide the team through the design and development of the US 165 Superstreet improvements, including intersection reconfigurations, signal upgrades, pedestrian and bicycle facility enhancements, and roadway lighting modifications. Dr. Martin will remain directly accessible to DOTD for any matters requiring principal-level attention or resolution		

CExperience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/18 – Ongoing	**WIDENING OF CAUSEWAY BLVD. (AIRLINE DRIVE TO WEST NAPOLEON AVE.):** (Role: President/Principal-In-Charge) Dr. Martin oversaw all personnel and contracts involved in the widening of Causeway Blvd. (Airline Drive to West Napoleon Avenue). This project consists of widening the existing 4 lane divided highway to 6 lane divided highway which includes removing and replacing curb and gutter as needed for the newly widened roadway section replacing existing signals with mast arm supports and foundations; new pedestrian crosswalks with countdown signals; mill and overly remaining asphalt roadway form completely new continuous wearing surface; new lane striping, turn lane arrows, reflectorized raised pavement markers, and pedestrian cross work striping.
06/14 – 06/16	**MACARTHUR DRIVE INTERCHANGE COMPLETION:** (Role: President/Principal-In-Charge) Dr. Martin oversaw and macAUSEWAY wIDENNGged all personnel and contracts involved in conducting a comprehensive structural inspection of all portions of the Causeway Boulevard Overpass of Airline Drive above railroad traffic. This included evaluating the existing bridge components north of the southern right-of-way line of Airline Drive and performing a load capacity rating analysis for both the AS-BUILT and AS-IS conditions of the structure. Based on the findings, a comprehensive repair/rehabilitation report prioritizing recommended repairs and corrective measures was submitted. DEI was responsible for producing plans, specifications, and contract documents to repair/replace the Overpass's girders, bearings, deck, guardrails, and drainage system. Additionally, full-time resident inspection and testing services were provided during construction.
02/14 – 12/18	**LAKESHORE DRIVE IMPROVEMENT PROJECT:** (Role: President/Principal-In-Charge) Dr. Martin was the Principal in Charge for the Lakeshore Drive Improvement project, overseeing all phases including survey and preliminary plans, final plans and specifications, construction administration, and resident inspection services. The project encompassed 5.2 miles of scenic 4-lane roadway with necessary utilities such as sewerage, water, and drainage, as well as seawall stabilization. Dr. Martin directed the reconstruction of 3,150 feet of roadway and parking facilities, subsurface drainage improvements, and the installation of erosion protection measures along 3,200 feet of seawall, including a 48” drainage outfall penetration. His responsibilities included leading construction administration, managing RFI responses, coordinating utility relocations, and ensuring the successful implementation of streetlights, picnic shelters, and landscaping throughout the project.

08/20 – 08/23	**I-10 & I-12 COLLEGE DRIVE FLYOVER RAMP DESIGN-BUILD :** (Role: President/Principal-In-Charge) Dr. Martin oversaw and managed all personnel and contracts of this project which consists of New College Drive ramp structure over the existing I-12 that is geometrically compatible with existing mainline and ramp geometry, Widening of the I-10 West structure over Ward Creek or construction of a new structure to accommodate the new College Drive exit ramp and Rehabilitation and preservation of the I-10 West over Ward Creek bridge.
01/14 – 01/14	**LEAKE AVE. IMPROVEMENTS (OAK ST.- BROADWAY AVE.):** (Role: President/Principal-In-Charge) Dr. Martin oversaw and managed all personnel and contracts involved in performing a Stage 0 Feasibility Study and Environmental Inventory for the possible realignment of Leake Avenue. The project goal was to establish new and improved sidewalks and bicycle facilities and a landscaped buffer zone between the community and the Public Belt Railroad and to examine the potential for enhanced pedestrian crossing(s) between the community and the Levee Park.
01/14 – 02/14	**JEFFERSON PARISH SUBMERGED ROADWAY PROGRAM:** (Role: President/Principal-In-Charge) In the aftermath of Hurricane Katrina, Jefferson Parish was awarded $100M to repair damage to concrete and asphalt roadways throughout the Parish. Dr. Martin led the team that was responsible for the design and construction (including resident inspection) for all the roads within District 1, District 2, and all the concrete roads within District 5. This was a concrete panel and asphalt replacement project. While base materials and utilities were not a specific part of the scope, they were a small but necessary part of the project.
01/08 – 12/13	**CITY OF NEW ORLEANS STREETSCAPE PROJECTS:** (Role: President/Principal-In-Charge) The City commenced a beautification program consisting of over a dozen streetscape projects. Dr. Martin led a team which designed 4 such streetscapes (Robert E. Lee at Paris Avenue, St. Anthony Avenue, Broad and Washington, and O.C. Haley.) These projects included services performed in-house under Dr. Martin's management for the following: pavement design (traditional and artistic), bike path design, lighting design, landscape architecture, traffic engineering, and public outreach.
07/19 – 06/20	**AIRLINE PARK BOULEVARD (CAMPHOR TO WEST NAPOLEON):** (Role: President/Principal-In-Charge) Dr. Martin oversaw and managed all personnel and contracts for the construction of 0.390 miles of roadway. The scope of the project included grading, drainage structures, asphalt pavement milling, pavement patching, Class II base course, scarification and compaction of the roadbed, asphalt concrete pavement, Portland Concrete Pavement, cofferdams, stormwater pumping station, and related work. Additionally, tasks such as pavement striping, and installation of signs, legends, and symbols were incorporated. DEI was responsible for the construction, engineering, and inspection of this project, including the maintenance of all construction field records. DEI ensured daily entries were made in the project diary to document the utilization of the contractor's personnel and equipment, the acceptance of work, the assessment of traffic control effectiveness, and the tracking of contract time through the SiteManager.
10/18 – 08/23	**CANAL BOULEVARD (ROBERT E. LEE – AMETHYST):** (Role: President/Principal-In-Charge) Dr. Martin oversaw and managed all personnel and contracts involved in the reconstruction of an existing four-lane divided boulevard. The project scope included grading, drainage structures, asphalt pavement milling, pavement patching, Class II base course, scarification and compaction of the roadbed, asphalt concrete pavement, Portland Cement Concrete Pavement, cofferdams, stormwater pumping station, pavement striping, signs, legends, and symbols. DEI was responsible for the construction, engineering, and inspection aspects of this project. Additionally, DEI maintained all construction field records and ensured daily entries were made in the project diary to document the contractor's personnel and equipment utilization, acceptance of work, adequacy of traffic control, and tracking of contract time through the SiteManager.
08/00 – 12/03	**INTERSTATE 10 AND METAIRIE ROAD INTERCHANGE AND EXPANSIONS DESIGN, LA:** (Role: President/Principal-In-Charge) Dr. Martin was a staff engineer responsible for quality control of the vertical and horizontal geometry of the interchange's bridges and roads. The project was over $20M in construction costs.

Firm employed by	***Design Engineering, Inc.***		
Name	**John Holtgreve, P.E.**	Years of relevant experience with this employer	**38**
Title	Project Manager	Years of relevant experience with other employer(s)	**12**

Degree(s) / Years / Specialization			Tulane University: MCE, Civil Engineering 1975 Tulane University: BS, Civil Engineering 1970
Active registration number / state / expiration date			16383 /LA/ 03/31/2027
Year registered	1976	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities			**Mr. Holtgreve will serve as the Project QA/QC for this contract.** With over 30 years of experience in civil engineering design, including DOTD-funded roadway, traffic, and drainage projects, Mr. Holtgreve will be responsible for overseeing quality assurance and control throughout the design process. He will review plans, specifications, and submittals to ensure they are accurate, complete, and fully compliant with DOTD standards. Mr. Holtgreve will also provide technical guidance as needed to resolve any roadway, traffic signal, or lighting design challenges that may arise during project development.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/18 – Ongoing	**WIDENING OF CAUSEWAY BLVD. (AIRLINE DRIVE TO WEST NAPOLEON AVE.):** (Role: Project Manager) Mr. Holtgreve oversaw all personnel and contracts involved in the widening of Causeway Blvd. (Airline Drive to West Napoleon Avenue). This project consists of widening the existing 4 lane divided highway to 6 lane divided highway which includes removing and replacing curb and gutter as needed for the newly widened roadway section replacing existing signals with mast arm supports and foundations; new pedestrian crosswalks with countdown signals; mill and overly remaining asphalt roadway form completely new continuous wearing surface; new lane striping, turn lane arrows, reflectorized raised pavement markers, and pedestrian cross work striping.
09/15 – 07/21	**AUDUBON BLVD RECONSTRUCTION (WILLOW ST TO SOUTH CLAIBORNE AVE):** (Role: Project Manager) Mr. Holtgreve oversaw the design, construction administration, and resident inspection for 2,900 LF of a new roadway. Included in the project for Audubon Boulevard, a divided roadway with raised median, was a new concrete roadway with concrete, or granite curb and gutter, 2,900 LF of subsurface drainage varying in size from 12" ø to 60" ø RCPA equivalent, 2900 LF of 8" water main and 3000 LF of 8" sewer line, gas line and electric line relocation, new water meter and new sewer and water house connections.
03/15 - Ongoing	**FLEUR DE LIS DRIVE RECONSTRUCTION PHASE II (VETERANS MEMORIAL BLVD. TO NORTH OF 30TH ST.):** (Role: Project Manager) Mr. Holtgreve managed the design and construction for the construction management with Critical Path Scheduling and Primavera P6 software and construction inspection services for the construction of the roadway water line replacement, utility relocations, and sewer line replacement. The entire construction contract administration and construction engineering and inspection for this project was managed through LaDOTD SiteManager Program.
02/14 – 12/18	**LAKESHORE DRIVE IMPROVEMENT PROJECT:** (Role: Project Manager) Mr. Holtgreve was responsible for overseeing the design, construction administration, and inspection of the Lakeshore Drive Improvement project. This project included removing existing drainage structures and utilities; installing subsurface drainage, lighting, traffic control, and landscaping; constructing pile-supported concrete erosion control slabs; and other work as required by the plans and specifications for the new Plaza Area Paving. Part of the erosion control system included the installation of vinyl sheet piling, joint sealing, and seawall penetrations.

02/16 – 01/19	**WEST ESPLANADE AVENUE CANAL CROSSING:** (Role: Project Manager) The canal was hydraulically modeled for the installation of two 96-inch Concrete Arch Pipes. DEI designed the drainage and project surface work design for the improvements to West Esplanade Boulevard which include installing a 573-foot by a 96-inch culvert, over 600 feet of roadway, an additional sidewalk, and a new signalized interchange.
04/12 – 12/12	**SUBSURFACE EXPLORATION MANHATTAN BLVD. WIDENING:** (Role: Project Manager) Mr. Holtgreve oversaw the construction of an additional asphaltic concrete lane of traffic to Northbound Manhattan Blvd. (Gretna Blvd. to Westbank Expressway (US 90B)) and a right-turn-only lane on US90B Frontage Road eastbound to Southbound Manhattan Blvd.; right-of-way requirements; 2000 LF of water main, utility and drainage relocations. The project was constructed using the designed plans by DEI and DEI personnel provided construction contract administration and construction engineering and resident inspection services. The project construction continued for 7 days a week for approximately 244 days. DEI also provided services to assist the contractor in working weekends and nights as necessary to accommodate up to six (6) crews working 24-hour schedules. (Jefferson Parish, RCP, FHWA, LADOTD) and used AASHTO design standards.
05/08 – 12/16	**MACARTHUR DRIVE INTERCHANGE COMPLETION:** (Role: Project Manager) Mr. Holtgreve oversaw the design and construction of an on- and off-ramp system for the Westbank Expressway and the relocation of Frontage Road. Responsibilities included planning geometric layout of roadways and rights-of-way; relocation of drain lines up to 72” diameter, 10” sewer force mains with 20” steel casing horizontally drilled underneath four (4) lane highway, and water lines; project quantities estimation; preparation of plans for water mains, appurtenances, gas lines, and overhead and below ground power lines; the construction of storm drain performance, pipes and manholes; the extension of the existing reinforced concrete box culvert; and the construction of the new relocated service road, including the installation of a compacted sand sub-base course, crushed limestone base course, Superpave asphaltic concrete binder and wearing courses, as well as concrete curb and gutters and concrete sidewalks.
11/02 – 02/04	**LAKESHORE DRIVE BRIDGE AT ORLEANS AVE CANAL AND LONDON AVE CANAL:** (Role: Project Manager) Mr. Holtgreve served as the Project Manager for the design and construction of a new bridge along Lakeshore Drive over the London Avenue Canal and Orleans Avenue Canal. He was responsible for overseeing the complete design process and construction activities, ensuring compliance with all engineering standards. His leadership facilitated the development of a four-span solid slab bridge measuring 170 feet, designed to replace the existing structure with steel girders. Mr. Holtgreve coordinated the integration of subsurface drainage systems, seawall repairs, and roadway lighting into the project scope. He also managed the transplanting of 18” to 42” diameter oak trees and utility relocations, while providing all construction engineering services and serving as the full-time on-site Resident Project Representative. His expertise ensured that the project met both functional and safety requirements, contributing to the successful completion of a vital infrastructure element.
11/09 – 02/11	**ROBERT E. LEE BOULEVARD, PARIS AVE. TO PRATT DRIVE:** (Role: Project Manager) Mr. Holtgreve oversaw the design and construction administration of the reconstruction of 4,500 LF of the existing Robert E. Lee Blvd. This included major subsurface drainage improvements from 15" ø to 60" ø of reinforced concrete pipe and utility relocations. DEI provided full construction management services for the LADOTD and the City of New Orleans. The entire construction contract administration and construction engineering and inspection for this project were managed through the LADOTD Site Manager Program.

Firm employed by	***Design Engineering, Inc.***			
Name	**Taylor Hebert, P.E.**	Years of relevant experience with this employer	**2**	
Title	Civil Engineer	Years of relevant experience with other employer(s)	**8**	
Degree(s) / Years / Specialization		University of Georgia: BS, Civil Engineering 2016		
Active registration number / state / expiration date		44720 /LA/09/30/2026		
Year registered	2020	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		**Mr. Hebert will serve as Project Engineer for this contract.** He will lead the coordination and development of roadway, traffic, and lighting design plans, specifications, and cost estimates in compliance with DOTD standards. His responsibilities include preparing and reviewing submittals, managing project schedules, coordinating with survey, geotechnical, and traffic/ITS subconsultants, and ensuring all design documents are technically sound, complete, and aligned with the Superstreet project scope.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/23 - Ongoing	**WIDENING OF CAUSEWAY BLVD. (AIRLINE DRIVE TO WEST NAPOLEON AVE.):** (Role: Civil Engineer) Mr. Hebert is responsible for the preparation of preliminary design plans, final design plans, specifications, and bid documents for the widening of Causeway Blvd. (Airline Drive to West Napoleon Avenue). This project consists of widening the existing 4 lane divided highway to 6 lane divided highway which includes removing and replacing curb and gutter as needed for the newly widened roadway section replacing existing signals with mast arm supports and foundations; new pedestrian crosswalks with countdown signals; mill and overly remaining asphalt roadway form completely new continuous wearing surface; new lane striping, turn lane arrows, reflectorized raised pavement markers, and pedestrian cross work striping.
06/23 - Ongoing	**RELOCATION OF EAST ST. BERNARD HIGHWAY AND ASSOCIATED UTILITIES FOR THE LOUISIANA INTERNATIONAL TERMINAL:** Mr. Hebert serves as a civil engineer on the $1.8 billion Port of New Orleans LIT project. Located in Violet, St Bernard Parish, the project involves relocating East St. Bernard Highway, constructing a new bridge, and addressing utility relocation across 400 acres. Responsibilities include detailed reviews of project information, participating in design and constructability review meetings, and ensuring the project adheres to high standards and specifications.
09/23 - Ongoing	**DOTD SP NO. H.011779: POWER BLVD. MEDIAN IMPROVEMENTS (WEST ESPLANADE AVE. – VINTAGE DR.):** (Role: Civil Engineer) Mr. Hebert assisted with the construction administration and inspection of approximately 4,800 LF of a bike/pedestrian path along the median area of Power Blvd. between West Esplanade Ave. and Vintage Drive located in the City of Kenner. The project included monitoring the installation of pedestrian bridge elements, drainage improvements, and roadway lighting. He ensured ADA compliance and verified that installed systems matched DOTD-approved design specifications.
08/23 – Ongoing	**DOTD SP. NO. H.014317.6: CAREY STREET PAVEMENT REHABILITATION:** (Role: Civil Engineer) Mr. Hebert assisted in the construction administration of the reconstruction of 3,500 linear feet of residential concrete panel roadway on Carey St. from Old Spanish Trail to Front Street, located in the City of Slidell. Mr. Hebert supervised pavement rehabilitation and drainage improvements while coordinating with design engineers to review traffic control plans and drainage tie-ins. He ensured that final deliverables aligned with DOTD roadway and pedestrian safety standards.

05/23 - Ongoing	**DOTD SP NO. H.014315.6: GRAFTON DRIVE PAVEMENT REHABILITATION:** (Role: Civil Engineer) Mr. Hebert assisted in the construction administration of the reconstruction of the reconstruction of Grafton Drive from Cardinal Drive to E. Pinewood Drive, located in the City of Slidell. Responsibilities include construction management, document control, and meeting coordination. This project includes the removal of curbs, concrete pavement, grading, Class II base course, Portland cement concrete pavement, and related work. The scope of work also entails addressing issues related to traffic maintenance, joint sealing, and curb ramp improvements to enhance the overall safety and accessibility of Grafton Drive.
01/24 - Ongoing	**DOTD SP NO. H.011775.6 : US 11 & US 190 BICYCLE AND PED CROSSINGS:** Mr. Hebert assisted in the construction administration for the improvement of 0.163 miles of roadway at the intersection of US 11 (Front St.) and US 190B (Fremaux Ave.) in Slidell, St. Tammany Parish. His responsibilities included construction management, document control, and coordination of meetings. The project involved clearing and grubbing, drainage structure installation, milling asphalt, pavement patching, and the application of Portland cement concrete and asphalt concrete overlays. Mr. Hebert provided field oversight to ensure traffic signal phasing, striping, and ADA ramps were constructed according to plan requirements. He also communicated design adjustments to DOTD for incorporation into final documents.
12/23 - Ongoing	**DOTD SP NO. H.014681.6: NINE MILE POINT RD: US 90 - LA 18:** (Role: Civil Engineer) Mr. Hebert assisted in the construction administration for the reconstruction of Nine Mile Point Road (US 90 – LA 18) in Jefferson Parish. His responsibilities included construction management, document control, and coordination of meetings. The project involved grading, milling asphalt pavement, patching, installing Class II base course, and constructing fiber-reinforced asphalt concrete. Mr. Hebert helped address traffic control issues, monitored the work for compliance with specifications, and supported efforts to ensure the project was completed efficiently and safely.
01/24 - Ongoing	**DOTD SP NO. H.014642.5 : PR 929: US 61 - LA 42 (CE&I):**(Role: Civil Engineer) Mr. Hebert supported the construction administration for the reconstruction of approximately 2.7 miles on PR 929, extending from its intersection with Route US 61 to Parker Rd. in Ascension Parish. His duties included construction management, overseeing daily construction operations, and ensuring compliance with project specifications. The project scope included milling asphalt concrete, pavement patching, and asphalt overlay. Mr. Hebert ensured the accuracy of construction field records, coordinated utility adjustments, and handled the inspection of contractor activities. He also contributed to preparing final estimates, processing change orders, and managing the project's closeout documentation.

Firm employed by	***Design Engineering, Inc.***		
Name	**Brady Pechon**	Years of relevant experience with this employer	**5**
Title	Civil Engineer	Years of relevant experience with other employer(s)	**3**

Degree(s) / Years / Specialization			Louisiana State University: BS, Civil Engineering 2016
Active registration number / state / expiration date			48579 /LA/ 09/30/2026
Year registered	2024	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities			**Mr. Pechon will serve as Civil Engineer and Deputy Project Engineer for this contract.** He will assist with roadway design production, traffic and pedestrian improvement plan preparation, and coordination with DOTD and subconsultants to help ensure quality and timely delivery. Mr. Pechon has experience supporting DOTD projects involving roadway reconstruction, intersection improvements, and drainage enhancements, and is well-versed in DOTD standards, specifications, and coordination procedures.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/20 – 02/25	**AUDUBON BLVD. (SOUTH CLAIBORNE AVE. TO WALMSLEY AVE.):** (Role: Civil Engineer) Mr. Pechon assisted the project engineer in the design of the reconstruction of Audubon Blvd in New Orleans. Responsibilities include cost estimating, design, and drafting. This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line, and water main utility replacement. This project also includes coordination with Batture Engineering to assist in design.
07/24 – Ongoing	**RALPH J BUNCHE CONNECTION TO AIRLINE DRIVE:** (Role: Civil Engineer) Mr. Pechon is serving as the project engineer for the Bunche Village Airline Highway Crossing Traffic Study. He is responsible for overall project management, coordination with local and state stakeholders, and the development of planning-level recommendations to improve traffic operations and safety. His role includes overseeing data collection, guiding the analysis of existing and projected traffic conditions, reviewing VISSIM modeling results, and leading the preparation of deliverables and presentations.
10/20 - Ongoing	**STATE STREET DR. (CLAIBORNE AVE. TO FONTAINEBLEAU DR.).:** (Role: Civil Engineer) Mr. Pechon assisted the project engineer in the design of the reconstruction of State Street Drive in New Orleans. Responsibilities include cost estimating, design, and drafting This project includes full reconstruction and will include full block roadway pavement replacement including resetting distinctive aggregate curbs, ADA accessible ramps, drainage system replacement, sidewalk, driveway, sewer line, and water main utility replacement. This project also includes coordination with Batture Engineering to assist in design.
07/20 - Ongoing	**WIDENING OF CAUSEWAY BLVD. (AIRLINE DRIVE TO WEST NAPOLEON AVE.):** (Role: Civil Engineer) Mr. Pechon assisted the project engineer in designing and drafting plans for expanding a one-mile road from four lanes to six, which involved replacing the drainage system, striping, and traffic signals. The project included upgrading to a 6-lane divided highway with new curb and gutter, mast arm-supported signals, pedestrian crosswalks with countdown signals, and milling and overlaying the existing asphalt. Additionally, new lane striping, turn lane arrows, raised pavement markers, and pedestrian crosswalks were implemented.

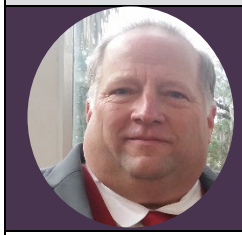
Firm employed by	***Design Engineering, Inc.***		
Name	**Mahesh Shukla, P.E.**	Years of relevant experience with this employer	**37**
Title	Structural Engineer	Years of relevant experience with other employer(s)	**23**
Degree(s) / Years / Specialization		University, Baroda, India: MS, Civil Engineering 1969 University, Baroda, India: BS, Civil Engineering 1960	
Active registration number / state / expiration date		17008 /LA/ 03/31/2027	
Year registered	1978	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		**Mr. Shukla, P.E., will serve as the Structural Engineer for this contract.** He is a licensed Louisiana professional engineer with over 50 years of experience, including the design and structural oversight of roadway structures, pedestrian facilities, and lighting supports. His responsibilities have included foundation design, slab spans, structural walls, and structural connections for roadway and drainage projects. His extensive career includes direct involvement with projects requiring the integration of roadway lighting systems and the design of structural supports for poles and foundations, experience which directly fulfills the requirements of MPR 7 for this contract.	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/14 – 04/19	**JPPW NO. 2013-011-RB: CAUSEWAY BOULEVARD OVERPASS OF AIRLINE DRIVE:** Mr. Shukla was the structural engineer for this project which consisted of providing structural inspection, analysis, and load rating of this 1950s-eraa bridge structure. DEI was hired for conceptual planning, schematic design, preliminary plans, final plans, and construction engineering. This project is a primary interchange for Jefferson Parish connecting three major arteries (Airline Highway, Metairie Road, and Causeway Blvd).
05/08 – 12/16	**SP NO. H.002550: MACARTHUR DRIVE INTERCHANGE COMPLETION (ON AND OFF RAMPS FOR PETERS ROAD):** Mr. Shukla was the structural engineer for the demolition of a portion of the existing service road and the relocation of the service road. The work included the relocation of existing utilities, including water mains and appurtenances, gas lines, as well as overhead and below-ground power lines; the design and layout of storm drain pipes and manholes; the extension of the existing reinforced concrete box culvert; the design of the roadway geometric layout for the construction of the new relocated service road, including the installation of a compacted sand sub-base course, crushed limestone base course, Superpave asphaltic concrete binder and wearing courses, as well as concrete curb and gutters, concrete driveways and concrete sidewalks. Mr. Shukla was responsible for designing slab spans and curtain walls, checking shop drawings and answering RFIs during construction.
01/08 – 09/12	**USACE LAKE PONTCHARTRAIN AND VICINITY CONSTRUCTION MANAGEMENT SERVICES (Task Orders LPV 105.01 and LPV 106), NEW ORLEANS LAKEFRONT AIRPORT T-WALLS:** (Role: Structural Engineer) Mr. Shukla was responsible for the design and construction administration of raising approximately five miles of flood protection of the existing levee along Hayne Blvd adjacent to Lake Pontchartrain in New Orleans East by adding an I-wall to the top of levee. Also included in the design was overtopping armor consisting of concrete paving for Task Order LPV 106. For Task Order LPV 105.01 Mr. Shukla was responsible for the design and construction administration for the replacement of the existing I-wall adjacent to the Lakefront Airport and floodgate L-15 with an approximately 1,800 LF T-Wall and two (2) vehicular gates at Downman Road in a new alignment south of the airport. Also included were drainage modifications and associated utility relocations. He also assisted the construction administrator and the resident inspector during the construction administration and inspection services for both of these task orders.

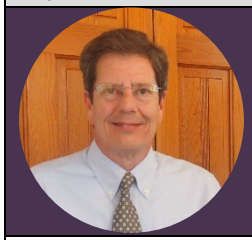
9/17 – 11/17	**JP NO. 2015-030-RB: WEST ESPLANADE CROSSING NEAR WILLIAMS:** Mr. Shukla was the Structural Engineer for this project which included hydraulic engineering, conceptual, preliminary and final plans for the improvements to the West Esplanade Boulevard which also included installing a 550-foot Canal Crossing, 600 feet of roadway, additional sidewalk, and a new signalized interchange. Mr. Shukla was part of the team to provide hydraulic engineering, conceptual, preliminary and final plans for the improvements to West Esplanade Boulevard.
09/17 – 05/18	**SP NO. H.011731: CITY OF KENNER DUNCAN CANAL BRIDGE REPLACEMENT:** Mr. Shukla assisted with the Structural Engineer for the replacement of aging bridges spanning the Duncan Canal with a new, buried box culvert system that improves aesthetics while maintaining the conveyance of traffic across the canal. Responsibilities include: design of the top slab to resist vehicular loadings; design of the base slab to adequately distribute loads to the soil; design of the walls and wingwalls to resist lateral soil pressures and soil and vehicular surcharge loadings; and design of columns and beams to create a junction between Duncan Canal and Canal No. 2 and facilitate the flow of water between the two box culverts.
04/14 – 12/19	**JPPW NO. 2013-033-RB: SOUTHBOUND CAUSEWAY BLVD. AT 17TH STREET INTERCHANGE IMPROVEMENTS:** Mr. Shukla is the structural engineer for this project which includes providing preliminary and final plans for the improvements to the interchange. This project is a heavy bridge addition that will connect to the existing interstate interchange easing the flow of traffic from the Causeway Bridge onto I-10.
09/17 – 10/19	**OLD NO. 27842: SEAWALL AREA EROSION CONTROL PAVING PROJECTS:** As a Structural Engineer for this project, Mr. Shukla was responsible for assisting the project engineer with the design, construction administration, and inspection of the Seawall Area Erosion Control Paving Project and Seawall Stabilization. This project included removing existing drainage structures and utilities; installing subsurface drainage, lighting, traffic control, and landscaping; constructing pile supported concrete erosion control slabs; and other work as required by the plans and specifications for the new Concrete Erosion Control Paving between the seawall and Lakeshore Drive from west of Shelter No. 1 to the Seabrook Boat Launch. Part of the erosion control system included the installation of vinyl sheet piling, joint sealing, seawall penetrations, and turf reinforcement matting. This was all undertaken to stabilize the Lake Pontchartrain seawall constructed in the 1930s. Mr. Shukla assisted the construction administrator and the resident inspector during the construction of this project.

Firm employed by	Marrero, Couvillon & Associates, LLC.		
Name	**Christian Schade, P.E.**	Years of relevant experience with this employer	8
Title	**Sr. Electrical Engineer**	Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		BS / 1993/ Electrical Engineering	
Active registration number / state / expiration date		PE LA License No. 32483 / Exp. 09/30/2026	
Year registered	2006	Discipline	Electrical Engineering & Computer Engineering
Contract role(s) / brief description of responsibilities.		**Sr. Electrical Engineer**	

MEETS MPR 6 LADOTD

Experience dates	Experience and qualifications relevant to the proposed contract
	Mr. Schade's areas of expertise include electrical engineering for roadway lighting, power distribution, power generation, lighting, specification writing and contract administration. His experience includes Power system analysis, consisting of load flow, fault, arc flash and coordination studies using SKM Power Tools for Windows and ETAP. Proficient with incident energy level method of Arc Flash calculations per NFPA 70E, 2015 version. Electrical design support for small to medium size projects in industrial facilities, including installation of new pumps, agitators, metering equipment, lighting, and power distribution centers
07/17 – 11/20	**I-10 and 73 Widening – Design Build. LA DOTD.** **Sr. Electrical Engineer.** Provided electrical engineering and design for lighting on the I-10 Widening from Highland to LA 30 design-build project.
04/18 – 02/20	**France Road – North, Roadway and Drainage Improvements, New Orleans, LA. Port of New Orleans.** **Sr. Electrical Engineer.** MCA provided the electrical and mechanical engineering services for the roadway, lighting, and drainage improvements.
11/16 – 6/17	**Louis Armstrong New Orleans Airport International Airport Pavement Remediation at Eastern Side of Runway 11-29, Kenner, Louisiana. City of New Orleans.** **Sr. Electrical Engineer.** Electrical design services for Pavement Remediation of sag in existing runway pavement on the eastern side of Runway 11-29 near Taxiway Alpha at the airport.
04/18 – 02/19	**Howard Avenue Extension (Loyola Avenue to LaSalle Street) New Orleans, LA. City of New Orleans.** **Sr. Electrical Engineer.** Marrero, Couvillon & Associates is responsible for the Electrical Services for the Howard Avenue Extension. Work includes revising roadway lighting from high pressure sodium lights to LED lights per new City of New Orleans Standards. Revisions include changing light fixtures, downsizing electrical conductors and revising drawings including bill of materials. Performing lighting calculations and following illumination guidelines per the latest IES roadway lighting recommended practices issued in 2014.
01/20-06/20	**Bluebonnet Blvd. (Picardy to Highland) Roadway Lighting, Baton Rouge. City/Parish of East Baton Rouge.** **Sr. Electrical Engineer.** The scope of work includes additional lane capacity in each direction. Bluebonnet Blvd is two lanes in each direction currently. Pedestrian facilities are interspersed throughout the corridor and there is commercial development abutting the corridor. The project is to add an additional travel lane in each direction and provide for connected pedestrian facilities throughout the corridor. MCA is responsible for all activities necessary to complete a lighting plan and a photometric analysis report that contains illumination analysis of all roadways and/or interchanges within the project limits and conform to illumination criteria specified in the design guidelines are included in this scope.
09/23-On-going	**I-20 Widening, Wells to LA34 Electrical and Lighting Design , Baton Rouge. LA DOTD.** **Sr. Electrical Engineer.** The scope of work is to provide additional traffic capacity in each direction. This was accomplished primarily by increasing the entrance/exit ramps. MCA provided design services to analyze the existing conditions of the roadway lighting, which consisted of high pressure sodium fixtures on low mast poles, and provide modifications to the existing lighting systems as necessary to accommodate the changes in roadway geometry. This includes upgrading the existing fixtures to LED, re-position select poles, and upgrading the secondary controllers to current standards.

Firm employed by	Marrero, Couvillon & Associates, LLC.		
Name	**M. Kimball Schlafly, P.E.**	Years of relevant experience with this employer	5
Title	**Sr. Electrical Engineer**	Years of relevant experience with other employer(s)	32
Degree(s) / Years / Specialization		BS / 1988/ Electrical Engineering	
Active registration number / state / expiration date		PE LA License No. 27699 / Exp. 09/30/2026	
Year registered	1998	Discipline	Electrical Engineering
Contract role(s) / brief description of responsibilities.		**Sr. Electrical Engineer**	

Experience dates	Experience and qualifications relevant to the proposed contract
	Mr. Schlafly has over 35 years of engineering experience in electrical engineering, project engineering and project management. He has been responsible for various projects requiring design of roadway lighting, low and medium voltage power distribution, standby and emergency power systems, telecommunications, fire alarm, access control, video surveillance, and theatrical audio/visual and lighting systems.
07/17 –11/20	**I-10 and 73 Widening – Design Build. LA DOTD.** **Sr. Electrical Engineer.** Provided electrical engineering and design for lighting on the I-10 Widening from Highland to LA 30 design-build project.
04/18 – 02/19	**Howard Avenue Extension (Loyola Avenue to LaSalle Street) New Orleans, LA. City of New Orleans.** **Sr. Electrical Engineer**. Marrero, Couvillon & Associates is responsible for the Electrical Services for the Howard Avenue Extension. Work includes revising roadway lighting from high pressure sodium lights to LED lights per new City of New Orleans Standards. Revisions include changing light fixtures, downsizing electrical conductors and revising drawings including bill of materials. Performing lighting calculations and following illumination guidelines per the latest IES roadway lighting recommended practices issued in 2014.
01/20-06/20	**Bluebonnet Blvd. (Picardy to Highland) Roadway Lighting, Baton Rouge. City/Parish of East Baton Rouge.** **Sr. Electrical Engineer.** The scope of work includes additional lane capacity in each direction. Bluebonnet Blvd is two lanes in each direction currently. Pedestrian facilities are interspersed throughout the corridor and there is commercial development abutting the corridor. The project is to add an additional travel lane in each direction and provide for connected pedestrian facilities throughout the corridor. MCA is responsible for all activities necessary to complete a lighting plan and a photometric analysis report that contains illumination analysis of all roadways and/or interchanges within the project limits and conform to illumination criteria specified in the design guidelines are included in this scope.
09/23-On-going	**I-20 Widening, Wells to LA34 Electrical and Lighting Design , Baton Rouge. LA DOTD.** **Sr. Electrical Engineer**. The scope of work is to provide additional traffic capacity in each direction. This was accomplished primarily by increasing the entrance/exit ramps. MCA provided design services to analyze the existing conditions of the roadway lighting, which consisted of high pressure sodium fixtures on low mast poles, and provide modifications to the existing lighting systems as necessary to accommodate the changes in roadway geometry. This includes upgrading the existing fixtures to LED, re-position select poles, and upgrading the secondary controllers to current standards.
9/2023-Ongoing	**I-10 and Pecue Lane - Lighting design, Baton Rouge. East Baton Rouge, City Parish /LA DOTD.** **Sr. Electrical Engineer.** Currently, there is no access to I-10 from Pecue Lane and the existing Pecue Lane consists of 2 traffic lanes. The existing overpass will be removed and replaced with two overpass structures, with 3 lanes in each direction. Pecue Lane will be reconstructed to a curb and gutter section, with a raised median and 3 lanes in each direction. South of I-10 there will be two bridge structures for Pecue to cross Ward's Creek. Cost: $36M

Firm employed by	Vectura Consulting Services, LLC			
Name	Sheelagh Brin Ferlito, PE, PTOE		Years of relevant experience with this employer	10
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			Traffic Control Design / Temporary Traffic Signal Analysis and Design QC	

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

Firm employed by Vectura Consulting Services, LLC				
Name	Laurence Lucius Lambert, II, PE, PTOE, PTP		Years of relevant experience with this employer	10
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 / 3/31/2026	
Year registered	2001	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Traffic Study QC	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/23 – 02/24	**H.011504 Alexandria ITS Phase 2** Laurence was the project manager for a System Engineering Analysis Report, Engineering Opinion of Probably Construction Cost and Level 2 Transportation Management Plan.
06/23 – current	**H.011507.1 – Monroe Phase 3 SEA (Ouachita Parish)** Laurence performed the Constraints and Device Location Analysis.
03/21 – 03/22	**H.014513.1 Lafayette Regional ITS Architecture Update** Laurence completed an ITS System Inventory, identified all existing and future agreements between stakeholder organizations participating in the ITS operations in the Lafayette region, and updated the strategy for maintaining the regional ITS architecture.
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.
09/18 – 02/19	**H.013261.1 I-110 ITS Deployment Systems Engineering Analysis (Project Manager)** As a sub-consultant, Laurence was the task leader for the Constraints & Alternatives Analysis as well as the Projects & Procurement Strategy portion of the project. The goal of the project was to deploy Close Circuit Television (CCTV) cameras and one Dynamic Message Sign (DMS) along the I-110 corridor from US 190 to US 61. To communicate with the field devices from the Traffic Management Centers (TMCs), installing fiber optics along the I-110 corridor was recommended. The fiber optics also allow communication to the traffic signals at the interchange ramps along I-110 to the TMC.
03/18 – 06/18	**Shreveport Immediate ITS Phase 2b (Lead Traffic Engineer)** Laurence was the task leader for Procurement and Alternative Analysis Configuration portions of the Systems Engineering Analysis (SEA) that complied with Code of Federal Regulations (CFR), Title 23, 940.11). The Alternatives Analysis Configuration consisted of analyzing three possible project configurations. The pros and cons of the needed equipment and communication options were documented. This task consisted of a field visit with DOTD staff to verify fiber optic lines, junction boxes and traffic signal controller types. The Procurement task consisted of investigating the methods of procurement for the deployment project where the procurement options for the pros and cons for each method were documented.
09/16 - 04/17	**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.
07/14 - 01/17	**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.
03/10 - 11/11	**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).
08/05 – 10/06	**Shreveport/Bossier City ITS/Bert Kouns Industrial Loop, Shreveport, LA (Project Manager)** Laurence was in responsible charge of the design for ITS equipment on Louisiana 526 (Bert Kouns Industrial Loop) in Shreveport. The Project included approximately 10 closed circuit television cameras and 16 signalized intersection upgrades. Reviewed systems engineering analysis, plan for communications diagrams, fiber optic allocation diagrams, fiber optic termination diagrams, telecommunication facilities, power services, wireless transmitters and receivers, related conduit and end equipment, general notes, special details, technical specifications, and terrain analyses.
06/09 – 02/10	**SPN 737-94-0030 Shreveport ITS (Near Term 3A), Shreveport, LA (Project Manager)** Laurence was in responsible charge of the design of the ITS equipment on a 22-mile stretch of I-220 in Shreveport, including approximately 10 closed circuit television cameras, 4 dynamic message signs, 2 dynamic curve-warning signs and 40 radar vehicle detectors. Project included plan preparation of communications diagrams, fiber optic allocation diagrams, fiber optic termination diagrams, telecommunication facilities, power services, wireless transmitters and receivers, related conduit and end equipment, general notes, special details, technical specifications and terrain analyses. As PM, Laurence was involved in every aspect of this process.
03/06 – 10/06	**New Orleans Regional Transportation Management Center SEA (Project Manager)** Laurence served as the project manager for the Laurence ITS Design Team that handled the New Orleans Regional TMC project. Laurence provided the Systems Engineering Analysis (SEA) for the operations of the new TMC, which included a conceptual layout of the RTMC data, audio / video, personal computers, and computer equipment including wiring.

Firm employed by Vectura Consulting Services, LLC				
Name	Reece Rodrigue, PE, PTOE, RSP1		Years of relevant experience with this employer	5
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 / 3/31/2026	
Year registered	2017	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Project Engineer for Traffic Control Design / Temporary Traffic Signal Analysis and Design	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
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 projected 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.
07/21 – current	**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.
06/23 – current	**H.011507.1 – Monroe Phase 3 SEA (Ouachita Parish)** Reece performed a field inventory of the ground mounted traffic signal controllers. Reece visited the project site to document the controller type and detection needs at each signalized intersection within the right-of-way.
06/22 – 02/23	**H.012381.5 ITS Fiber Management System Data Collection** Reece performed the field observations for 40 sites to verify the ITS FMS and inventory services.
01/21 – 05/21	**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**.
09/20 – 12/21	**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.
09/20 – 12/21	**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.
04/20 - current	**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 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.

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.

Firm employed by Vectura Consulting Services, LLC				
Name	Kristen Gahagan Farrington, 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. 0042785 / LA / 3/31/2027	
Year registered	2018	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Project Engineer for Traffic Study	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/23 – 07/23	**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 *Traffic Engineering Manual* 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 *Traffic Engineering Manual*. The study consisted of vehicular and pedestrian counts, spot speed study, safety analysis and field observations.
04/21 - current	**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.
08/21 – 04/22	**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 *FHWA STEP Guide for Improving Pedestrian Safety at Unsignalized Locations* 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.
02/20 – 09/21	**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.
6/19 - 2/21	**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.
6/19 - 2/21	**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.

04/19 – 6/21	**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.
03/19 – 11/19	**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.
11/18 - 3/21	**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.
04/18 – 04/19	**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.
09/17 – 09/18	**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.
11/16 – 07/17	**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

Firm employed by Vectura Consulting Services, LLC			
Name	Ronald St. Angelo	Years of relevant experience with this employer	2
Title	Senior Technician	Years of relevant experience with other employer(s)	48
Degree(s) / Years / Specialization		High School Diploma / 1975	
Active registration number / state / expiration date			
Year registered	Discipline		
Contract role(s) / brief description of responsibilities		Senior-level Construction Specialist	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/25 - current	**CP No. 16 CI-US-0032 Bus Rapid Transit (BRT) Improvement Project CEI (Baton Rouge, LA)** Ronnie is the senior technician for providing construction engineering and inspection for the construction of **19 traffic signals** along three corridors: Plank Road, 22nd Street and US 190 (Florida Street). This included field inspections, assistance with utility relocations, and shop drawing reviews.
05/23 – current	**H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge)** Ronnie is part of the team responsible for **Construction Engineering and Inspection**. Ronnie reviewed the signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Ronnie with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.
02/03 – 04/23	**Jack B Harper Electrical, LLC (Walker, LA)** Ronnie specialized in programming traffic signal controls / ITS equipment and troubleshooting construction issues in the field such as utility conflicts and traffic signal issues. He was a project manager for numerous traffic signal related projects and oversaw a team of field technicians for signal related construction projects. He was an estimator for bidding traffic signal / ITS equipment projects. Ronnie worked extensively throughout the state of Louisiana on hundreds of local, state, and federally funded traffic signal / ITS projects, to include major metropolitan areas, such as Greater New Orleans, Baton Rouge, and Lafayette. During this time, Ronnie worked on projects that built intersections from the ground up, to include base / signal installation, signal control electrical installation, and signal termination. Ronnie read and interpreted construction plans to ensure proper installation requirements were met for span wire and mast arm installation. Extensive experience in installing all forms of traffic signals during all construction phases. He also assisted site inspectors with confirming mast arm foundation locations; electrical inspection / reporting; drawing reviews; change requests; and verifying controller data collection and timing checks.
07/75 – 01/03	**East Baton Rouge Traffic Engineering Division** Ronnie was a certified IMSA Level 1 & 2 Technician while employed at the City of Baton Rouge. Ronnie performed numerous construction tasks in relation to traffic signals within East Baton Rouge Parish. Construction included traffic signal poles, signal heads, signal wiring, vehicle detection, traffic signal controller / cabinet power service. In the earlier part of his career, the traffic signal controllers consisted of mechanical parts. As time progressed, the controller evolved to steady-state technology. In addition, Ronnie performed traffic signal tasks related to maintenance after damage from collisions or extreme weather. While employed in the city, Ronnie was tasked with maintaining over 300 signals that included DOTD intersections. Ronnie started his career at the City of Baton Rouge as a Technician, then Traffic Signal Technician, then Foreman and finally a supervisor. Ronnie was also responsible for programming traffic signal controllers while at the City.

17. Firm Experience:

Firm name	***Design Engineering, Inc.***		Past Performance Evaluation Discipline(s)*	Road	
Project name	**WIDENING OF CAUSEWAY BLVD. (AIRLINE DRIVE TO WEST NAPOLEON AVE.)**		Firm responsibility (prime or sub?)	Prime	
Project number	JP No. 2017-010-RBP	Owner's name	Jefferson Parish		
Project location	Jefferson Parish		Owner's Project Manager	Mark Drewes	
Owner's address, phone, email	1221 Elmwood Park Blvd., Jefferson, LA, (504) 736-6505, mdrewes@jeffparish.net				
Services commenced by this firm (mm/yy)	07/18	Total consultant contract cost ($1,000's)		$1500	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)		$1500	

Design Engineering, Inc. (DEI) is responsible for the full range of engineering services—including preliminary and final design plans, specifications, and bid documents—for the widening of Causeway Boulevard between Airline Drive and West Napoleon Avenue.

The project involves widening the existing four-lane divided highway to a six-lane divided highway by reducing the median width to accommodate three 11-foot travel lanes in each direction. Work includes curb and gutter replacement as needed, subsurface drainage improvements with tie-in at the existing box culvert at West Napoleon Avenue, and intersection upgrades based on traffic study recommendations.

Key improvements include:

- New mast arm traffic signals and pedestrian countdown signals
- Median crossing modifications and new pedestrian crosswalks
- Full asphalt mill and overlay for a continuous wearing surface
- New striping, turn arrows, raised pavement markers, and crosswalk markings
- Tree removal and replacement in the median per Parish arborist direction
- Removal of existing median lighting
- Service road connections retained unless otherwise justified by traffic study
- Limited service road and trench repair at intersection areas

Key Personnel Involved

Jim Martin
John Holtgreve]
Taylor Hebert
Brady Pechon
Collin Gilen

Firm name	***Design Engineering, Inc.***		Past Performance Evaluation Discipline(s)*	Road	
Project name	**SUBSURFACE EXPLORATION MANHATTAN BLVD. WIDENING**		Firm responsibility (prime or sub?)	Prime	
Project number	JP No. 2005-039-RB	Owner's name	Jefferson Parish		
Project location	Jefferson Parish		Owner's Project Manager	Juan Gutierrez	
Owner's address, phone, email	1221 Elmwood Park Blvd., Jefferson, LA, (504) 736-6505, JGutierrez@jeffparish.net				
Services commenced by this firm (mm/yy)	12/10	Total consultant contract cost ($1,000's)	$3,800		
Services completed by this firm (mm/yy)	12/12	Cost of consultant services provided by this firm ($1,000's)	$570		

DEI was responsible for the Feasibility Study, Preliminary/Final Plans, Construction Administration, and Resident Inspection for this project which included the addition of an asphaltic concrete northbound lane for Manhattan Boulevard (Gretna Boulevard to West Bank Expressway) with a concrete combination curb and gutter, subsurface drainage, replacement of existing gravity sewer line, relocation of existing 2000 LF of water line and sewer force main, and removal and replacement of exiting concrete walks and drives under heavy traffic conditions. In addition, the project required the acquisition of multiple properties and the paving of a portion of Gretna Blvd. and multiple driveways. This project was approximately 5,500 LF on Manhattan Boulevard.

The objective of this project was to design and construct an additional asphaltic concrete lane to reduce traffic congestion along the Manhattan Boulevard – US Hwy 90 Business Frontage Road south side intersection between Gretna Blvd. and the West Bank Expressway. The project also required acquisition of property, traffic management and an expedited seven (7) day and night work schedule, in addition to design and construction engineering and inspection services.

The design phase included the design of an additional lane of vehicular traffic to the Northbound Manhattan Boulevard from Gretna Boulevard to US Highway 90 Business (South Side). This lane was added to the property side of the existing roadway a distance of approximately 5,500 LF. The added lane begins at Gretna Boulevard and ends as a right turn lane at US Hwy 90 B Eastbound (West Bank Expressway) in order to reduce traffic congestion on Northbound Manhattan Boulevard.

Key Personnel Involved

Jim Martin
John Holtgreve

Construction included the replacement and/or relocation of underground utilities, drainage, and subsurface drainage under the additional lane, while having the existing two (2) traffic lanes open at all times except at night when a lane could be closed. The construction continued for 7 days a week for approximately 244 days and included a section of 12" sub-base, 12" base course and 12" asphaltic concrete. DEI coordinated with the contractor to make sure that the businesses and vehicular traffic had the least interruption possible.

Manhattan is a heavy traffic main corridor for the West Bank of Jefferson Parish. Our firm worked closely with local and state authorities as well as business owners to ensure the least disruption possible for the traveling public and business. We provided services to assist the contractor in working weekends, nights and as necessary to accommodate up to six (6) crews working 24-hour schedules. We understood the need to be completely flexible with the work schedule at this location and followed the schedule provided by the LADOTD.

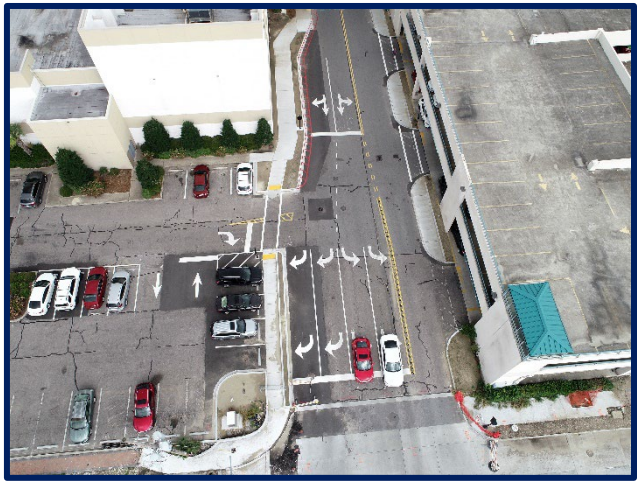
The project was completed 32 days ahead of the substantial completion date and on budget.

Firm name	***Design Engineering, Inc.***		Past Performance Evaluation Discipline(s)*	Road	
Project name	**IMPROVEMENTS SEVERN AVE. AT LAKESIDE MALL**		Firm responsibility (prime or sub?)	Prime	
Project number	DEI No. 9802	Owner's name	The Feil Organization		
Project location	Metairie, LA		Owner's Project Manager	Brian Lade	
Owner's address, phone, email	3301 Veterans Blvd, Suite 209, Metairie, LA, (504) 835-8000, blade@feilorg.com				
Services commenced by this firm (mm/yy)	11/20	Total consultant contract cost ($1,000's)	$500		
Services completed by this firm (mm/yy)	10/22	Cost of consultant services provided by this firm ($1,000's)	$500		

Design Engineering, Inc. was contracted by the Feil Organization to collect traffic data at their busiest intersections of Lakeside Shopping Center along Severn Ave. DEI used cameras and traffic-counting software to provide the Owner with peak-hour and total vehicle counts over the span of multiple weeks. Upon reviewing the data, the Owner decided that a reconfiguration of the intersection at JCPenney and Severn Ave. was necessary to improve traffic flow. To alleviate traffic congestion on Lakeside Shopping Center property due vehicles not being able to exit freely, two additional lanes were added which exit onto Severn Ave. Since a project involving the reconfiguration of Severn Ave was already planned, an additional lane was added to Northbound Severn Ave. to reduce congestion of vehicles entering Severn Ave. from Lakeside as well as vehicles entering Lakeside property from Severn Ave. near Dillard's.

Key Personnel Involved

Jim Martin
John Holtgreve
Brady Pechon



DEI was responsible for providing all services required for preparation of preliminary design plans, final plans, specifications, and bid documents for the addition of two turning lanes exiting the Lakeside Shopping Center at JCPenney and the addition of a Northbound Lane of Severn Ave between the JCPenney and Dillard's parking garages. The project was designed to incorporate drainage, roadway grading, and traffic flow with the ongoing Severn Ave. Improvements Project (from Veterans Blvd. to West Esplanade Ave.).

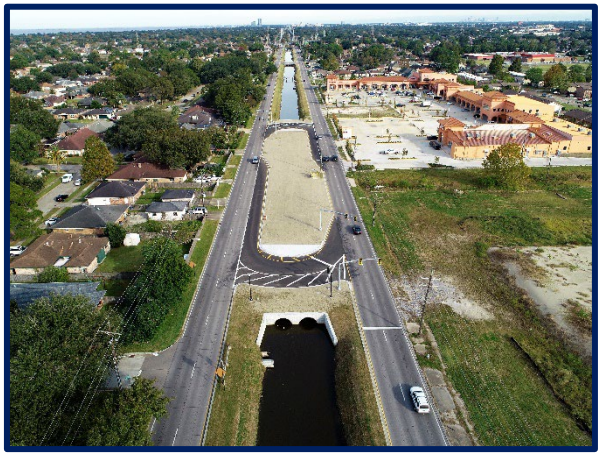
Firm name	***Design Engineering, Inc.***		Past Performance Evaluation Discipline(s)*	Road
Project name	**WEST ESPLANADE AVENUE CANAL CROSSING**		Firm responsibility (prime or sub?)	Prime
Project number	JP No. 2015-030-RB	Owner's name	Jefferson Parish	
Project location	Jefferson Parish, LA		Owner's Project Manager	Mark Drewes
Owner's address, phone, email	1221 Elmwood Park, Jefferson, LA, (504) 736-6505, mdrewes@jeffparish.net			
Services commenced by this firm (mm/yy)	02/16	Total consultant contract cost ($1,000's)		$500
Services completed by this firm (mm/yy)	01/19	Cost of consultant services provided by this firm ($1,000's)		$500

Design Engineering, Inc. (DEI) was contracted by Jefferson Parish to provide feasibility/conceptualization, hydraulic modeling, preliminary and final design plans, construction administration, and resident inspection services for improvements to the West Esplanade Avenue Crossing, located between Williams Boulevard and Power Boulevard.

The scope involved significant drainage and roadway improvements, including the installation of approximately 500 linear feet of twin 96-inch reinforced concrete arch pipes with reinforced concrete U-shaped transition structures and headwalls to facilitate canal crossing under West Esplanade Avenue. The project also included large-scale confluence box structures and innovative design adjustments to existing drainage laterals to accommodate the use of recycled materials — achieving both cost savings and applying a resilient design approach.

The West Esplanade Avenue Median Canal Crossing also consisted of the following:

- A 50-foot taper to a 100-foot storage lane for an east-to-west U-turn,
- A 4-lane crossing with an integrated traffic signal system,
- A 50-foot taper to a 200-foot storage lane for a west-to-east U-turn,
- Associated median modifications, landscaping, and street lighting.



Key Personnel Involved

Jim Martin
John Holtgreve

Firm name	***Design Engineering, Inc.***		Past Performance Evaluation Discipline(s)*	Road	
Project name	**LAKESHORE DRIVE IMPROVEMENT PROJECT**		Firm responsibility (prime or sub?)	Prime	
Project number	OLD Project No. 27821	Owner's name	Southeast Louisiana Flood Protection Authoirty (SLFPA-E)		
Project location	New Orleans, LA		Owner's Project Manager	Chris Humphreys	
Owner's address, phone, email	6920 Franklin Ave. New Orleans, LA, (504) 286-3100, chumphreys@floodauthority.org				
Services commenced by this firm (mm/yy)	11/05	Total consultant contract cost ($1,000's)	$8000		
Services completed by this firm (mm/yy)	12/18	Cost of consultant services provided by this firm ($1,000's)	$8000		

Design Engineering, Inc. (DEI) provided comprehensive design and construction management services for the Lakeshore Drive Improvements Project, a multi-faceted infrastructure and public space enhancement along the south shore of Lake Pontchartrain. This transformative project included 5.2 miles of new four-lane roadway, two vehicular bridges over the Orleans and London Avenue Canals, seawall rehabilitation, drainage improvements, and significant landscaping to enhance the recreational experience.

DEI's team was responsible for the full civil/site, structural, hydraulic, geotechnical, and electrical design. A critical component of the project was designing a drainage system to manage stormwater runoff from Lakeshore Drive. This system successfully transferred water through the historic 1931 seawall—portions of which are submerged below the lake surface—ensuring effective drainage while protecting the integrity of the structure. Reinforced embankments, cantilevered retaining walls, and a pile-supported erosion control slab were also designed to stabilize the shoreline and control erosion, key considerations for waterfront public spaces.

The project enhanced recreational and community amenities, including the installation of a 120' x 40' illuminated oval fountain, 450 new street lights, extensive landscaping, and the transplanting of large oak trees (ranging from 18" to 42" in diameter). A new pedestrian walkway was constructed between the roadway and seawall, improving connectivity and accessibility along the lakefront. The project also involved utility relocations, 4,000 LF of new waterline, new traffic control devices, and pedestrian shelters.

Key Personnel Involved

Jim Martin
John Holtgreve

Construction management services included bi-weekly status meetings, utility coordination, shop drawing reviews, resident inspection, quality assurance, cost and schedule control, and claim defense. DEI also designed a raised plaza at the Mardi Gras Fountain to deflect wave action; a test section of this design survived Hurricane Katrina with minimal impact.

Firm name	**Marrero, Couvillon & Associates, LLC**	Past Performance Evaluation Discipline(s)*	ROAD
Project name	**Bluebonnet Blvd. Roadway Lighting**	Firm responsibility (prime or sub?)	Sub
Project number	19-CP-HC-0034	Owner's name	East Baton Rouge Parish/City of Baton Rouge
Project location	Baton Rouge, LA	Owner's Project Manager	Kate Brady Prejean, P.E.
Owner's address, phone, email	10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810; 225.368.2818; kbprejean@hntb.com		
Services commenced by this firm (mm/yy)	07/20	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)	$59

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

Roadway Lighting (RELEVANCE)

The scope of work includes additional lane capacity in each direction. Bluebonnet Boulevard is two lanes in each direction currently. Pedestrian facilities are interspersed throughout the corridor and there is commercial development abutting the entire corridor. The project will add an additional travel lane in each direction and provide for connected pedestrian facilities throughout the corridor. Lighting and electrical design is ongoing, and provides new low-mast lighting utilizing LED fixtures on aluminum poles with breakaway bases, and will cover the entire stretch of roadway from Perkins Road to Picardy Ave. All photometric analysis was performed using Agi32 and approved by MoveBR. The lighting level criteria were determined from the traffic analysis, and meet the recommended levels of IES, RP-8, and MoveBR guidelines. Combination pedestrian/bicycle pathways are being added to support increased pedestrian and bicycle traffic anticipated. Extensive photometric calculations have been performed to ensure proper illumination of the pedestrians and bicyclists. This included vertical illuminance calculations in the directions of oncoming traffic. Kimball Schlafly is providing the electrical design and project management

Relevance to LADOTD

Roadway Lighting; Construction Documents are being prepared for East Baton Rouge Parish, but in accordance with LADOTD Standards; Photometric calculations performed, both vertical and horizontal, using Agi-32 lighting software. New traffic signals will be installed, and a new bridge with foundations incorporated for low-mast pole lights on the bridge.

Key Personnel: Kimball Schlafly, P.E.

Firm name	**Marrero, Couvillon& Associates, LLC**		Past Performance Evaluation Discipline(s)*	ROAD	
Project name	I-10 and Pecue Lane - Lighting		Firm responsibility (prime or sub?)		Sub
Project number	09-CS-US-0041 H.003047	Owner's name	East Baton Rouge Parish/City of Baton Rouge/LADOTD		
Project location	Baton Rouge, LA		Owner's Project Manager	Gary McClure (Shread-Kuyrkendall)	
Owner's address, phone, email	13016 Justice Ave, Baton Rouge, LA 70816; 225-296-1335; gmcclure@skaengr.com				
Services commenced by this firm (mm/yy)	07/17		Total consultant contract cost ($1,000's)		$3,600
Services completed by this firm (mm/yy)	02/21		Cost of consultant services provided by this firm ($1,000's)		$131

Roadway Lighting

The project was a combined effort of East Baton Rouge and the LADOTD. The civil work consisted of adding new access points to I-10, and new overpasses expanded to three lanes. New LED lighting design included low-mast poles along Pecue Lane and the new on/off ramps to I-10, high mast poles at the new diamond interchanges along Pecue Lane, bridge-mounted fixtures at the underpass, and new median-mounted low mast poles along I-10 throughout the entire reach of the new interchange. Lighting design also required the establishment of new electrical services from Entergy, and secondary controllers for all of the new lighting. The construction administration has required additional coordination work with Entergy to accommodate new overhead transmission and distribution lines in conflict with the road right-of-ways, requiring revisons to the photmetric calculations and relocation of select light poles. Entergy also moved a transformer serving one of the secondary controllers, requiring new voltage drop calculations and conductor sizing. Chris Schade provided the construction administration. Kimball Schlafly provided the project management.

Relevance to LADOTD

Construction Documents prepared in accordance with LADOTD Standards; Reviewed by LADOTD; Photometric calculations performed for underpass; veiling luminance using Agi-32 lighting software. Construction issues were handled in a timely fashion to avoid delays. Design included high-mast and low-mast lighting and traffic signals

Key Personnel: ***Kimball Schlafly, P.E.; Christian Schade, P.E.***

Firm name	**Marrero, Couvillon& Associates, LLC**	Past Performance Evaluation Discipline(s)*	ROAD
Project name	**DOTD I-10 Widening, LA73 to LA30**	Firm responsibility (prime or sub?)	Sub
Project number	H.009266	Owner's name	LADOTD
Project location	Ascension Parish, LA	Owner's Project Manager	John Raymond (Shread-Kuyrkendall)
Owner's address, phone, email	1201 Capital Access Road, Baton Rouge, LA, 225-296-1335 – jraymond@skaengr.com		
Services commenced by this firm (mm/yy)	09/22	Total consultant contract cost ($1,000's)	Unknown
Services completed by this firm (mm/yy)	01/24	Cost of consultant services provided by this firm ($1,000's)	$186

Roadway Lighting

MCA scope of services is to modify the existing high mast lighting at LA73 interchange, as needed to accommodate the widening of I-10. This required a photometric analysis to be performed on the existing conditions, and again on the proposed relocation for the high mast poles to accommodate the added travel lanes and new bridge construction over LA73. The high mast poles shall be re-used, with new LED light fixtures and lowering devices provided. Design was completed by Chris Schade. Kimball Schlafly is provided the project management. Project is currently awaiting civil engineering completion and bidding by LA-DOTD.

Relevance to LADOTD

LADOTD Project; Roadway Lighting; Photometric calculations; high-mast lighting, LED upgrade.

Key Personnel: Kimball Schlafly, P.E.; Christian Schade, P.E.

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Discipline(s)*	CE&I/OV	
Project name	EBR Computerized Traffic Signal, PH VB		Firm responsibility (prime or sub?)	sub	
Project number	H.007160	Owner's name	DOTD		
Project location	East Baton Rouge		Owner's Project Manager	Desmond Sam, PE	
Owner's address, phone, email	8100 Airline Highway, Baton Rouge, LA 70815, (225) 231-4123, Desmond.Sam@LA.GOV				
Services commenced by this firm (mm/yy)	01/21	Total consultant contract cost ($1,000's)		603.989	
Services completed by this firm (mm/yy)	current	Cost of consultant services provided by this firm ($1,000's)		93.368	

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

Vectura is a sub-consultant to provide traffic signal equipment inspection for 24 traffic signals under the following scope:

- Signal Equipment Inspection (2 visits per intersection), Tracking the Sampling and Testing of required Traffic Signal Materials / Attend and Review Fiber Optic Test Results
- Coordinate Review and Approval of all Shop Drawings
- Provide Traffic Signal Support Services / Troubleshoot traffic signal equipment related problems such as foundation / utility conflicts / Field visits (10 months)
- Assist in preparing Change Orders for DOTD / City Parish (2 Separate Forms)
- Attend Monthly Progress Meetings Assist with Monthly Progress Meeting Agenda & Minutes (10)
- Compile As-built Plans from Contractor
- Final Inspection Field Visit to all intersections / Assist with developing punch list / Final Field Visit verification

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Category(ies)*	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	04/17	Total consultant contract cost ($1,000's)	unknown		
Services completed by this firm	12/20	Cost of consultant services provided by this firm ($1,000's)	$153,294		

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.

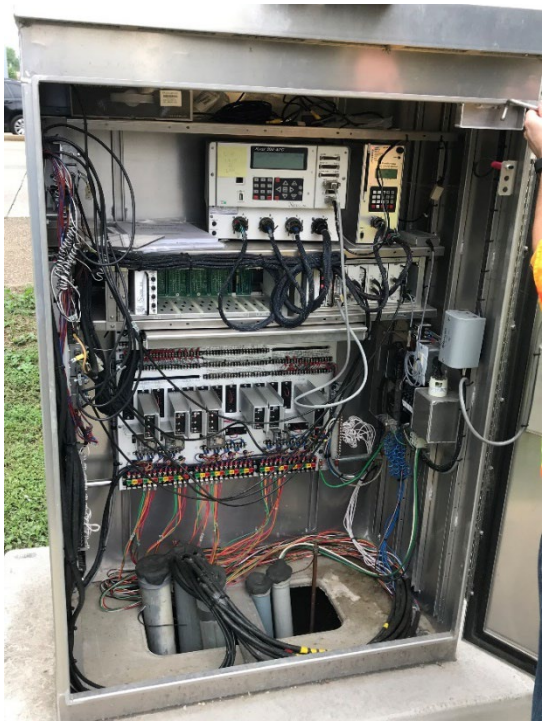
Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Discipline(s)*	ITS	
Project name	I-110 ITS Deployment SEA		Firm responsibility (prime or sub?)	sub	
Project number	H.013261.1-1	Owner's name	DOTD		
Project location	Baton Rouge, LA		Owner's Project Manager	Alaa Shams	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 (225) 379-1497 alaa.shams@la.gov				
Services commenced by this firm (mm/yy)	09/18	Total consultant contract cost ($1,000's)		unknown	
Services completed by this firm (mm/yy)	12/18	Cost of consultant services provided by this firm ($1,000's)		$16.363	

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

Vectura provided an Alternatives Analysis Configuration and Procurement Analysis as part of a System Engineering Analysis (SEA) for I-110 CCTV Cameras and DMS deployment to comply with Code of Federal Regulations (CFR), Title 23, 940.11.

The alternative analysis consisted of a field visit along the I-110 corridor to examine CCTV and DMS locations. As part of the field visit, drones were flown at the proposed heights of the CCTV's and DMS's to determine if any sight line issues were present. Also included in the site visit was the evaluation of connecting three pump stations and traffic signals to the proposed fiber optic line. Three possible project configurations were developed for this task along with pros and cons of the needed equipment and communication options.

Vectura also investigated the methods of procurement for the deployment project. Procurement options were documented with the identification of the pros and cons for each method.



Personnel Utilized on this project: Brin Ferlito, Laurence Lambert and Bridget Robicheaux (100% performed in Louisiana)

18. Approach and Methodology:

US 165: SUPERSTREET, DELOACH ST – WHITE ST

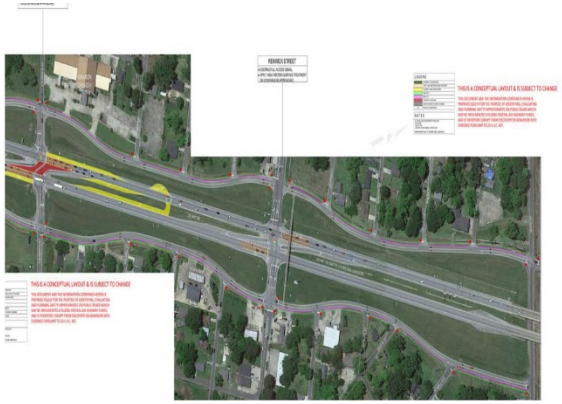
Project Understanding:

Design Engineering, Inc. (DEI) understands that the Louisiana Department of Transportation and Development (DOTD) has identified the need for a comprehensive safety and mobility improvement project **along US-165 from Deloach Street to White Street in Ouachita Parish**, excluding the I-20 interchange. The purpose of this project is to enhance corridor operations and accessibility through **the design and development of construction plans for roadway intersection improvements, traffic signal improvements, pedestrian and bicycle facility improvements, and lighting modifications.**

The scope of work includes the **design of J-turns with bulb-outs and R-Cuts, turn lane additions, traffic signal timing modifications, and system lighting upgrades.** These improvements are specifically intended to reduce congestion, improve traffic flow, and increase safety for all roadway users. The introduction of J-turns with bulb-outs and R-Cuts will change how left-turn and crossing movements are handled, reducing conflict points and enhancing operational efficiency. The addition of new and extended turn lanes will allow vehicles to exit through lanes more quickly, improving capacity and reducing delays at key intersections. Together, these roadway modifications represent an important step in applying innovative intersection treatments that DOTD has identified as best practices for corridors with high traffic volumes and complex turning movements.

The project also requires **traffic signal improvements**, including updated hardware, phasing, and **signal timing modifications.** Improved coordination between signals along US-165 will reduce stop-and-go conditions, shorten travel times, and minimize idling, resulting in both safety and operational benefits. Signal enhancements will also support the proposed J-turn and R-Cut designs, ensuring that movements along the corridor remain safe, predictable, and efficient.

A critical component of this project is the inclusion of **pedestrian and bicycle facility improvements**. Crosswalks, pedestrian signal heads, ADA-compliant curb ramps, and safe bicycle accommodations will be incorporated to provide reliable multimodal access along the corridor. US-165 serves residential neighborhoods, businesses, and community facilities, and the addition of improved pedestrian and bicycle facilities will make the corridor safer and more accessible for all users. These elements will not only meet ADA requirements but will also contribute to the overall functionality of the corridor by providing safer crossings and reducing conflicts between vehicles and non-motorized users.



The scope also calls for **lighting modifications and system lighting upgrades,** which are essential for nighttime safety. Enhanced roadway lighting will improve driver visibility, particularly at the new J-turns, R-Cuts, and turn lanes, while upgraded pedestrian-scale lighting at crosswalks and shared-use facilities will improve safety for non-motorized travelers. Properly designed lighting will also reduce glare and improve uniformity, supporting safer operations for all users along the project corridor.

DEI understands that the deliverables for this project will include plan submissions at the **30%, 60%, 90%, As-Conformed Plan (ACP), and Final stages.** All deliverables will be prepared in accordance with DOTD's **Software and Deliverable Standards for Electronic Plans** and will be subject to DOTD's QA/QC checklist requirements. Our team will follow DOTD's review process carefully to ensure consistency, accuracy, and quality at every stage of design.

This project presents several unique challenges. Maintaining access to residences, businesses, and community facilities along US-165 during both the design and construction phases will be critical. The corridor is heavily traveled, and minimizing disruption will require careful attention to traffic patterns, signal phasing, and constructability. Coordination with utilities, drainage, and right-of-way will also be essential, as these elements frequently drive schedule and cost impacts on urban arterial improvement projects. DEI will work closely with DOTD District 05, Ouachita Parish, and utility providers to identify and address these issues early in design, minimizing the risk of conflicts later in the project.

DEI, together with our subconsultants **Vectura Consulting Services** and **Marrero, Couvillon & Associates (MCA),** is prepared to address each element of this scope. Our team brings expertise in **roadway design, traffic signal improvements, pedestrian and bicycle facilities, and lighting modifications,** directly matching the requirements outlined in the advertisement. By applying DOTD standards and best practices, we will deliver a coordinated and constructible set of plans that achieve DOTD's goals for safety, mobility, and multimodal accessibility.

In summary, DEI's understanding is that the **US-165 (Deloach Street to White Street) Superstreet project** is a safety- and operations-driven corridor improvement effort requiring the design of **roadway intersection improvements, traffic signal improvements, pedestrian and bicycle facility improvements, and lighting modifications**. By integrating **J-turns with bulb-outs, R-Cuts, turn lane additions, traffic signal timing improvements, and system lighting upgrades**, this project will deliver meaningful benefits to all roadway users and support DOTD's commitment to improving safety and mobility across Ouachita Parish.

Roadway Design Approach:

Design Engineering, Inc. (DEI) will lead the **roadway intersection improvements** for the US-165 Superstreet project in Ouachita Parish. Our roadway design process will begin with a detailed review of all available data furnished

by DOTD, including traffic counts, as-built plans, and utility records. This information will be supplemented with field verification and coordination with District 05 staff to ensure that our design foundation is complete and accurate. The roadway design scope will include the preparation of **J-turns with bulb-outs, R-Cuts, turn lane additions, and roadway geometric modifications** as required to improve safety and traffic operations along the corridor.

DEI will prepare roadway plans in accordance with the **DOTD Roadway Design Procedures and Details Manual**, ensuring consistency with current design policies and practices. Our engineers will analyze existing roadway conditions to identify constraints, including available right-of-way, existing driveways, and adjacent land uses, to ensure that proposed improvements can be implemented without unnecessary impacts. The introduction of **J-turns with bulb-outs and R-Cuts** will be carefully evaluated to confirm that turning paths and channelization meet operational needs for both passenger vehicles and heavy trucks. **Turn lane additions** will be designed to improve capacity and reduce congestion, and proper storage lengths and taper designs will be provided to meet DOTD standards.

Drainage is a critical component of roadway design, particularly when new lanes, bulb-outs, and R-Cuts are introduced. DEI will perform hydraulic and drainage analyses in accordance with the **DOTD Hydraulics Manual** to ensure that new pavement areas and channelization features are integrated into the existing system without adverse impacts. Our team will confirm that all drainage tie-ins and capacity checks meet current criteria for allowable spread and ponding. Special attention will be given to **areas where pedestrian and bicycle facilities intersect the roadway**, ensuring ADA slopes and drainage are addressed in tandem.

Constructability is a key part of DEI's design approach. From the earliest stages of preliminary design, our team will consider **construction phasing and the development of a Transportation Management Plan (TMP)** to minimize traffic disruption during construction. US-165 is a heavily traveled corridor, and it is essential that lane closures, turn lane adjustments, and median modifications are staged in a way that maintains traffic flow. By incorporating MOT and constructability considerations into the design, DEI will reduce the risk of costly redesigns and delays during construction.

Roadway plans will be submitted at the **30%, 60%, 90%, As-Conformed Plan (ACP), and Final stages** as outlined in the advertisement. Each submittal will include updated plan sheets, design calculations, and cost estimates. All deliverables will comply with DOTD's **Software and Deliverable Standards for Electronic Plans**, ensuring compatibility with DOTD systems and review procedures. A formal **QA/QC process** will be applied at each stage, with independent review by senior roadway engineers to confirm compliance with DOTD standards and the project scope.

DEI's roadway design approach emphasizes safety, functionality, and coordination with all project disciplines. By integrating **J-turns with bulb-outs, R-Cuts, turn lane additions, and drainage tie-ins** into a cohesive roadway plan, we will provide DOTD with a design that is both technically sound and constructible. Our approach ensures that the roadway improvements support the broader goals of this project: improving safety, reducing congestion, and enhancing multimodal access for the US-165 corridor in Ouachita Parish.

Traffic Signal and ITS Approach:

Vectura Consulting Services, as part of the DEI team, will lead the **traffic signal improvements, timing updates, and ITS coordination** for the US-165 Superstreet project. The advertisement specifically calls for **traffic signal improvements and timing modifications** to support the new **J-turns with bulb-outs, R-Cuts, and turn lane additions**, and our approach will ensure that these elements are fully integrated with DOTD's operational goals.

Our traffic engineering process will begin with a review of the traffic data provided by DOTD, including the 2017 study and any updated supplemental counts. This information will be analyzed to confirm existing traffic volumes, turning movement demands, and peak-hour performance. Using this foundation, we will prepare **signal phasing and timing plans** that align with the proposed intersection improvements. Special attention will be given to the interaction between J-turns, R-Cuts, and nearby signals to ensure smooth progression along US-165 and to minimize queuing.

Vectura will evaluate existing signal hardware, detection systems, and communications to confirm which components can be retained and which must be upgraded. Signal designs will be prepared in accordance with the **DOTD Traffic Signal Manual** and the **MUTCD**, ensuring compliance with state and federal standards. New or modified signals will be designed to accommodate **pedestrian signal heads, ADA-compliant push buttons, and countdown timers** where crosswalks are provided. Our team will also prepare **detection layouts** that provide adequate stop-bar and advance detection, improving safety and operational reliability.

Traffic signal timing modifications will be developed to improve corridor coordination, reduce delays, and enhance overall mobility. These updates will consider left-turn and U-turn accommodations associated with the new J-turn and R-Cut designs. Coordination with District 05 staff will be ongoing throughout the design process to ensure that proposed timing plans align with corridor objectives and existing system performance.

As part of this effort, Vectura will also address **ITS considerations** to ensure that signal systems are fully integrated with DOTD's communications network. This will include evaluating the condition and capacity of existing fiber or wireless communications, designing any required modifications, and preparing controller databases for seamless implementation. Our team will confirm that traffic signal controllers, cabinets, and detection equipment are specified correctly, ensuring compatibility with DOTD's central traffic management system.

All traffic design deliverables will be provided in accordance with the DOTD Software and Deliverable Standards for Electronic Plans. Submittals will occur at the **30%, 60%, 90%, ACP, and Final stages**, and all plans will be accompanied by a **QA/QC checklist** as required by DOTD. Independent review will be performed by senior traffic engineers to verify compliance with DOTD standards and ensure constructability.

Vectura's approach emphasizes safety, efficiency, and reliability. By developing signal improvements that complement the **roadway intersection modifications, turn lane additions, and lighting upgrades**, the DEI team will deliver a traffic signal and ITS design that improves operations along US-165, enhances pedestrian safety, and supports DOTD's commitment to implementing innovative

intersection solutions in Ouachita Parish.

Lighting and Electrical Approach:

Marrero, Couvillon & Associates (MCA), as part of the DEI team, will lead the **lighting modifications and system lighting upgrades** for the US-165 Superstreet project. The advertisement specifically calls for lighting improvements along the corridor, and MCA will ensure that both roadway and multimodal users benefit from enhanced visibility and safety.

MCA will be involved immediately at the **project kickoff** to verify the scope of the electrical design. The initial effort will include obtaining and reviewing **as-built drawings of the existing lighting systems** and utility points of connection, conducting **on-site surveys to verify as-built accuracy**, and reviewing the topographic and SUE surveys furnished by DOTD. This early work ensures that the foundation for design is accurate and coordinated with other project disciplines.

Following field verification, MCA will perform a **photometric analysis of the existing lighting** to establish baseline conditions. This will be followed by a **comprehensive photometric analysis of the proposed new lighting systems**, which will evaluate not only the travel lanes of US-165 but also the **sidewalks, crosswalks, and bicycle facilities** identified in the project scope. These analyses will be performed in accordance with **DOTD requirements and IES RP-8, Recommended Practice: Lighting Roadway and Parking Facilities**.

Based on DOTD's review and approval of the photometric analyses, MCA will prepare detailed **plans and technical specifications** for lighting at the **60%, 95%, 98%, and 100% submittals**, until all exceptions are resolved. All electrical and lighting design will be performed in accordance with DOTD standards and specifications, the **National Electrical Code (NEC)**, and industry best practices.

During the design phase, MCA will also prepare and update all necessary **fault-current, coordination, and voltage drop calculations**. These analyses will be performed using the **ETAP software program**, which models power distribution systems and provides complete voltage-drop, fault-current, and arc-flash hazard assessments. The software also generates **PDF arc-flash warning labels**, which will be provided to the contractor for installation during construction. These analyses ensure that the lighting and electrical systems are safe, reliable, and maintainable.

MCA's role extends into the construction support phase as well. The firm will provide **bid and construction phase services** as required, including attending preconstruction and progress meetings, performing **site visits**, and monitoring the contractor's documentation of as-built plans. MCA will observe conductor insulation, system performance testing, and the installation of equipment to verify compliance with the design. **Pre-final and final inspections** will be conducted, and MCA will prepare punch lists and verify that all corrections are made prior to final acceptance.

Through this approach, MCA ensures that the lighting modifications are fully coordinated with the **roadway intersection improvements, traffic signal improvements, and pedestrian and bicycle facility enhancements**. The end result will be a lighting system that not only improves nighttime visibility for drivers but also provides safer, well-illuminated conditions for pedestrians and bicyclists using crosswalks and multimodal facilities along US-165.

QA/QC APPROACH

Design Engineering, Inc. (DEI) recognizes that **quality assurance and quality control (QA/QC)** are fundamental to the successful delivery of the US-165 Superstreet project. DOTD requires that all deliverables undergo a systematic and consistent review process and that each submittal be accompanied by a completed **QA/QC checklist**. DEI has developed a structured QA/QC program that is specifically designed to meet this requirement while also providing DOTD with confidence that all design elements are accurate, coordinated, and constructible.

Our QA/QC process will begin with the establishment of a **project-specific QA/QC Plan** within ten (10) business days of notice to proceed. This plan will define the review procedures, identify the responsible reviewers for each discipline, and outline the documentation methods to be used throughout the project. The plan will address each submittal milestone required by the advertisement, including the **30%, 60%, 90%, As-Conformed Plan (ACP), and Final submittals**. At each stage, DEI will ensure that all roadway, traffic, drainage, and lighting deliverables are internally reviewed prior to DOTD submission.

Quality control will be discipline-specific, with each design element reviewed by a senior engineer not directly responsible for its production. For example, roadway geometrics, J-turn and R-Cut layouts, and turn lane designs will be independently checked for compliance with the **DOTD Roadway Design Procedures and Details Manual**. Drainage design elements will be reviewed against the **DOTD Hydraulics Manual**, while signal and timing plans will be checked for consistency with the **DOTD Traffic Signal Manual** and the **MUTCD**. Lighting and electrical design prepared by MCA will undergo review against DOTD requirements, the **National Electrical Code (NEC)**, and the **IES RP-8 Recommended Practice**.

Beyond discipline-specific reviews, DEI will conduct **cross-discipline checks** to verify coordination between roadway, drainage, traffic, and lighting design. This ensures that elements such as J-turn geometrics, drainage inlets, pedestrian facilities, traffic signals, and lighting poles are all aligned and do not create conflicts during construction. Cross-discipline reviews will also confirm that ADA compliance is maintained in areas where pedestrian and bicycle improvements interface with roadway and drainage features.

Documentation is central to DEI's QA/QC process. At each submittal, a completed **DOTD QA/QC checklist** will be provided, along with supporting review comments and resolutions. This ensures that DOTD has a clear record of how each item was reviewed, corrected, and finalized. DEI will also use electronic design platforms compatible with DOTD's **Software and Deliverable Standards for Electronic Plans**, ensuring consistency in formatting and reducing the likelihood of errors during review.

Our QA/QC approach also extends to **cost estimates and specifications**. All construction estimates will be reviewed for accuracy, consistency with the plans, and compliance with DOTD's estimating guidelines. Special provisions and technical specifications will be checked for clarity and alignment with DOTD standards.

In addition, DEI will hold **internal QA/QC review meetings** at each design milestone to bring together roadway, traffic, drainage, and electrical leads. These meetings will provide a forum for discussing review comments, resolving coordination issues, and confirming readiness for DOTD submission. By conducting structured reviews and maintaining open communication across all disciplines, DEI will provide DOTD with deliverables that are accurate, complete, and ready for implementation.

Through this systematic and consistent QA/QC process, DEI will ensure that the design for the US-165 Superstreet project is developed to the highest standards of quality, meeting all DOTD requirements while minimizing the risk of errors, omissions, or construction conflicts.

DEI's Potential Challenges and Solutions

Design Engineering, Inc. (DEI) recognizes that the US-165 Superstreet project presents several challenges that must be addressed early in the design process. Our team has considered the likely risks associated with the **roadway intersection improvements, traffic signal improvements, pedestrian and bicycle facility improvements, and lighting modifications** along US-165 from Deloach Street to White Street in Ouachita Parish. By identifying these challenges in advance, DEI will implement strategies that reduce risk, maintain schedule, and deliver a safe and constructible design.

A major challenge is **maintaining traffic operations during construction**. US-165 is a heavily traveled north–south arterial with numerous intersections and driveways. The introduction of **J-turns with bulb-outs, R-Cuts, and turn lane additions** will alter traffic patterns, requiring careful attention to phasing and traffic control. DEI will integrate **Transportation Management Plan (TMP) concepts** into the design process so that lane closures, detours, and temporary signals are considered from the outset, resulting in a design that is both safe and buildable under live traffic conditions.

Utility coordination is another critical issue. US-165 contains a dense network of overhead and underground utilities, and relocations will be unavoidable where curb lines are shifted or new lighting foundations are added. DEI will initiate early coordination with utility owners, overlay utility data on preliminary layouts, and work with District 05 to sequence relocations in advance, reducing schedule impacts.

Drainage integration must also be addressed. Turn lanes, bulb-outs, and geometric modifications will alter runoff patterns and could increase ponding. DEI will conduct analyses in accordance with the **DOTD Hydraulics Manual** to confirm adequate inlets and tie-ins, aligning drainage features with curb lines and ADA ramps to avoid conflicts and maintain safety.

Pedestrian and bicycle improvements bring additional challenges. Crosswalks, pedestrian signals, and ADA ramps must be coordinated with J-turn and R-Cut designs. DEI will treat these as core project elements, aligning crossings with signal phasing and ensuring ADA compliance.

Lighting modifications require careful planning to ensure uniform illumination across lanes, sidewalks, and crosswalks. MCA will perform photometric analyses of existing and proposed conditions, submitting layouts that meet **IES RP-8 standards** and enhance nighttime safety for all users.

Finally, **stakeholder coordination** is essential. Access to businesses, neighborhoods, and community facilities must be preserved. DEI will maintain open communication with DOTD District 05, Ouachita Parish, utility providers, and stakeholders, providing updates and discussing impacts early to minimize disruption.

By anticipating these challenges and embedding solutions in the design process, DEI will reduce risk, improve constructability, and ensure that the US-165 Superstreet project is delivered efficiently.

Responsiveness, Work Quality, Cost Control, and Ability to Meet Schedule

Design Engineering, Inc. (DEI) and our subconsultants recognize the importance of being responsive, delivering consistent quality, controlling costs, and maintaining schedule.

Responsiveness will be achieved by designating a single point of contact and maintaining regular communication with DOTD District 05, utility providers, and stakeholders. Our team will provide timely responses, frequent updates, and quick resolution of issues to keep the project moving forward.

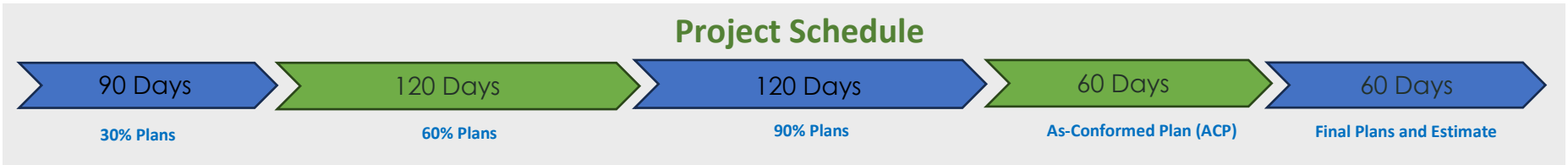
Work Quality will be ensured through strict adherence to DOTD standards, including the Roadway Design Procedures and Details Manual, Hydraulics Manual, Traffic Signal Manual, MUTCD, NEC, and IES RP-8. All submittals at the 30%, 60%, 90%, ACP, and Final stages will include a completed DOTD QA/QC checklist, supported by internal discipline reviews and cross-discipline coordination.

Cost Control will be maintained through detailed estimates at each submittal, prepared in accordance with DOTD standards. Constructability reviews will be embedded in the design process to identify potential conflicts and minimize costly changes during construction.

Schedule discipline will be upheld by developing and maintaining a project schedule that aligns with DOTD milestones. Updates will be provided monthly, and coordination between DEI, Vectura, and MCA will ensure that roadway, traffic, and lighting tasks are sequenced efficiently to meet deadlines.

Through this approach, DEI will provide DOTD with deliverables that are responsive, high-quality, cost-effective, and on schedule, ensuring the success of the US-165 Superstreet project.

Finally, DEI has demonstrated a consistent **ability to meet schedules** on DOTD and LPA-administered projects across Louisiana. With dedicated inspection staff, office support, and electrical specialists, we will provide continuous coverage of construction operations and maintain regular progress reporting. The nine-month duration established for the University Avenue project will be managed through proactive scheduling, close coordination with the contractor, and effective utility management, ensuring timely delivery of all project elements.



19. Workload:

Firm(s) **ALL FIRMS** MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Design Engineering, Inc.	CE&I/OV	4400020651, H.013267.6	Scotlandville Pkwy to Dwtn BR Trail – PH 1	$410,727
Marrero, Couvillon & Associates, L.L.C.	Road	H.015052	I-20 Widening Overlay	$168,167
Vectura Consulting Services, LLC	Traffic	4400005484 H.005168.2	New Orleans Rail Gateway Avondale EA	$57,644
	CE&I/OV	4400020018 H.007160	EBR Computerized Traffic Signal, Ph VB	$28,737
	Traffic	H.004791	Belle Chasse Bridge & Tunnel Replacement PPP	$11,202
	Traffic	4400021519 H.012030.5	KCS RR Overpasses HBI	$572
	Traffic	4400023075 H.013522	S. Lewis Street Widening	$7,499
	Traffic	4400025299 H.01564.5	LA 47 Hayne Blvd Safety Improvements	$9,437
	Traffic	4400018271 H.014746.5	LA 383 Stage 0 Corridor Study	$20,146
	ITS	4400016364 H.014511.1	Houma Regional ITS Architecture Update	$10,746
	Traffic	4400025299 H.013421.5	Dist. 02H Flashing Yellow Arrow Part 2	$83,260

20. Certifications/Licenses

Taylor Hebert, P.E.


ATSSA American Traffic Safety Services Association
SAFER ROADS SAVE LIVES

This is to affirm that

Taylor Hebert

has satisfied the requirements to be designated as a

CERTIFIED FLAGGER

Issue Date 11/14/2023 — ATSSA (Instructor Name)

Exp. Date 11/13/2027

State Issued LA — Instructor Signature

A1000135185 — Verify at Flagger.com


ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Taylor Hebert
has attended
Louisiana Traffic Control Supervisor
Training Course

10/18/2023 to 10/18/2027
Training Valid Through

New Orleans, LA
Location

Vice President of Education and Technical Services

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

Brady Pechon, P.E.


ATSSA American Traffic Safety Services Association
SAFER ROADS SAVE LIVES

This is to affirm that

Brady Pechon

has satisfied the requirements to be designated as a

CERTIFIED FLAGGER ATSSA

Issue Date 1/27/2022

Exp. Date 1/26/2026 — Instructor Name

State Issued LA — Instructor Signature

A1000051053 — Verify at Flagger.com


ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brady Pechon
has attended
Traffic Control Technician-LA State Specific
Training Course

10/5/2021 to 10/5/2025
Training Valid Through

New Orleans, LA
Location

Director of Training

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

VECTURA CONSULTING SERVICES, LLC

Sheelagh Brin Ferlito

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: September 10, 2018 *Professional Development Hours (PDHs) Awarded:* 3
Location: Baton Rouge, Louisiana

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATSSA 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
Instructor Name
Exp. Date 5/8/2027
State Issued LA *Instructor Signature*

A1000126216 Verify at Flagger.com

ATSSA TRAINED

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

Director of Training

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

VECTURA CONSULTING SERVICES, LLC

Laurence Lambert

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: July 16, 2018 *Professional Development Hours (PDH's) Awarded:* 2
Location: Baton Rouge, Louisiana

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: July 23, 2018 *Professional Development Hours (PDH's) Awarded:* 3
Location: Baton Rouge, Louisiana

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: October 15, 2018 *Professional Development Hours (PDH's) Awarded:* 3
Location: Baton Rouge, Louisiana

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATSSA TRAINED

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

Director of Training

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

ATSSA American Traffic Safety Services Association

This is to affirm that

Laurence Lambert

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*

A1000126196 Verify at Flagger.com

VECTURA CONSULTING SERVICES, LLC

Kristen Gahagan Farrington

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*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATSSA
Safer Roads Save Lives

Kristen Farrington

has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 18-APR-2025

CEU (If Applicable): 0.75

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This certificate provides proof of training, not certification.

American Traffic Safety Services Association
ATSSA.com

VECTURA CONSULTING SERVICES, LLC

Reece Rodrigue

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: November 26, 2018 *Professional Development*
Location: Baton Rouge, Louisiana *Hours (PDHs) Awarded:* 3.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATSSA TRAINED

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

Vice President of Education and Technical Services

New Orleans, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

ATSSA
Safer Roads Save Lives

Reece Rodrigue

has attended
National Flagger Certification Training Course

Completed: 01-OCT-2024

CEU (If Applicable): 0

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

(https://www.sos.la.gov/Pages/default.aspx)

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Name	Type	City	Status
DESIGN ENGINEERING, INC.	Business Corporation	METAIRIE	Active

Previous Names

Business: DESIGN ENGINEERING, INC.
Charter Number: 34152346D
Registration Date: 8/15/1984

Domicile Address

3330 W. ESPLANADE AVE., STE. 205
METAIRIE, LA 70002

Mailing Address

C/O WALTER BAUDIER
3330 W. ESPLANADE AVE., STE. 205
METAIRIE, LA 70002

Principal Office Address

3330 W. ESPLANADE AVE., STE. 205
METAIRIE, LA 70002

Status

Status: **Active**
Annual Report Status: **In Good Standing**
File Date: 8/15/1984
Last Report Filed: 7/19/2024
Type: Business Corporation

Registered Agent(s)

Agent: WALTER BAUDIER
Address 1: 3330 W. ESPLANADE AVE., STE. 205
City, State, Zip: METAIRIE, LA 70002
Appointment Date: 10/22/1997

Officer(s) Additional Officers: No

Officer: WALTER BAUDIER
Title: Director
Address 1: 6514 PRATT DR.
City, State, Zip: NEW ORLEANS, LA 70122

Officer: ALICE C. BAUDIER
Title: Director
Address 1: 6514 PRATT DR.
Address 2: SUITE 205
City, State, Zip: NEW ORLEANS, LA 70122

Amendments on File (3)

Description	Date
Domicile, Agent Change or Resign of Agent	8/14/1987
Disclosure of Ownership	2/20/1998
Disclosure of Ownership	4/26/2005

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State of Louisiana Secretary of State

COMMERCIAL DIVISION
225.925.4704

Fax Numbers
225.932.5317 (Admin. Services)
225.932.5314 (Corporations)
225.932.5318 (UCC)

Name	Type	City	Status
MARRERO, COUVILLON & ASSOCIATES, L.L.C.	Limited Liability Company	BATON ROUGE	Active

Previous Names

Business: MARRERO, COUVILLON & ASSOCIATES, L.L.C.
Charter Number: 34604188K
Registration Date: 12/31/1997

Domicile Address

2644 SOUTH SHERWOOD FOREST BLVD; SUITE 200
BATON ROUGE, LA 70816

Mailing Address

2644 SOUTH SHERWOOD FOREST BLVD
SUITE 200
BATON ROUGE, LA 70816

Status

Status: **Active**
Annual Report Status: **In Good Standing**
File Date: 12/31/1997
Last Report Filed: 12/3/2024
Type: Limited Liability Company

Registered Agent(s)

Agent: ALLEN DARDEN
Address 1: 17904 PRESTWICK AVE.
City, State, Zip: BATON ROUGE, LA 70810
Appointment Date: 7/16/2013

Officer(s)

Additional Officers: No

Officer: CARLOS GIRON
Title: Member
Address 1: 2644 S. SHERWOOD FOREST BLVD
Address 2: SUITE 200
City, State, Zip: BATON ROUGE, LA 70816

Amendments on File (9)

Description	Date
Amendment	1/16/2001
Domestic LLC Agent/Domicile Change	1/16/2001
Amendment	9/19/2001
Domestic LLC Agent/Domicile Change	6/11/2010
Domestic LLC Agent/Domicile Change	7/16/2013
Domestic LLC Agent/Domicile Change	10/4/2013
Amendment	4/14/2016
Amendment	12/1/2017
Domestic LLC Agent/Domicile Change	8/4/2023

Print

Louisiana SECRETARY OF STATE NANCY LANDRY

(https://www.sos.la.gov/Pages/default.aspx)

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Name	Type	City	Status
VECTURA CONSULTING SERVICES, LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

Business: VECTURA CONSULTING SERVICES, LLC
Charter Number: 41994609K
Registration Date: 8/24/2015

Domicile Address

4467 BLUEBONNET BLVD.
SUITE A
BATON ROUGE, LA 708099639

Mailing Address

PO BOX 14269
BATON ROUGE, LA 70898

Status

Status: **Active**
Annual Report Status: **In Good Standing**
File Date: 8/24/2015
Last Report Filed: 7/26/2024
Type: Limited Liability Company

Registered Agent(s)

Agent:	SHEELAGH BRIN FERLITO
Address 1:	4467 BLUEBONNET BLVD
Address 2:	SUITE A
City, State, Zip:	BATON ROUGE, LA 708099639
Appointment Date:	8/15/2018

Officer(s) **Additional Officers: No**

Officer:	SHEELAGH BRIN FERLITO
Title:	Manager
Address 1:	4467 BLUEBONNET BLVD
Address 2:	SUITE A
City, State, Zip:	BATON ROUGE, LA 708099639

Officer:	LAURENCE LAMBERT
Title:	Member
Address 1:	4467 BLUEBONNET BLVD
Address 2:	SUITE A
City, State, Zip:	BATON ROUGE, LA 708099639

Amendments on File (1)

Description	Date
Domestic LLC Agent/Domicile Change	6/8/2023

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Transportation Professional Certification Board Inc.
1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0060 • www.tpcb.org

Ms. Sheelagh B. Ferlito, P.E., PTOE
Vectura Consulting Services, LLC
P.O. Box 14269
Baton Rouge, LA 70898
USA

Dear Ms. Ferlito,

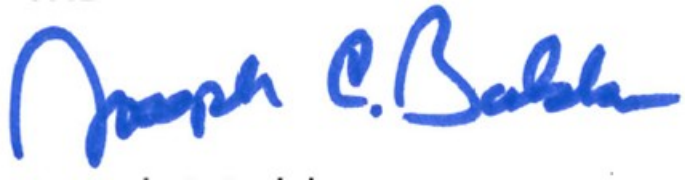
Thank you for renewing your certification as a Professional Traffic Operations Engineer® (PTOE). The Transportation Professional Certification Board (TPCB) congrats you for your continued commitment to your profession. As a PTOE you will be recognized as one of a specialized group of professional Traffic Operations Engineers with the set of skills and expertise needed to build better communities.

Your certification is renewed through 9/9/2027.

At the end of the three-year period, your certification will be renewed without examination provided you have met the continuing education requirements.

Thank you for your continued PTOE certification and best wishes in the coming years.

Sincerely,



Joseph C. Balskus, P.E., PTOE, RSP1
Chair, Transportation Professional Certification Board Inc.

The Transportation Professional Certification Board

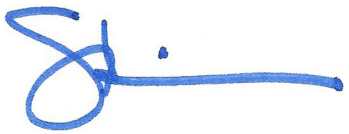
Certifies that

Mr. Laurence L. Lambert, II, P.E., PTOE, PTP

successfully holds the Professional Traffic Operations Engineer® certification

Original Certification Date: 2/3/2004

Certification Valid Through: 2/3/2028



Steve Kuciemba,
Executive Director and CEO

Jan O. Voss, P.Eng., PTOE
TPCB Chair

Certification Number: 1303

The Transportation Professional Certification Board

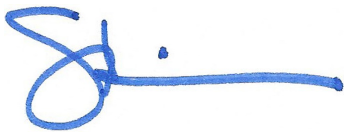
Certifies that

Mr. Reece J. Rodrigue, P.E., PTOE, RSP1

successfully holds the Professional Traffic Operations Engineer® certification

Original Certification Date: 7/17/2019

Certification Valid Through: 7/17/2028



Steve Kuciemba,
Executive Director and CEO

Jan O. Voss, P.Eng., PTOE
TPCB Chair

Certification Number: 4508

Transportation Professional Certification Board Inc.
1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0060 • www.tpcb.org

Mrs. Kristen Gahagan Farrington, P.E., PTOE, RSP1
4004 Hastings Street
Metairie, LA 70002
USA

Dear Mrs. Farrington,

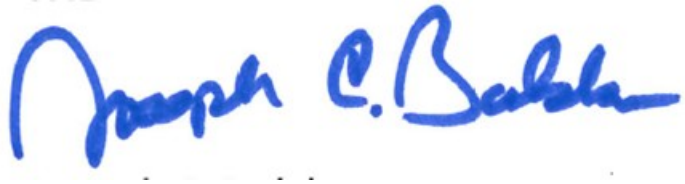
Thank you for renewing your certification as a Professional Traffic Operations Engineer® (PTOE). The Transportation Professional Certification Board (TPCB) congrats you for your continued commitment to your profession. As a PTOE you will be recognized as one of a specialized group of professional Traffic Operations Engineers with the set of skills and expertise needed to build better communities.

Your certification is renewed through 3/26/2026.

At the end of the three-year period, your certification will be renewed without examination provided you have met the continuing education requirements.

Thank you for your continued PTOE certification and best wishes in the coming years.

Sincerely,



Joseph C. Balskus, P.E., PTOE, RSP1
Chair, Transportation Professional Certification Board Inc.

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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

Jeff Landry, Governor
Joe Donahue, Secretary

May 30, 2025

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)** Declaration of Eligibility. 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 a **Declaration of Eligibility** with Gross receipts **(i.e. all income-related portions of signed federal tax returns, audited financial statements or a CPA's signed attestation of correctness and completeness)** 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, 2026**. However, should you not receive notification from this office for your Declaration of Eligibility; 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.

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. Feel free to contact 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,

Paula Roddy
Compliance Programs Director

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 2025 to June 2026

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.

Paula Roddy, Compliance Programs Director

Louisiana Department of Transportation & Development

21. <u>QA/QC Plan:</u>

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

22. Sub-consultant information:

Firm Name **(Name must match exactly as registered with Louisiana's Secretary of State (SOS): including punctuation, include screenshot(s) from SOS at the end of Section 20)**	**Address**	**Point of Contact and email address**	**Phone Number**
Marrero, Couvillon & Associates, L.L.C.	3525 Hessmer Ave # 304, Metairie, LA 70002	M. Kimball Schlafly, P.E. mschlafly@mca-llc.com	(504) 834-3448
Vectura Consulting Services, LLC	PO Box 14269 Baton Rouge, LA 70898	Brin Ferlito bferlito@vecturacs.com	(225) 223-6685

23. <u>Location:</u>

If location is an evaluation criterion for this advertisement (see page 2) 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 <u>the Evaluation Criteria section</u> of the advertisement**.