

DOTD FORM: 24-102

(Revised March 1, 2022)

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.

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

1. Contract title as shown in the advertisement	CONTRACT FOR LA 447 CORRIDOR
2. Contract number(s) as shown in the advertisement	4400024641
3. State Project Number(s), if shown in the advertisement	H.005734
4. Prime consultant name (as registered with the Louisiana Secretary of State where such registration is required by law)	Shread Kuyrkendall & Associates, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	P.E. 0000767 P.L.S. 0000130
6. Prime consultant mailing address	13016 Justice Ave., Baton Rouge, LA 70816
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	13016 Justice Ave., Baton Rouge, LA 70816
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Richard R. Shread , President (225) 296-1335 Shread@skaengr.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Richard R. Shread , President (225) 296-1335 Shread@skaengr.com
10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the	

<p>designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel, and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.</p>	<p>Signature (shall be the same person as #9):</p> <p><u>Richard R Shread</u></p> <p>Date:</p> <p><u>7/18/22</u></p>	
<p>11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.</p>	<p><u>Firm(s):</u></p> <p>Urban Systems, Inc</p>	<p><u>Firm(s)' %:</u></p> <p>10%</p>

12. Past Performance Evaluation Discipline Table:

Sub-consultants are allowed to be used for this proposal. Fill in the table by identifying only those evaluation disciplines consistent with the approach and methodology proposed in Section 18 of the DOTD Form 24-102*, the name of each firm that is part of the proposal, and the percentage of work in each past performance evaluation discipline to be performed by that firm. The percentage estimated for each evaluation discipline is for evaluation purposes only and will not control the actual performance or payment of the work. The percentages for prime and sub-consultants must total 100% for each past performance evaluation discipline, as well as the overall total percentage of the contract.							
Evaluation Disciplines	% of Overall Contract	Prime Shread-Kuyrkendall & Associates, Inc.	Firm B Urban Systems, Inc.	Firm C	Firm D	Firm E	Each Discipline must total to 100%
Road	90%	100%					100%
Traffic	10%		100%				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%	90%	10%				

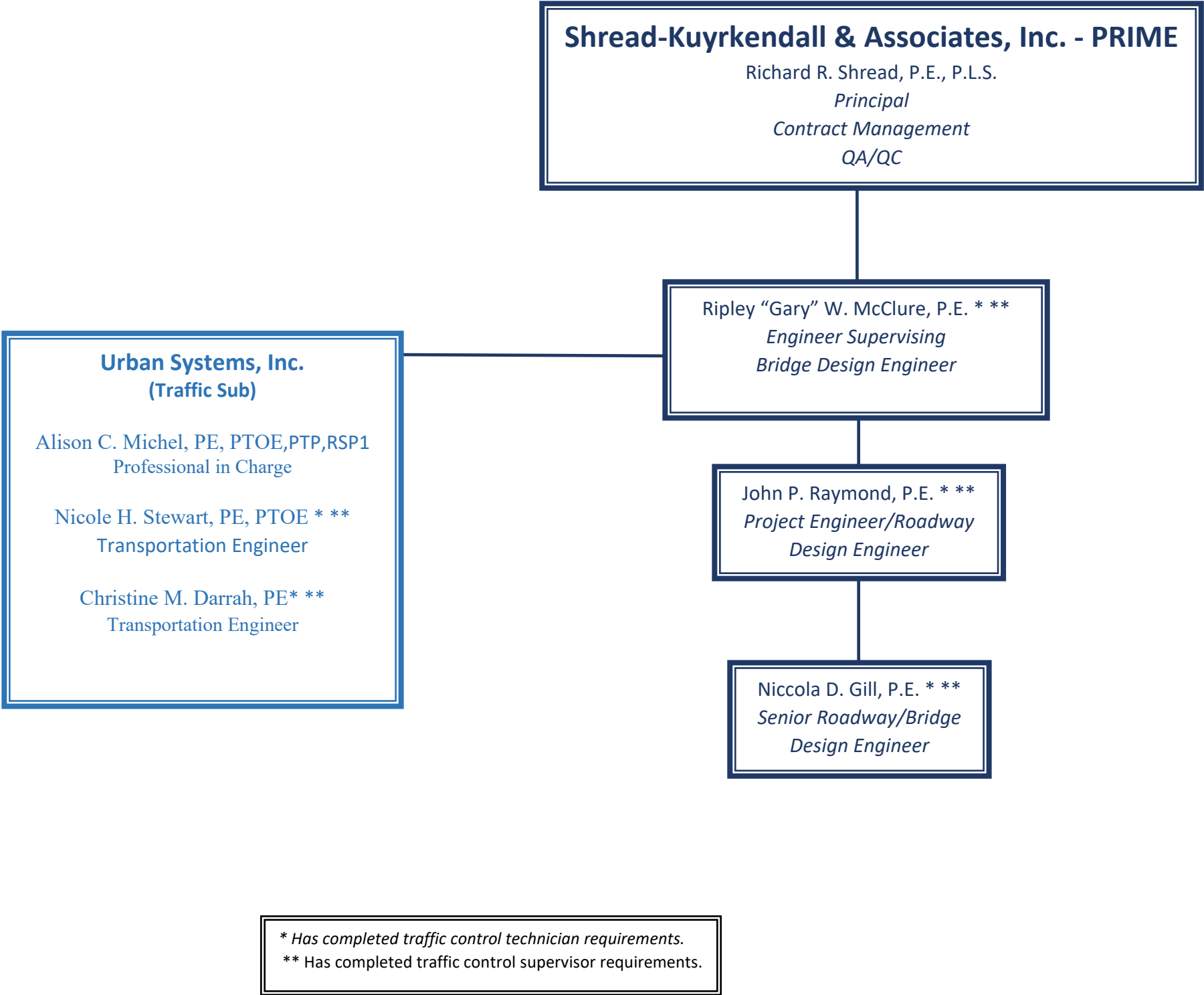
*The past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other. The crosswalk from the old categories to the new categories can be found at the link below:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/General%20Information/CPPR%20Crosswalk%20to%20New%20Evaluation%20Disciplines.pdf

13. Firm Size:

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Shread-Kuyrkendall & Associates, Inc.	Principal	1	1
Shread-Kuyrkendall & Associates, Inc.	Supervisor-Eng	1	1
Shread-Kuyrkendall & Associates, Inc.	Engineer	2	6
Shread-Kuyrkendall & Associates, Inc.	CADD Technician	2	2
Shread-Kuyrkendall & Associates, Inc.	CADD-Operator	0	2
Urban Systems, Inc	Supervisor-Eng	1	2
Urban Systems, Inc	Engineer	2	1
Urban Systems, Inc	Engineer-Other	1	1
Urban Systems, Inc	Engineer Intern	1	1
Urban Systems, Inc	CAD Technician	1	1
Urban Systems, Inc	Technician	2	4

14. Organizational Chart:



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 / certification & number	State of license	License / certificatio n expiration date
1	Richard R. Shread	Shread-Kuyrkendall & Associates, Inc.	P.E. (Civil) 18983	LA	9/30/22
2	Richard R. Shread	Shread-Kuyrkendall & Associates, Inc.	P.E. (Civil) 18983	LA	9/30/22
3	Ripley W. "Gary" McClure	Shread-Kuyrkendall & Associates, Inc.	P.E. (Civil) 24035	LA	9/30/22
3	John P. Raymond	Shread-Kuyrkendall & Associates, Inc.	P.E. (Civil) 27988	LA	9/30/22
3	Niccola D. Gill	Shread-Kuyrkendall & Associates, Inc.	P.E. (Civil) 32914	LA	3/31/23
4	Ripley W. "Gary" McClure	Shread-Kuyrkendall & Associates, Inc.	P.E. (Civil) 24035	LA	9/30/22
4	Niccola D. Gill	Shread-Kuyrkendall & Associates, Inc.	P.E. (Civil) 32914	LA	3/31/23

16. Staff Experience:

Firm employed by: Shread-Kuyrkendall & Associates, Inc.				
Name	Richard R. Shread, P.E., P.L.S.		Years of relevant experience with this employer	34
Title	PRINCIPAL		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization			B.S. / 1974 / Civil Engineering MBA / 1979 / Business Admin	
Active registration number / state / expiration date			18983 / LA / September 30, 2022 PLS. No. 4695 / LA / September 30, 2022	
Year registered	1980/1993	Discipline	Civil Engineering / Land Surveyor	
Contract role(s) / brief description of responsibilities			Mr. Shread, principal managing officer, is responsible for overall financial, personnel and policy management. In addition, he shares responsibility for business development and continues to serve as Principal-in-Charge for contract administration on specific projects. Mr. Shread's role will be Principal and in charge of QC/QA.	
			Meets MPR 1 & 2	
Experience dates	Experience and qualifications relevant to the proposed contract.			
Mr. Shread has been designing roadways, bridges, and corridor studies for well over 48 years. During this period, Mr. Shread has been in charge of design and construction which gives him the experience necessary to provide the necessary QC/QA.				
Bridge & Roadway Design				
4/14-Present	H.004435 / LA 3241 (LA 36 to LA 435): St. Tammany Parish – Currently in the construction phase, Mr. Shread served as Principal in responsible charge. This project consists of approximately eight (8) miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane divided rural freeway. With limited access, R-Cuts and J-Turns were used at several intersections.			
10/10 to Present	H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: East Baton Rouge Parish – Mr. Shread served as independent QC/QA reviewer. Although the major aspect of this projects was the full access interchange, Pecue Lane was widened from a 2-lane rural with open ditches to a six (6) lane arterial with access management applied. Access management of the Pecue Lane roadway is very similar to this project, LA 447 corridor.			
6/18 to 7/20	MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – Mr. Shread served as supervisor and in charge of QC/QA for the conversion of a stop condition intersection to a roundabout. This project required coordination with DOTD for the route LA 930.			
6/22 to Present	MA-22-01/ Bluff Road Roadway and Roundabout @ LA 73: Ascension Parish – Mr. Shread served as supervisor and in charge of QC/QA. Access Management is being implemented due to the proximity of the roundabout to I-10 @			



Cont'd	LA 73. LA 73 will connect to the four lane divided Bluff Road via a multi-lane roundabout. Bulb outs will be used for U-turns near I-10.
10/12 - Present	H.009266 / I-10 (LA 73 to LA 30): <i>Ascension Parish</i> – Our firm was contracted to provide topographic survey services and preliminary and final roadway and bridge design services to widen I-10 from a 4-lane freeway section to a 6-lane freeway section. The roadway section is approximately 4.5 miles long. The bridge design services include the widening or replacement of the overpasses at LA 429 and LA 30, as well as the bridges at Bayou Smith. Mr. Shread serves as principal in responsible charge, overseeing implementation of the design for this project.
06/18-Present	H.001799 / LA 531 Overpass: <i>Webster Parish</i> – As principal, Mr. Shread served as principal in responsible charge. This project is complete and ready for construction. This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass.
06/04 -11/06	H.007154, H.007152, H.002303 / Central Thruway: <i>East Baton Rouge Parish</i> – This project involved the design and construction of a 4-lane divided highway implementing access management with a raised median for 5.2 miles on a new alignment including seven bridges. Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. Mr. Shread served as project manager from the start of the project until its completion.
06/04 - 11/06	742-17-0147 / Sullivan Bridge and CN & IC Railroad Bridge/Central Thruway: <i>East Baton Rouge Parish</i> – The Sullivan Bridge is a 2-span continuous unit consisting of 5-75 foot Type III Girder spans on a curve for a total length of 375 feet. The CN & IC RR Bridge has 7 continuous units consisting of 18-75 foot Type III Girder spans with 1-110 foot Type BT-63 Girder span over the railroad for a total length of 1,450 feet. Mr. Shread served as project manager from the start of the project until its completion.
11/13-02/15	13-BR-LA-0003, 13-BR-LA-0012, 13-BR-LA-0014 / Multiple Bridge Replacements: <i>East Baton Rouge Parish</i> – Mr. Shread was principal in responsible charge for the bridges located on Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge that were in poor condition. The Parish contracted with SKA to replace these bridges and to make channel improvements as needed. Environmental clearance through a Categorical Exclusion (CE) was obtained and the bridges were replaced. These bridges required detour measures that were accommodating to the local area. Hydraulic analysis was performed to determine the required bridge opening and any necessary scour protection was identified. HEC-RAS and LADOTD Hydraulics software was used for the analysis.

16. Staff Experience:

Firm employed by: Shread-Kuyrkendall & Associates, Inc.				
Name	Ripley "Gary" W. McClure, P.E.		Years of relevant experience with this employer	31
Title	PRINCIPAL/ENGINEERING SUPERVISOR		Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization			B.S. / 1982 / Civil Engineering	
Active registration number / state / expiration date			24035 / LA / September 30, 2022	
Year registered	1988 /1994	Discipline	Civil Engineering / Environmental Engineering	
Contract role(s) / brief description of responsibilities			Mr. McClure's role will be Engineering Supervisor and Lead Bridge Design Engineer Meets MPR 3 & 4	
Experience dates	Experience and qualifications relevant to the proposed contract.			
Mr. McClure has over 39 years of experience in the design of roadways, bridges, and corridor studies. Mr. McClure has provided design on multiple divided highways both urban and rural. Early in his career, he designed sections of I-49 through Alexandria and Shreveport.				
Structural/Bridge/Roadway Design				
04/14-Present	H.004435 / LA 3241 (LA 36 to LA 435): <i>St. Tammany Parish</i> – Currently in the construction phase. This project consists of approximately eight (8) miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane rural arterial freeway (roadway classification RA-3). With limited access, R-Cuts and J-Turns were used at several intersections. Mr. McClure served as supervising engineer and lead bridge engineer.			
06/04 -11/06	H.007154, H.007152, H.002303 / Central Thruway: East Baton Rouge Parish – This project involved the design and construction of a 4-lane divided highway implementing access management with a raised median for 5.2 miles on a new alignment including seven (7) bridges. Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. Mr. McClure served as project engineer and lead bridge engineer from the start of the project until its completion.			
10/10 to Present	H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: East Baton Rouge Parish – Mr. McClure served as Project Manager. Although the major aspect of this projects was the full access interchange, Pecue Lane was widened from a 2-lane rural with open ditches to a six (6) lane arterial with access management applied. Access management of the Pecue Lane roadway is very similar to this project, LA 447 corridor.			



06/18-Present	H.001799 / LA 531 Overpass: <i>Webster Parish</i> – Mr. McClure provided engineering supervision and QC/QA. This project is complete and ready for construction. This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass.
6/22 to Present	MA-22-01/ Bluff Road Roadway and Roundabout @ LA 73: <i>Ascension Parish</i> – Mr. McClure will provide engineering supervision for this project. Access Management is being implemented due to the proximity of the roundabout to I-10 @ LA 73. LA 73 will connect to the four lane divided Bluff Road via a multi-lane roundabout. Bulb outs will be used for U-turns near I-10.
06/10 – 07/11	701-65-1404 / Stage 0 Study / LA 447 and I-12 Interchange: <i>Livingston Parish</i> – As project manager, Mr. McClure provided multiple alternative layouts of the corridor for public and stakeholder meetings as part of the Stage 0 Feasibility Study. Access management was proposed along with roundabouts at the ramp terminals of LA 447 and I-12. This corridor study extended along LA 447 from Buddy Ellis Road to the Wal-Mart/Winn Dixie signalized intersection just north of Pendarvis Road. Included in these limits was the LA 447 interchange with I-12.
04/12-Present	H.009266 / I-10 (LA 73 to LA 30): <i>Ascension Parish</i> – This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. This project had been on hold due to funding but has recently been fully funded with design underway. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Bridge replacement and widening will be for I-10 over LA 73, LA 429, Smith Bayou, and LA 30. Mr. McClure is the lead bridge engineer for this project.
11/13-02/15	13-BR-LA-0003, 13-BR-LA-0012, 13-BR-LA-0014 / Multiple Bridge Replacements: <i>East Baton Rouge Parish</i> – Mr. McClure was design engineer for the bridges located on Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge that were in poor condition. The Parish contracted with SKA to replace these bridges and to make channel improvements as needed. Environmental clearance through a Categorical Exclusion (CE) was obtained and the bridges were replaced. These bridges required detour measures that were accommodating to the local area. Hydraulic analysis was performed to determine the required bridge opening and any necessary scour protection was identified. HEC-RAS and LADOTD Hydraulics software was used for the analysis.

16. Staff Experience:

Firm employed by: Shread-Kuyrkendall & Associates, Inc.				
Name	John P. Raymond, P.E.		Years of relevant experience with this employer	30
Title	SENIOR PROJECT ENGINEER /DESIGNER		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			B.S. / 1992 / Civil Engineering	
Active registration number / state / expiration date			27988 / LA / September 30, 2022	
Year registered	1998	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Mr. Raymond's role will be Roadway Design and Project Manager. Meets MPR 3	
Experience Dates	Experience and qualifications relevant to the proposed contract.			
Mr. Raymond has been a Project Manager/Design Engineer on multiple classes of roadways throughout his 30 year career with Shread-Kuyrkendall & Associates. He has designed and managed multiple roundabouts throughout the state and is deeply knowledgeable with LADOTD standards and requirements for the design of roundabouts and restricted median openings.				
Roadway Design				
06/18-Present	H.001799 / LA 531 Overpass: Webster Parish – This project has been completed and is ready for construction. This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Mr. Raymond served as project manager and road design engineer for this project.			
6/22 to Present	MA-22-01/ Bluff Road Roadway and Roundabout @ LA 73: Ascension Parish – Mr. Raymond will serve as design engineer for this project. Access Management is being implemented due to the proximity of the roundabout to I-10 @ LA 73. LA 73 will connect to the four lane divided Bluff Road via a multi-lane roundabout . Bulb outs will be used for U-turns near I-10. Mr. Raymond is also designing the widening of Bluff Road for Ascension Parish.			
6/18 – 7/20	MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – Mr. Raymond served as Project Engineer and designer for the conversion of a stop condition intersection to a roundabout. This project required coordination with DOTD for the route LA 930.			



10/10-Present	H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: <i>East Baton Rouge Parish</i> – Mr. Raymond served as project manager and lead design engineer for Louisiana’s first Diverging Diamond Interchange (DDI). Mr. Raymond led a team of seven local firms to provide Preliminary and Final plans for this high-profile project which included City-Parish, LADOTD, and Federal involvement and funding. The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road.
04/14-Present	H.004435 / LA 3241 (LA 36 to LA 435): <i>St. Tammany Parish</i> – Currently in the construction phase. This project consists of approximately eight (8) miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane rural arterial freeway (roadway classification RA-3). With limited access, R-Cuts and J-Turns were used at several intersections. Mr. Raymond was Project Engineer and Lead Roadway Designer.
04/10- 06/11	H.007152 / Central Thruway Paving (Frenchtown Road to Greenwell Springs Road): <i>East Baton Rouge Parish</i> – Mr. Raymond designed subproject for Central Thruway which involved implementation of pavement over existing earthwork project previously let. Plan preparation for pavement placement, geometrics, joint layouts, earthwork, and quantities.
02/09- 11/10	H.002303 / LA 37 @ Central Thruway: <i>East Baton Rouge Parish</i> – Mr. Raymond designed urban intersection and roadway improvements (UA-2) for LADOTD and the Baton Rouge Green Light Plan. Designed urban drainage, horizontal and vertical alignments, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.
11/07-12/14	H.009064, H.009987, H.009717, H.009712 et. al./ LADOTD Submerged Roads Program (Paths to Progress) (Phase A and Phase B): <i>Multiple Parishes</i> – Mr. Raymond designed and managed the repair of urban roadways damaged during Hurricane Katrina. Recommended repairs for 25+ urban streets in Orleans, Jefferson, and St. Bernard Parishes. Identification of base failures, recommended repairs, development of typical sections, sequence of construction and quantities.
10/07- 01/10	258-32-0022 / Essen Lane (LA 3064 at Interstate 10): <i>East Baton Rouge Parish</i> – Mr. Raymond designed and managed urban intersection improvements (UA-2) for LADOTD and the Baton Rouge Green Light Plan. Designed geometry to implement dual left-turn lanes on Essen Lane and additional I-10 ramp lanes. Designed urban drainage, horizontal and vertical alignments, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.
10/06- 08/07	258-31-0015 & 258-33-0006 / Burbank Drive / LA 42 (Bluebonnet to Highland): <i>East Baton Rouge Parish</i> – Mr. Raymond designed and managed addition of two new lanes of rural highway and urban connecting intersections for LADOTD and the Baton Rouge Green Light Plan. Designed urban and rural drainage, horizontal and vertical alignments, superelevation, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.

16. Staff Experience:

Firm employed by: Shread-Kuyrkendall & Associates, Inc.				
Name	Niccola D. Gill, P.E.		Years of relevant experience with this employer	20
Title	SENIOR PROJECT ENGINEER /DESIGNER		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			B.S. / 2002 / Civil Engineering	
Active registration number / state / expiration date			32914 / LA / March 31, 2023	
Year registered	2007	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Ms. Gill's role will be Roadway and Bridge Design.	
			Meets MPR 3	
Experience dates	Experience and qualifications relevant to the proposed contract.			
<p>Ms. Gill has been a Project Manager/Design Engineer on multiple classes of roadways and various complex bridge structures for over 20 years with Shread-Kuyrkendall & Associates. She has designed and managed rural and urban Interstate, Arterials, and local roads as well as Interstate and Arterial Bridges. Her experience is expansive with transportation projects.</p>				
Roadway and Bridge Design				
06/10 – 07/11	701-65-1404 / Stage 0 Study / LA 447 and I-12 Interchange: <i>Livingston Parish</i> – As project engineer, Ms. Gill provided multiple alternative layouts of the corridor for public and stakeholder meetings as part of the Stage 0 Feasibility Study. Access management was proposed along with roundabouts at the ramp terminals of LA 447 and I-12. This corridor study extended along LA 447 from Buddy Ellis Road to the Wal-Mart/Winn Dixie signalized intersection just north of Pendarvis Road. Included in these limits was the LA 447 interchange with I-12.			
09/19 - Present	H.010155 / US 90: Rail Spur Overpass SE of LA 85: <i>Iberia Parish</i> – For the future I-49, Ms. Gill is the Project Engineer and Lead Design Engineer for this project which consists of preliminary and final plans for roadway and structure improvements at the existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage roads will be used for traffic diversion during bridge construction. Ms. Gill is also designing the roadway approaches for several thousand feet to accommodate the bridge structure.			
10/12-Present	H.009266 / I-10 (LA 73 to LA 30): <i>Ascension Parish</i> – Ms. Gill is designing the bridges for the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. This project had been on hold due to funding but has recently been fully funded with design underway. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications.			
Cont'd.				



06/20-05/22 Cont'd.	H.012588, H.012169, H.012587/ I-10 (Atchafalaya Basin Bridge to LA 415): <i>West Baton Rouge and Iberville Parishes</i> – Ms. Gill was lead design engineer for these improvements which involved the overlay and raising of the grade for I-10 by 8”. The asphalt paving was tapered at bridges to allow for smooth transitions. DOTD design guidelines were followed to bring the interstate up to the guideline standards. Fill was used on fore slopes to tie in and match the new 8” overlay. Guardrail was replaced using MASH special details. Existing cable barrier was removed and replaced closer to the shoulder to improve maintenance. Underdrains and cross drains were modified as needed.
08/10-01/15	H.003107 / French Branch Bridge – West Pearl River Bridge (I-10/I-12/I-59): <i>St. Tammany Parish</i> - This project included the pavement preservation of the I-10/I-12/I-59 interchange. The improvements and repairs included rubblization, pavement replacement, and overlay for cross slope correction. Ms. Gill performed roadway design and traffic control for the design of this project.
03/21-Present	20-CS-HC-0015 / Hennessey Blvd. – Perkins Rd. Connector Railroad Bridge: <i>East Baton Rouge Parish</i> Presently, an existing at grade rail crossing with two (2) tracks. EBR has contacted with SKA to build an underpass of the roadway beneath the existing railroad. This project involves a steel girder railroad bridge overpass of an arterial road in Baton Rouge. This bridge will be constructed with the railroad remaining live which requires significant shoring with temporary sheeting, waler, and rakers to build one track at a time. Steel girders are the design preference by KCS with a concrete deck and ballast for the railway. Ms. Gill is Project Engineer and Lead Design Engineer for this project.
04/14 - Present	H.004435 / LA 3241 (LA 36 to LA 435): <i>St. Tammany Parish</i> – Currently in construction, Ms. Gill was the bridge design engineer for this project and was responsible for the design of the caps, Type III girders, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements. Ms. Gill utilized LEAP software for all aspects of the bridge such as girders and caps. Additionally, she performed hydraulic analysis for the bridges using HEC-RAS software to establish the pile spacing and location of the bridges as well as velocities and scour potential.
10/10-Present	H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: <i>East Baton Rouge Parish</i> – Mr. McClure served as Project Manager. Although the major aspect of this projects was the full access interchange, Pecue Lane was widened from a 2-lane rural with open ditches to a six (6) lane arterial with access management applied. Access management of the Pecue Lane roadway is very similar to this project, LA 447 corridor.

16. Staff Experience:

Firm employed by Urban Systems, Inc.					
Name		Alison C. Michel, P.E., PTOE, PTP, RSP1		Years of relevant experience with this employer	21
Title		President / Transportation Engineer		Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization			BS / 1997 / Civil Engineering		
Active registration number / state / expiration date			30261 / Louisiana / 03/31/2023		
Year registered		2002	Discipline	Professional Engineer: Civil Engineering	
Active registration number / state / expiration date			1023 / Louisiana / 11/06/2023		
Year registered		2002	Discipline	Professional Traffic Operations Engineer	
Active registration number / state / expiration date			626 / Louisiana / 11/20/2023		
Year registered		2017	Discipline	Professional Transportation Planner	
Active registration number / state / expiration date			115 / Louisiana / 12/21/2024		
Year registered		2018	Discipline	Road Safety Professional	
Contract role(s) / brief description of responsibilities			Professional In Charge		
Ms. Michel has over twenty-four (24) years' experience in Traffic Engineering and Transportation Planning. Ms. Michel has extensive design experience that includes permanent and temporary traffic signals, traffic control devices for work zones, intelligent transportation systems, signage and striping She has also prepared construction documents and provided construction engineering services for roadway modifications at intersections, point repairs and roadway reconstruction. She has a wide array of experience with transportation studies including traffic impact, safety, corridor, feasibility/Stage 0, environmental/Stage 1, multi-modal and transit facilities. She has experience in the timing of coordinated signal systems and progression analyses. She is proficient in microscopic simulation modeling using VISSIM and CORSIM and also in analysis programs such as Highway Capacity Software (HCS), Tru-Traffic and SIDRA.					
04/2010-08/2011		<u>LA 447 and I-12 Interchange Stage 0 Feasibility Study</u> Ms. Michel was the supervising engineer of the team performing a traffic study for the Stage 0 Feasibility study of the LA 447 / I-12 Interchange where USI was a subconsultant to Shread Kuyrkendall. Roundabouts were considered for the two I-12 ramp intersections on LA 447 and at the intersection of Pendarvis Lane/Vera McGowan. For these intersections, data collection and analyses were conducted in accordance with the LADOTD EDSM. The traffic study included data acquisition, trip generation, traffic analyses, forecasting using TransCAD and crash data review. The roundabouts have since been designed and constructed by others.			
02/2008-05/2009		<u>LA 1088/I-12 Interchange</u> Ms. Michel updated the permanent signage plans for the interchange on I-12 at LA 1088 in St. Tammany Parish, LA to reflect the new alignment. Traffic control device plans were designed based on the sequence of construction drawings and two phases of construction. Specifications for required S-items and a construction cost estimate were provided.			

01/2014-08/2019	<p><u>US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design-Build Project</u></p> <p>Ms. Michel was a member of the key personnel for this design-build project as the Traffic Engineer. The project included converting US 90 to a controlled access facility by converting at-grade intersections to an interchange. The bridge structure had to span the intersection and a railroad. She supervised the design and analysis and performed QA-QC for temporary and permanent signal plans, permanent signage plans, temporary traffic control plans and the transportation management plan. Signal plans were prepared using the DOTDs latest TSI format. Analysis included developing design hour volumes for the design year and modeling signals in Synchro. Phasing and timing were developed for both permanent and temporary signal operation.</p>
06/2012-01/2014	<p><u>Hooper Road Extension Stage 0, Hooper Road Widening Stage 0, and Hooper Road EA</u></p> <p>Ms. Michel was the principal in charge of multiple studies for Hooper Road from Sullivan to Greenwell Springs in East Baton Rouge Parish and for a proposed extension over the Amite River to LA 16 in Livingston Parish. The studies included the development and analysis of multiple intersection alternatives at the termini of the extension and along the route. The alternatives analyzed included traditional intersections, roundabouts, SPUIs, partial cloverleaves, and flyovers. Ms. Michel was responsible for coordination with the prime consultant and numerous agencies as well as QA/QC.</p>
07/2011-06/2012	<p><u>River Parish Community College</u></p> <p>As the Principal in Charge for this project, Ms. Michel oversaw the preparation of the traffic impact study for the River Parish Community College located in the southwest quadrant of the I-10 at LA 44 (South Burnside Avenue) interchange, Gonzales, Ascension Parish, LA. She performed QA/QC of data collection, capacity analysis for existing conditions, estimation of future volumes, and identification of potential improvements. Ms. Michel prepared the traffic signal design plans for traffic signals on LA 44 at Edenborne Parkway, I-10 eastbound and I-10 westbound ramps. The plans included an interconnect layout between the closely spaced signals. Ms. Michel coordinated with LADOTD on the design of the fiber interconnect and its tie-in to the I-10 fiber backbone. The signals were constructed and are operational.</p>
09/2010-12/2012	<p><u>I-12 Corridor Stage 0 Feasibility Study and Environmental Inventory</u></p> <p>Ms. Michel was the project manager for this Stage 0 Feasibility study and Environmental Inventory for improvements on approximately 70 miles of Interstate Highway 12 from the town of Walker in Livingston Parish to the I-12/I-59 Interchange in St. Tammany Parish. The regional transportation modeling in TRANSCAD was used for projecting traffic volumes. The corridor study spanned multiple jurisdictions, therefore the Capitol Region Planning Commission's, Regional Planning Commission's and LADOTD statewide transportation models were all utilized for traffic forecasts with and without proposed improvements. Due to her training in TRANSCAD software, Ms. Michel oversaw the use of all three models. The project also included traditional capacity analysis to analyze existing conditions and projected traffic conditions with various alternatives.</p>
01/2006-06/2007	<p><u>Intersection Improvements Livingston & St. John Parishes</u></p> <p>Ms. Michel was project manager on intersection signal design for intersections on US 190, LA 3282 and LA 1030, where signalization was added or modified. A left turn lane was added to the eastbound approach of LA 64 and the westbound approach of LA 1026. A left turn lane was added on the eastbound LA 44 approach and separate right turn lanes on the LA 44 westbound and LA 3223 southbound approach.</p>

16. Staff Experience:

Firm employed by Urban Systems, Inc.					
Name		Nicole H. Stewart, P.E., PTOE		Years of relevant experience with this employer	17
Title		Vice President / Transportation Engineer		Years of relevant experience with other employer(s)	1.5
Degree(s) / Years / Specialization			BS / 2004 / Civil Engineering and BS / 2004 / Physics		
Active registration number / state / expiration date			34750 / Louisiana / 09/30/2023		
Year registered	2009	Discipline	Professional Engineer: Civil Engineering		
Active registration number / state / expiration date			2923 / Louisiana / 08/2023		
Year registered	2009	Discipline	Professional Traffic Operation Engineer		
Contract role(s) / brief description of responsibilities			Transportation Engineer		
Ms. Stewart has seventeen (17) years of experience in Traffic and Transportation Engineering and is a certified Traffic Control Design Specialist. The plans and specifications included, but were not limited to, the proper placement of temporary Traffic Control Devices (signs, barricades, drums, roadway markings, etc.) to facilitate traffic safely and efficiently through the traffic control zone. Ms. Stewart has experience in Transportation/Traffic engineering including transportation studies, safety studies and the preparation of traffic control devices plans. She also has experience in signal design and timing of coordinated systems, traffic impact analysis, microscopic modeling using CORSIM software, geometric design, pavement design, and drainage. She has experience using Highway Capacity Software (HCS), Synchro, and TS/PP Draft in the timing and coordinating of traffic signals.					
09/2010-08/2011 and 03/2012-11/2013		<u>MacArthur Interchange</u> Signal Modification/ Signage & Striping / Traffic Control Devices Plans The traffic study to evaluate the existing and projected operating conditions of the lower Westbank Expressway was prepared by Ms. Stewart. In the Design Phase, Ms. Stewart designed the new traffic signals for the interchange and neighboring intersections. She prepared the striping and signage plans to accommodate the ramp changes and prepared Traffic Control Devices Plans for the various stages of construction			
12/2014-01/2017		<u>LA 447 Corridor Study and Environmental Assessment</u> Ms. Stewart was the lead engineer for the Corridor Safety Study for improvements to LA 447 from north of Interstate 12 (I-12) to LA 16 that was included in the Environmental Assessment. She reviewed detailed crash reports obtained from the LADOTD database for the section south of Buddy Ellis Road. She oversaw the preparation of collision diagrams and the identification of crash trends. The predictive method was used per the Highway Safety Manual to estimate the crashes with and without potential improvements. Ms. Stewart conducted turn lane warrants and identified where left and right turn lanes should be considered. Her previous experience and familiarity with the subject corridor will be invaluable during the design process.			

01/2014-08/2019	<p><u>US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design-Build Project</u></p> <p>Ms. Stewart was an integral team member for this Design-Build project. She prepared the Traffic Control Device Plans for all phases of construction. Ms. Stewart was responsible for the design of the permanent signage for the new portion of I-49 within the project limits. Traffic Control devices and signage plans were prepared to be in accordance with the Manual of Uniform Traffic Control Devices and the most current LADOTD standards. Throughout construction, Ms. Stewart was available to meet with contractor and visit the construction site on an as needed basis. Ms. Stewart provided timely responses to RFI's and prepared plan changes to address concerns raised in the field. She also prepared as build plans once the project was complete in August 2019.</p>
02/2014-06/2014	<p><u>LA 64 (Mount Pleasant Road) at High Plains Drive</u></p> <p>A new traffic signal was designed for the LA 64 intersection with High Plains Drive in Zachary, Louisiana by Ms. Stewart. As a part of this project, a fourth approach was added to the T intersection. With the additional approach and projected traffic, signalization was required. Ms. Stewart conducted a site visit to identify locations for the traffic signal equipment. Ms. Stewart prepared the plans in accordance with East Baton Rouge Parish specifications and MUTCD requirements. The plans included and included types and locations of signal supports, traffic signal controller parameters, striping, signage, and emergency vehicle preemption. Pay items and quantities were also provided.</p>
10/2015- 09/2018	<p><u>MacArthur Interchange Completion Phase II TMP</u></p> <p>The design team was led by Ms. Stewart for the preliminary traffic signal design and the Traffic Management Plan (TMP) for proposed interchange modifications on US 90 (Westbank Expressway). Tasks for this work include conducting capacity analysis, safety analysis, detour analysis and developing proposed mitigations where applicable. Ms. Stewart was responsible for the QA/QC for this stage of the project. Final design for this project began in September 2019.</p>
09/2017-01/2020	<p><u>I-10/Loyola Interchange Improvements</u></p> <p>Ms. Stewart's role in this study was to prepare the conflict points, signage, and striping layouts for the two distinct types of interchanges were considered for the I-10 at Loyola Avenue Interchange. One interchange type included multiple fly over ramps and the other was a diverging diamond. Once prepared, Ms. Stewart compared and ranked the conflict points, signage, and striping of both alternatives to determine the need for further evaluation.</p>
04/2010-08/2011	<p><u>LA 447 and I-12 Interchange Stage 0 Feasibility Traffic Study</u></p> <p>This traffic study was conducted by Ms. Stewart along with other team members to develop and analyze seven intersections along LA 447 in the vicinity of the I-12 interchange in Livingston Parish. In this study, roundabouts were considered for three intersections. Ms. Stewart managed the data collection efforts that included vehicle classification, speed, and crash data. Ms. Stewart was ultimately responsible for the QA/QC for traffic assignments, forecasting and the traffic analyses using Highway Capacity Software, (HCS) Plus and SIDRA.</p>

16. Staff Experience:

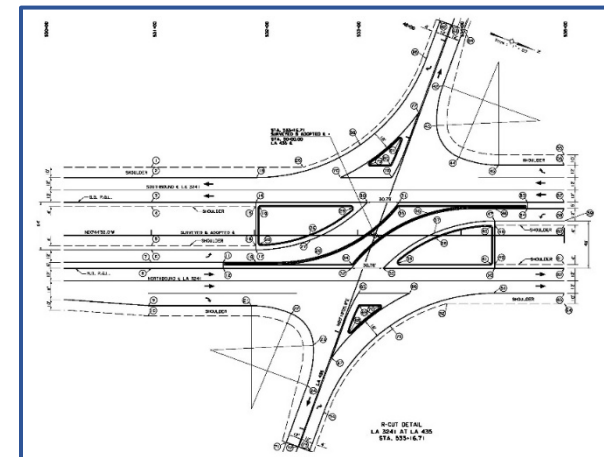
Firm employed by Urban Systems, Inc.					
Name		Christine M. Darrah, P.E.		Years of relevant experience with this employer	8
Title		Vice President / Transportation Engineer		Years of relevant experience with other employer(s)	19
Degree(s) / Years / Specialization			BS / 1994 / Civil Engineering		
Active registration number / state / expiration date			25828 / Louisiana / 09/30/2023		
Year registered		2009	Discipline		Professional Engineer: Civil Engineering
Contract role(s) / brief description of responsibilities			Transportation Engineer		
Ms. Darrah has experience in Transportation/Civil Engineering including maintenance of traffic, plan and specification preparation, geometric design, construction management and quality control. She is proficient in the use of AutoCAD, Adobe Illustrator, and Highway Capacity Software (HCS). She also has experience using MicroStation and TransCAD. She has experience developing temporary striping and signage plans for various conditions including lane closures, road closures, flagging operations and full detour plans. Ms. Darrah also has experience in traffic signal design, warrants analysis, timing/phasing analysis, wiring diagrams, interconnect layouts, construction quantities, specifications, and cost estimates.					
09/2014-10/2014		<u>SELA 26 Widening of Florida Ave. Canal Phase II and III</u> Ms. Darrah designed Traffic Control Devices Plans to meet US Army Corps of Engineers, LADOTD and MUTCD standards. The plans and specifications included, but were not limited to, the proper placement of temporary Traffic Control Devices (signs, barricades, drums, roadway markings, etc.) to facilitate traffic safely and efficiently through the traffic control zone. Haul routes were designated when necessary.			
08/2019-01/2020		<u>Citrus Boulevard Turn Lane</u> Ms. Darrah was the lead engineer and project manager for the new turn lane on Citrus Boulevard for the Amazon Distribution Facility in Harahan, Louisiana. The purpose of the project was to provide an eastbound left turn lane and reduce the existing median opening at the facility main entrance. Plans and specifications included typical sections, geometric layout, grading, and required signage and striping. Tasks included design, Auto-turn analysis, construction administration, and coordination with Jefferson Parish, utility companies, surveyors, and geotechnical engineer.			
03/2014- Current		<u>Entergy New Orleans, Transmission Line Reconductoring Projects</u> Ms. Darrah designed numerous Traffic Control Devices Plans for over 100 miles of transmission line replacement to meet US Army Corps of Engineers, LADOTD, parish and MUTCD standards. The plans and specifications included, but were not limited to, the proper placement of temporary Traffic Control Devices (signs, barricades, and drums, etc.) for city street, highway, and interstate closures to facilitate traffic and oversized equipment safely and efficiently through the traffic control zones. Interstate projects included lane closures, intermittent full closures and rolling closures of the interstate system. Ms. Darrah assisted Entergy with permit preparation for work on state routes and road closure request with local entities.			

09/2015- Current	<p><u>Picardy-Perkins Traffic Signal</u></p> <p>Ms. Darrah was the design engineer for two (2) traffic signals for the Picardy-Perkins Connector Project. In this role she worked closely with the prime consultant, DOTD, and East Baton Rouge Parish to design the traffic signal operation and identify locations for signal equipment for the permanent signal plans. Signal requirements included video detection, pedestrian accommodations, and advanced warning due to limited sight distance at the railroad underpass. The 98% plans are currently under review by Baton Rouge City-Parish and LADOTD.</p>
10/2010- 09/2015	<p><u>Pecue Lane / I-10 Interchange Environmental Assessment</u></p> <p>Ms. Darrah assisted with the design and QA/QC for the traffic signals at the Pecue Lane / I-10 Interchange and at the intersection of Pecue Lane at Rieger Road. The signal plans were prepared on the latest LADOTD TSI format. The interstate ramp terminal intersection signals were designed per LADOTD standards and the Rieger Road signal was designed per East Baton Rouge Parish standards. This required coordination to obtain LADOTD pay item numbers for East Baton Rouge equipment. She reviewed the opinion of probable cost.</p>

17. Firm Experience:

Firm name	Shread Kuyrkendall & Associates, Inc		Past Performance Evaluation Disciplines*	Survey, Road, Bridge
Project name	LA 3241 (La 36 to LA 435))		Firm responsibility (prime or sub?)	Prime
Project number	H.004435	Owner's name	DOTD	
Project location	St. Tammany Parish		Owner's Project Manager	Mr. Joe Umeozulu, P.E
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / 225-379-1388 / Joachim.umeozulu@la.gov			
Services commenced by this firm (mm/yy)	04/14	Total consultant contract cost (\$1,000's)		3,195
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		2,127

This project is very similar to the proposed LA 447 Corridor Project in that it is using access management with partial median openings. Shread-Kuyrkendall & Associates (SKA) provided topographic services, preliminary and final roadway, and bridge design services for LA 3241 a new four-lane divided Rural Arterial Roadway proposed to be constructed in St. Tammany Parish, Louisiana. The overall project corridor is nearly 20 miles and is being built to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. This segment is approximately 8.1 miles is classified entirely as Rural Arterial. **This entire section of LA 3241 will be designated as Control of Access** with the exception of the last 3500' at the intersection of LA 3241 @ LA 435 in Talisheek, Louisiana. **Two new bridges (4 structures total) will be built for this project to span Bayou Lacombe at two separate locations, each approximately 500' long, with Type III Girder Spans.** The existing topography is heavily wooded and very flat with high percentage of wetland. 90% of the project corridor is considered wetland which was considered in hydraulic design of the bridges as well as hydraulic analysis of the roadway. **Innovative design alternatives were implemented during design as geometry was restricted to Restricted Crossing U-Turns (RCUT) at the major intersections and implementing J-Turns to accommodate U-turns and intersection thru movements. Left turns are prohibited, and implementation of these intersection reduces the conflict point to provide a safer intersection.**



Firm Members Involved:

Richard R. Shread, P.E., P.L.S (QC/QA)
 Ripley "Gary" W. McClure, P.E. (Supervising Engineer / Lead Bridge Engineer)
 John P. Raymond, P.E. (Project Manager / Lead Road Design Engineer)
 Niccola D. Gill, P.E. (Bridge Design Engineer)

Restricted Crossing U-Turn (RCUT) intersections were implemented at all major intersection to improve safety of this limited access high-speed Rural Arterial

17. Firm Experience:

Firm name	Shread Kuyrkendall & Associates, Inc		Past Performance Evaluation Disciplines *	Road
Project name	Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034)		Firm responsibility (prime or sub?)	Prime
Project number	H.011923	Owner's name	DOTD	
Project location	East Baton Rouge Parish		Owner's Project Manager	Mr. Jacob Fusilier, P.E.
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / 225-379-1100 / jacob.fusilier@la.gov			
Services commenced by this firm (mm/yy)	06/17	Total consultant contract cost (\$1,000's)		269
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		269

Shread-Kuyrkendall, & Associates, Inc. was tasked with providing preliminary and final plans to design and implement a **multi-lane roundabout** with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Road (LA 3034) in Central, LA. The **roundabout** is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. **This roundabout is similar to the roundabouts proposed for the LA 447 Corridor.**

Prior to entering into the Final Plan stage, SKA was also tasked to provide multiple **roundabout** layouts which would take into consideration that the widening project to the south (Sullivan Road) had already acquired right-of-way and the design was to remain within these acquired limits. Adding to the challenge, SKA was tasked to provide all of these alternatives while avoiding impacting a building located at the northeast quadrant of the intersection which is eligible to be listed on the register of historic places in addition to minimizing impacts to adjacent business, schools, and monuments.

Right turn slip lanes were included at two approaches due to heavy right turn movements. Offset left approach was implemented as the preferred approach to each leg. Cross walks, splitter islands with curb cuts and sidewalks were also added and DOTD's Complete Streets Policy was followed for all alternatives. *(This project is currently on hold)*

Firm Members Involved:

Richard R. Shread, P.E., P.L.S. (QC/QA)
 Ripley "Gary" W. McClure, P.E. (Supervising Engineer)
 John P. Raymond, P.E. (Project Engineer)



Multilane Roundabout Concept at Hooper Road (LA 408) and Sullivan Road (LA 3034)
 Environmental Concern: Avoid impacting building on National Register of Historic Places

17. Firm Experience:

Firm name	Shread Kuyrkendall & Associates, Inc		Past Performance Evaluation Disciplines *		Road
Project name	LA 531 Overpass and Roundabouts			Firm responsibility (prime or sub?)	Prime
Project number	H.001799	Owner's name	DOTD		
Project location	Webster Parish			Owner's Project Manager	Mr. Jacob Fusilier, P.E
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / 225-379-1100 / jacob.fusilier@la.gov				
Services commenced by this firm (mm/yy)	06/18	Total consultant contract cost (\$1,000's)			328
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)			328

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

* If there is more than one past performance evaluation category included in the advertisement, then indicate which past performance evaluation category(ies) this project is being used to represent.

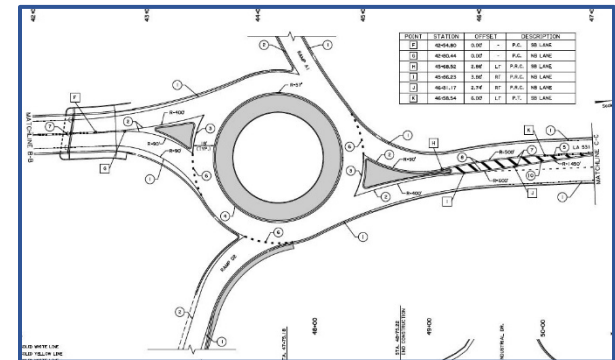
SKA has completed Final Plans and this project is ready for construction. **This project is similar to the roundabouts for the LA 447 Corridor.** The project involves removing the conventional interchange and replacing it with **dual roundabouts** at the ramp termini where they intersect LA 531. SKA is providing full road design services and is working with the LADOTD Bridge Design section for the replacement of the old bridge that spans I-20. Ramp approaches are being modified to accommodate offset left approaches to the **roundabouts** as well as the LA 531 approaches.

Unique challenges for this project involve maintaining an acceptable vertical alignment at the approaches due to the rolling terrain, maintaining vertical clearance on I-20 under the new bridge, and maintaining drainage on a planned single slope plane **roundabout** for the north approach, as was necessary to maintain sight distances at this approach. Offset left approaches are implemented at all approaches as required and were a challenge considering the footprint available for placement of **roundabout** and the desire to minimize ROW takings.

Firm Members Involved:

Ripley "Gary" W. McClure, P.E. (Supervising Engineer)

John P. Raymond, P.E. (Project Engineer)



LA 531 @ I-20:

Dual Roundabout Interchange with Bridge Replacement and MSE Wall

17. Firm Experience:

Firm name	Shread-Kuyrkendall & Associates, Inc.	Past Performance Evaluation Discipline(s)*	Road
Project name	LA 73 at Bluff Connector Roundabout	Firm responsibility (prime or sub?)	Prime
Project number	MA-22-01	Owner's name	ASCENSION PARISH
Project location	ASCENSION PARISH	Owner's Project Manager	Jeff Burst
Owner's address, phone, email	10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810/ (225)368-2869/jburst@hntb.com		
Services commenced by this firm (mm/yy)	06/22	Total consultant contract cost (\$1,000's)	\$ 780
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$ 614

This project consists of the design of an asphalt roundabout at a proposed intersection of LA 73 and the not-yet-constructed Bluff Road Connector in Prairieville, LA. In addition, a 4-lane divided roadway section will tie into the I-10 interchange ramps at the existing pavement type changes (Asphalt/concrete tie-ins). Bulb outs will be added at the North and South ends of the I-10 Interchange. **The roundabout design shall comply with the design guidelines specified in the Chapter 6, Section 6.9 of the LADOTD Road Design Manual, AASHTO's *A Policy on Geometric Design of Highways and Streets*, LADOTD Hydraulics Manual, and other LADOTD required directives for roundabout design.**

This project is a multilane roundabout that is very similar to the LA 447 Corridor roundabouts in that it will satisfy a 4-lane divided highway with raised median with intersection from two single lane roadways.

Firm Members Involved:

Richard R. Shread, P.E., P.L.S. (Project Manager)
 Ripley "Gary" W. McClure, P.E. (Supervising Engineer- QC/QA)
 John P. Raymond, P.E. (Project Engineer)

100% of work will be performed in Louisiana



17. Firm Experience:

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey/Road/Bridge
Project name	Pecue Lane / I-10 Interchange			Firm responsibility (prime or sub?) Prime
Project number	CS-09-US-0041/H.003047	Owner's name	East Baton Rouge City-Parish / LADOTD	
Project location	East Baton Rouge Parish		Owner's Project Manager	Tom Stephens/Anna Hanks
Owner's address, phone, email	P.O. Box 1471, Baton Rouge, LA 70821 / (225)389-3189 / tstephens@brla.gov			
Services commenced by this firm (mm/yy)		10/10	Total consultant contract cost (\$1,000's)	\$ 7,464
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$ 3,800

Although the major aspect of this projects was the full access Diverging Diamond Interchange (DDI), Pecue Lane was widened from just north of Perkins Road to the existing 4-lane divided roadway just south of US 61 (Airline Highway). The existing Pecue Lane for this project was a 2-lane rural roadway with open ditches. This project will construct a six (6) lane divided arterial with curb and gutter and a raised median. Although there will be one traffic signal at Rieger Road, access management was applied at other areas. **The design of a 4-lane divided highway implementing access management like the Pecue Lane roadway is very similar to the proposed LA 447 corridor.**



Firm Members Involved:

Richard R. Shread, P.E., P.L.S. (Project Supervisor, QC/QA)
Ripley "Gary" W. McClure, P.E. (Engineering Supervisor/Bridge Design)
John P. Raymond, P.E. (Project Manager/Road Design)
Niccola D. Gill, P.E. (Environmental/Hydraulics)


100% of work was performed in Louisiana

17. Firm Experience:

Firm name	Urban Systems, Inc.	Past Performance Evaluation Discipline(s)*	Traffic
Project name	LA 447 and I-12 Interchange Stage 0 Feasibility Study	Firm responsibility (prime or sub?)	Sub
Project number	S.P. No.700-99-0440/701-65 1404	Owner's name	LADOTD
Project location	Livingston Parish, LA	Owner's Project Manager	Connie Porter Betts
Owner's address, phone, email	1201 Capitol Access Road Baton Rouge, LA 70804, 225-379-1297, Connie.Porter@la.gov		
Services commenced by this firm (mm/yy)	05/10	Total consultant contract cost (\$1,000's)	\$64
Services completed by this firm (mm/yy)	01/11	Cost of consultant services provided by this firm (\$1,000's)	\$64
<p>As a subconsultant to Shread Kuyrkendall, USI performed Traffic Engineering services on this project. The objective of this study was to identify safety and capacity improvements along LA 447 between the Winn-Dixie/Walmart Drive and Buddy Ellis Road/Quail Run Avenue including the diamond interchange of LA 447 at I-12. The close proximity between the I-12 westbound ramps and the intersection of Pendarvis Lane/Vera Mc Gowan caused difficulty merging and weaving to access the left turn lanes on LA 447. The proposed Our lady of the Lake Hospital was expected to significantly increase the traffic demand within the study area.</p> <p>Urban Systems collected twenty-four (24) hour counts including vehicle classification data, turning movement counts and speed data. Speed data was reported to determine if speeding was a factor in intersection crashes and if speed limits are appropriate.</p> <p>Urban Systems reviewed detail crash reports for the abnormal roadway sections and intersections with the study area and trends in the crash data were identified.</p> <p>Urban Systems utilized existing traffic volumes, LADOTD growth rates and the Capital Regional Planning Commission travel demand model output to develop traffic projections.</p> <p>Potential improvements to the corridor included widening; constructing a raised median; reconfiguring lanes at intersections; and improving traffic signal timing. Interchange configurations considered included:</p> <ul style="list-style-type: none"> • Modified Diamond interchange • Single point urban interchange • Partial cloverleaf interchange • Roundabouts at the I-12 eastbound and/or westbound ramps • Diverging diamond interchange 			
			<div style="border: 1px solid black; padding: 5px; text-align: center;"> A. Michel N. Stewart </div>



17. Firm Experience:

Firm name	Urban Systems, Inc.		Past Performance Evaluation Discipline(s)*	Traffic
Project name	US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design / Build		Firm responsibility (prime or sub?)	Sub
Project number	SP H.010620	Owner's name	LADOTD	
Project location	Lafayette Parish, LA	Owner's Project Manager	Peggy Jo Paine, P.E.	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, Louisiana, 70802, 225-379-1065, peggy.paine@la.gov			
Services commenced by this firm (mm/yy)	01/14	Total consultant contract cost (\$1,000's)		Unknown
Services completed by this firm (mm/yy)	08/19	Cost of consultant services provided by this firm (\$1,000's)		\$232.6
Urban Systems, Inc. was part of the Design/Build team under the engineering task for this project. The project included upgrading a portion of US 90 from a four-lane facility to a six-lane facility with controlled access. The project also included providing a system of frontage roads to provide connectivity. Urban Systems was responsible for a variety of tasks including developing a signage plan, traffic signal plans, temporary traffic control plans (TCDP), traffic analysis and a Level 3 Traffic Management Plan (TMP) based on LADOTD EDSM VI.1.1.8.				
Signage and Traffic Signal Plans		A. Michel N. Stewart		
As part of the definitive design portion of this project, USI developed signage and traffic signal plans based on LADOTD requirements. The traffic signal plans were also developed in the latest LADOTD TSI format. These plans were updated during the construction phase of the project as unforeseen issues arose. USI worked closely with the contractor, team members and local entities throughout the construction phase.				
Temporary Traffic Control Plans (TCDP)				
Temporary traffic control plans were developed for the various phases of construction. These plans also included temporary traffic signals for some of the phases. These plans were developed to meet the current LADOTD standards. Additional traffic control plans were developed during the construction phase of the project as required by the contractor. Some of these plans involved complicated detours and devices to not affect traffic while completing construction.				
Traffic Study and TMP				
Traffic analysis was conducted during the project to determine the impact construction and the proposed configuration would have on traffic conditions. Traffic volumes were re-routed for each phase on construction and capacity analysis was conducted for each scenario. A unique part of this TMP is that the initial models developed will continue to be modified throughout construction to analyze the not only each phase of construction, but also for any changes to the originally proposed sequence.				
A safety analysis was prepared for the study US 90 roadway segment, LA 182 roadway segment, and the US 90 at Albertsons Parkway/St. Nazaire Road intersection based on the guidelines set forth by LADOTD in Part III: Guidelines for Conducting a Safety Analysis for Transportation Management Plans and Other Work Zone Activities, May 2013. The purpose of this analysis is to assess the safety impacts of the construction activities within the project area and mitigate the impact on the state highway. Mitigation strategies were also identified to minimize work zone impacts for incident management to increase construction zone safety.				

17. Firm Experience:

Firm name	Urban Systems, Inc.			Past Performance Evaluation Discipline(s)*	Traffic
Project name	LA 1088 Interchange Route I-12			Firm responsibility (prime or sub?)	Sub
Project number	S.P. 700-26-0076	Owner's name	LADOTD		
Project location	St. Tammany Parish, LA			Owner's Project Manager	James E. Simmons
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804-9245, 225-379-1248				
Services commenced by this firm (mm/yy)	02/08	Total consultant contract cost (\$1,000's)			Unknown
Services completed by this firm (mm/yy)	05/09	Cost of consultant services provided by this firm (\$1,000's)			\$54

Urban Systems was contracted to perform traffic analyses and permanent signage for the interchange of I-12 and LA 1088.

Traffic Analysis

Urban Systems conducted Level of Services (LOS) analyses using HCS 2000 for the Intersections of I-12/LA 1088; I-12/LA 59 and I-12/LA 434 for implementation and design years 2007 and 2027. Improvements to the analyzed section of I-12 as well as the respective interchanges/intersections were developed. Geometric improvements for the two intersections at I-12/LA 59 ramps were developed

A ramp merge/diverge junction analysis was done on I-12/LA 1088 for a proposed interchange. Urban Systems developed schematics of AM and PM peak hour traffic volumes at each of the following interchanges: I-12/LA 1088; I-12/LA 59 and I-12/LA 434. Ramp diverge junction Level of Services (LOS) analyses were run on both the eastbound and westbound merge/diverge ramps for I-12/LA 59 and I-12/LA 434

Permanent Signage

The permanent signage design incorporated a review of existing interstate signage on I-12 from LA 59 to LA 434. Coordination with LADOTD was required to determine the sign legends for the new guide signs for the interchange.

The permanent signage plans were prepared for the interchange in accordance with DOTD Specifications and Standard Details using the latest version of GuidSIGN. The design of each sign included size, color, sign supports and placement.



A. Catarella-Michel

18. Approach and Methodology:

Our Team

Shread-Kuyrkendall & Associates (SKA) along with Team member, **Urban Systems, Inc. (USI)**, bring years of successful DOTD experience similar to this project and has the **Team advantage of having performed the Stage 0 Feasibility Study for this same corridor, LA 447 in Walker, Louisiana**. Having gone through Public Meetings and receiving stakeholder feedback, our team has the knowledge and experience to provide a design that meets the needs DOTD, and the public expect for this project. **The RFQ has a DBE goal of 1%. SKA will use USI (DBE) with a 10% participation.**

CONTRACT SCOPING MEETING

After selection, the SKA Team will request a scoping meeting with the DOTD Project Manager (PM) and other appropriate DOTD staff to establish a Project Work Plan developing and refining the scope for the LA 447 Corridor.

Defining the project scope clearly, ensures the project will progress smoothly starting with the Stage 3 (Preliminary and Final Plans), and to Stage 5 (Construction) phases of the project.

KICKOFF MEETING FOR THE CONTRACT

Once the contract is executed and a Notice to Proceed is received, SKA will request a kickoff meeting through the DOTD PM. At this meeting, SKA will request the following data, if available:

- Pavement Design
- Topographic Survey
- Traffic Assignments
- Studies/As-Built
- Geotechnical Data
- Any other available data

The project kickoff meeting will be used to (1) establish project design criteria, (2) determine the frequency for project coordination meetings, (3) coordinate an on-site meeting with DOTD/District to discuss project concerns and constructability, and (4) discuss and review any questions that may have been revealed after reviewing existing documents.

SKA will develop a progress schedule depicting Milestones and incorporating any needed items that were discussed during the Kick-off meeting. Any concerns about traffic management that DOTD may have assessed previously will be discussed at this meeting along with any other expectations the attendees may have.

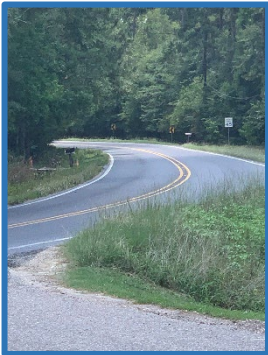
Of particular interest will be any preliminary conceptual layouts DOTD may have developed for the intersections defined in the advertisement. If available, these will be evaluated as part of SKA's initial geometric designs.

GEOMETRIC DESIGN

Geometric design will be a major component for the four-lane design of LA 447. Just south of I-12 is the intersection of Milton Lane/Miller Road which will have a limited access intersection. There are several types of limited access median openings that may be used for this intersection. The type of intersection used may be restricted due to the proximity of the eastbound I-12 ramp roundabout. One approach will be the realignment (offsets) of Milton Lane and Miller Road to allow the use of a **Partial Median Opening (EDSM No. IV.2.1.4) for left turns in with right-in/right-out only**. This type intersection will reduce the number of conflicts and promote a safer intersection. Another possible limited access intersection for Milton Lane/Miller

Road would be a ***Restricted Crossing U-Turn (RCUT) Intersection***. Our team will evaluate this intersection applying various possible limited access configurations to determine which type is best for safety and operation.

Roundabouts will be placed at the intersection of O'Donovan Blvd. at LA 447, which serves as the entrance to the Lady of the Lake Livingston Hospital, and at the intersection of Ellis Road at LA 447. These layouts and design will be performed by John Raymond, P.E. of SKA using Transoft's Torus Roundabouts and Autoturn design software. Adhering to DOTD and AASHTO guidelines, Mr. Raymond has designed multiple roundabouts throughout the state.



SKA's design team made a site visit to the LA 447 corridor, where it was observed that there are two (2) broken back horizontal curves south of Buddy Ellis Road near Bonnie Bleu Drive. Each have short tangents (~300'-400') between them with sharp curves having a radius appearing to be less than ~1000 feet. AASHTO states that, *broken back curves should be avoided except where very unusual topo or right-of-way make them impractical*.

SKA will review the possibility of removing these broken back curves if topography and right-of-way constraints allow.

SKA Team Advantage:

SKA and USI performed the Stage 0 Feasibility Study of the LA 447 Corridor from the Walmart north of I-12 to Buddy Ellis Road. Our Team proposed the roundabouts that are now in place for the I-12 Interchange Terminals. The feasibility study proposed a four lane arterial with implementation of access management. The advantage is that our team is familiar with the corridor, local concerns, and traffic operations to assist in our design.

HYDROLOGY/HYDRAULIC ANALYSIS AND DESIGN

SKA will utilize the latest aeriels, topographic surveys, LiDAR information, and As-Builts to evaluate the existing drainage areas/patterns and provide design/improvements to accommodate the proposed LA 447 four (4) lane roadway. SKA will also perform the bridge hydraulic evaluation and scour analysis for the bridge replacement over the northwest feeder branch of the of the Middle Colyell Creek. Niccola Gill, P.E. will provide hydrology and hydraulic analysis, scour analysis, and will determine the bridge opening and water surface elevations. This information will be used to determine the bridge replacement type and length.

BRIDGE DESIGN

The existing LA 447 bridge that crosses a northwest feeder branch of the Middle Colyell Creek, appears to be a precast bridge with four foot wide segments and ~60' in length. The depth of the structure appears deeper than a typical slab span used by DOTD. Considering the existing depth and depending on the bridge hydraulics and bridge opening required, **it may be possible to use a Quad Beam design which will allow a greater span length** with less impedance to channel flow as well as reducing bridge cost (fewer bents). Additionally, the longer span lengths will allow existing timber piles to be cut-off per DOTD standards and will not require pulling/removing. This would prove to be an additional cost savings as well. **Our hydraulic analysis and recommended bridge type will provide the most economical design whether it is a slab span or quad beam structure.**



LEVEL 2 TRANSPORTATION MANAGEMENT PLAN (TMP)

A challenging aspect of the TMP will be developing construction phasing details that consider bridge replacement around a precast unit and multi-lane roundabouts. As the phasing is being developed, Team member USI will evaluate the safety aspects of the phasing and then develop a Level 2 TMP. Any modifications needed for safety purposes will be incorporated into the phasing plans along with the proper TTC details. USI will follow EDSM VI.1.1.8 that outlines what is required for a TMP. USI will coordinate with DOTD to obtain traffic volume and safety data for developing the TMP. Along with specifying the correct TTC Details, USI will coordinate with the bridge / road designers on a Work Zone Impact Management Strategy document to minimize risk and delays to the travel public.

QUALITY CONTROL/QUALITY ASSESSMENT (QC/QA)

Our Team strives to provide a comprehensive QC/QA for all aspects of our projects; bridge or roadway. Ultimately, SKA is responsible for the checking, control, and assurance of all aspects of the project with the expectation to provide plan clarity for construction and to reduce conflicts during construction. SKA will provide QC/QA independent from the design team utilizing the experience of Rick Shread, P.E. Please refer to SKA's QC/QA document which is part of this proposal.

PRELIMINARY PLANS

SKA will first provide Design Criteria for both the roadway and the bridge to DOTD for review.

30% Preliminary Plans:

Roadway - SKA's Team will begin developing proposed geometric horizontal alignments, vertical profiles, and typical sections. ***We will begin geometric layouts of limited access intersections/crossings and roundabouts early on for coordination with DOTD Traffic and Geometric Section.***

Bridge – We will begin ***development of bridge structure types*** that fit the conditions for the site on LA 447. SKA will make recommendations for the most economical types and coordinate with DOTD Bridge Design for agreement.

60% Preliminary Plans:

Roadway and Bridge – Roadway and bridge hydraulics will be complete, and we will continue development of general bridge plans and sections. SKA will complete design of the limited access intersections/crossings and roundabouts. We will complete cross-sections for submittal.

90% and 100% Preliminary Plans:

Required right-of-way will be established and submitted with the 90% plans. Our team will assist the PM in the Plan-in-Hand meeting and will review and address all comments for finalization of 100% Preliminary Plans.

The SKA design team will follow the DOTD Design Preparation Manual for all required submittals for Stage 3 Projects.

FINAL PLANS

30% Final Plans:

Once an NTP is received for final plans, SKA will begin development of construction plans. SKA will finalize roadway typical sections, roadway alignments, limited access intersections, roundabouts, and all other geometry.

At this point, SKA will develop detailed bridge plans for the superstructure and substructure along with suggested sequence of construction phasing.

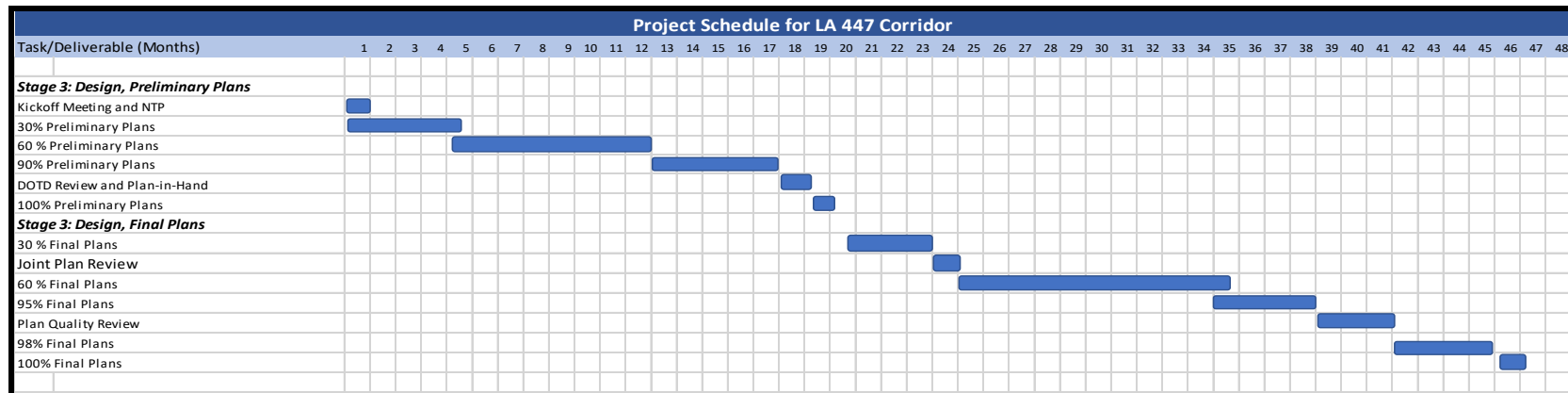
60% Final Plans:

SKA will finalize the Hydraulic Design Report and will begin summary of quantities sheets.

90%, 98%, and 100% Final Plans:

SKA will begin to finalize the construction plans, provide As-Designed Bridge Load Rating Report, and final construction costs. After all comments have been received and resolved, SKA will provide stamped plans for construction.

NOTE: SKA will be available for pre-construction meetings, review shop drawings, provide plan revisions, and assist DOTD with Falcon questions during bidding.



19. Workload:

Firm(s)	Past Performance Evaluation Discipline(s) *	State project number	Project name	Remaining Unpaid Balance**
Shread-Kuyrkendall & Associates, Inc.	Survey, Road, Bridge	S.P. No. H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	\$ 274,785
Shread-Kuyrkendall & Associates, Inc.	Survey, Road, Bridge	S.P. No. H.004435	I-12 to Bush, LA 3241 (LA 36 – LA 435), St. Tammany Parish	\$ 97,777
Shread-Kuyrkendall & Associates, Inc.	Road, Bridge	S.P. No. H.000710.1	Comite River Diversion Bridge – LA 964	\$ 77,802
Shread-Kuyrkendall & Associates, Inc.	Bridge	H.011152	I-12 Widening (sub to T. Baker Smith)	\$ 5,457
USI	Traffic	H.011309.5	Mac Arthur Final Design	\$30,687
USI	Traffic	H.012812	US 190: Northshore and Camp Villere	\$11,014
USI	Traffic	H.004891	Reserve to I-20 Connector	\$50,137
USI	Traffic	H.010571	Williams Traffic Signal Design	\$19,499

DO NOT SUM

* The past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other. If a firm has more than one past performance evaluation discipline for any single project, the firm can use multiple rows to express the remaining unpaid balance per evaluation discipline.

** Round to the nearest dollar. **Do not** round to the nearest thousands. If there are no active contracts with a remaining unpaid balance, place N/A in the Remaining Unpaid Balance column. LEAVING THE “REMAINING UNPAID BALANCE” COLUMN BLANK IS NOT ACCEPTABLE.

20. Certifications/Licenses:

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

Certificate of Completion

presented to

Alison Catarella-Michel

for completing the

Traffic Engineering Analysis Process & Report Module 1

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

Professional Development
Hours (PDHs) Awarded: 4

Poly A. Colson
Authorized Instructor

Don Holt
Authorized Instructor

Robert J. Burch
Authorized instructor



Certificate of Completion

presented to

Alison Catarella-Michel

for completing the

Traffic Engineering Analysis Process & Report Module 2

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

Professional Development
Hours (PDHs) Awarded: 4

Poly A. Colson
Authorized Instructor

Don Holt
Authorized Instructor

Robert J. Burch
Authorized instructor



Certificate of Completion

presented to

Alison Catarella-Michel

for completing the

Traffic Engineering Analysis Process & Report Module 3

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

Professional Development
Hours (PDHs) Awarded: 3

Poly A. Colson
Authorized Instructor

Don Holt
Authorized Instructor

Robert J. Burch
Authorized instructor



Certificate of Completion

presented to

Nicole Stewart

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: January 14, 2019
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 2

John A. Colvane
Authorized Instructor

John H. Hitt
Authorized Instructor

Robert J. Burchinal
Authorized instructor



Certificate of Completion

presented to

Nicole Stewart

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: January 14, 2019
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

John A. Colvane
Authorized Instructor

John H. Hitt
Authorized Instructor

Robert J. Burchinal
Authorized instructor



Certificate of Completion

presented to

Nicole Stewart

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: January 15, 2019
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

John A. Colvane
Authorized Instructor

John H. Hitt
Authorized Instructor

Robert J. Burchinal
Authorized instructor



Certificate of Completion

presented to

Christine Darrah

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: October 7, 2020
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 2.5

Poly Kolene
Authorized Instructor

Jim Holt
Authorized Instructor

Robert Bunnell
Authorized instructor



Certificate of Completion

presented to

Christine Darrah

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: October 7, 2020
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3.5

Poly Kolene
Authorized Instructor

Jim Holt
Authorized Instructor

Robert Bunnell
Authorized instructor



Certificate of Completion

presented to

Christine Darrah

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: October 8, 2020
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3.5

Poly Kolene
Authorized Instructor

Jim Holt
Authorized Instructor

Robert Bunnell
Authorized instructor



The Louisiana Professional Engineering and Land Surveying Board has the following information on file:

Name: Public Address:
Urban Systems, Inc. Ms. Alison Marie Catarella
2000 Tulane Avenue, Suite 200
New Orleans, LA 70112

License/Certificate Information w/ Supervision

License	Status	First Issuance Date	Expiration Date	Supervisor(s)
EF.0001342	ACTIVE	09/22/1986	03/31/2023	Ms. Alison Marie Catarella Michel # PE.0030261 - Active Ms. Nicole Harris Stewart # PE.0034750 - Active



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 Unified Certification Program (LAUCP)

Urban System Associates, Inc.

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

NC541330, NC541340, NC541990

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

Certificate Eligibility: (February 2022 to February 2023)

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

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development



WOMEN'S BUSINESS ENTERPRISE
NATIONAL COUNCIL

JOIN FORCES. SUCCEED TOGETHER.

hereby grants

National Women's Business Enterprise Certification

to

URBAN SYSTEMS ASSOCIATES, INC. DBA Urban Systems, Inc.

who has successfully met WBENC's standards as a Women's Business Enterprise (WBE).
This certification affirms the business is woman-owned, operated and controlled and is valid through the date herein.

Certification Granted: May 22, 2020

Expiration Date: May 31, 2023

WBENC National Certification Number: WBE2001268

WBENC National WBE Certification was processed and validated by Women's Business Enterprise Council - South, a WBENC Regional Partner Organization.

Authorized by Phala Mire, President Women's
Business Enterprise Council - South



NAICS: 541330, 541340
UNSPSC: 70131701, 80101605, 81101500, 81101502, 81101510, 81101524, 81102201



May 25, 2021

RE: Notice of WOSB Certification Granted

ALISON MICHEL
URBAN SYSTEMS ASSOCIATES, INC. DBA Urban Systems, Inc.
2000 Tulane Avenue
Suite 200
NEW ORLEANS, LA 70112

Dear ALISON MICHEL:

Congratulations! It is the decision of the Women's Business Enterprise Council South to grant WOSB re-certification to URBAN SYSTEMS ASSOCIATES, INC. DBA Urban Systems, Inc.. You may now log into WBENCLink to download a copy of your new WOSB certificate using the directions below.

To download your WBENC WOSB certificate:

- Go to <https://wbecsouth.wbenclink.org/>
- Log into your account with your username and password
- On the left navigation menu, click View >> My Certifications
- Under the "Current Certifications" section, click on "View" next to the Women-Owned Small Business (WOSB) certification
- Click "View as PDF" at the bottom of the page under the "Letters & Certificates" section

Please note the expiration date on your WOSB certificate corresponds to the expiration date on your current WBENC WBE certificate. To ensure that both remain current, please submit your recertification application for both certificates no less than ninety (90) days prior to the expiration date.

In addition to being granted WOSB certification by WBENC, you must take the following SBA required steps to participate in the WOSB Federal Contracting (Set Aside) Program. Visit <https://www.wbenc.org/am-i-eligible> to determine if you are eligible:

1. Represent status in System for Award Management (SAM) as WOSB*
2. Go to <https://beta.certify.sba.gov/>
 - a. Scroll down and click on Get Started or Login (for returning applicants)
 - b. Click Create Account
 - c. You will be redirected to SBA Connect site via Login.gov
 - d. Click Create an account (or login) and follow the prompts to claim your business then submit an application and upload your WBENC-issued WOSB certificate.
 - e. Once your certification is confirmed, you will receive a formal confirmation from the SBA.

*If not eligible to participate in the set aside program, only Step 1 needs to be completed. Any questions regarding the SBA site should be directed to betacertifyhelp@sba.gov. For program questions, email wosb@sba.gov.

WBENC is committed to providing opportunities and resources to assist in the success of your business. We invite you to visit our website to access a listing of educational webinars offered, and additional relevant information.

Sincerely,

Phala Mire
President & CEO
Women's Business Enterprise Council South



DIVISION OF SMALL BUSINESS SERVICES

This certification acknowledges that

Urban Systems Associates, Inc.
DBA: Urban Systems, Inc.

is Certified-Active as a Small Entrepreneurship with
Louisiana Economic Development's Hudson Initiative.

This certification is valid from 6/14/2022 to 6/14/2023 .

Certification No. 19041

A handwritten signature in black ink, reading "Stephanie Hartman", is written over a horizontal line.

Stephanie Hartman,
Director, Entrepreneurial Services



URBAN SYSTEMS ASSOCIATES, INC.

DUNS Unique Entity ID 079461042	SAM Unique Entity ID ZN22EMHUA3Y5	CAGE / NCAGE 3RYK8
Purpose of Registration All Awards	Expiration Date Feb 16, 2022	Registration Status Active
Physical Address 2000 Tulane AVE # 200 New Orleans, Louisiana 70112-2250 United States	Mailing Address 2000 Tulane AVE Suite 200 New Orleans, Louisiana 70112-2250 United States	

Business Information

Doing Business as Urban Systems	Division Name (blank)	Division Number (blank)
Congressional District Louisiana 02	State / Country of Incorporation Louisiana / United States	URL http://www.urbansystems.com

Registration Dates

Activation Date Mar 4, 2021	Submission Date Feb 16, 2021	Initial Registration Date Mar 10, 2004
---------------------------------------	--	--

Entity Dates

Entity Start Date Nov 12, 1974	Fiscal Year End Close Date Dec 31
--	---

Immediate Owner

CAGE (blank)	Legal Business Name (blank)
------------------------	---------------------------------------

Highest Level Owner

CAGE (blank)	Legal Business Name (blank)
------------------------	---------------------------------------

Executive Compensation

Registrants in the System for Award Management (SAM) respond to the Executive Compensation questions in accordance with Section 6202 of P.L. 110-252, amending the Federal Funding Accountability and Transparency Act (P.L. 109-282). This information is not displayed in SAM. It is sent to USAspending.gov for display in association with an eligible award. Maintaining an active registration in SAM demonstrates the registrant responded to the questions.

Proceedings Questions

Registrants in the System for Award Management (SAM) respond to proceedings questions in accordance with FAR 52.209-7, FAR 52.209-9, or 2.C.F.R. 200 Appendix XII. Their responses are not displayed in SAM. They are sent to FAPIIS.gov for display as applicable. Maintaining an active registration in SAM demonstrates the registrant responded to the proceedings questions.

SAM Search Authorization

I authorize my entity's non-sensitive information to be displayed in SAM public search results:

Yes

Entity Types

Business Types

Entity Structure Corporate Entity (Not Tax Exempt)	Entity Type Business or Organization	Organization Factors (blank)
Profit Structure For Profit Organization		

Socio-Economic Types

**Self Certified Small Disadvantaged Business
Economically Disadvantaged Women Owned**

Small Business**Woman Owned Small Business****Woman Owned Business****DOT Certified DBE**

Entrance Date: Currently Not Available

Check the registrant's Reps & Certs, if present, under FAR 52.212-3 or FAR 52.219-1 to determine if the entity is an SBA-certified HUBZone small business concern. Additional small business information may be found in the SBA's Dynamic Small Business Search if the entity completed the SBA supplemental pages during registration.

Financial Information

Accepts Credit Card Payments

No

Debt Subject To Offset

No**Points of Contact****Electronic Business**

♀
Alison Catarella-Michel, Principal
2000 Tulane Avenue
Suite 200
New Orleans, Louisiana 70112
United States

Nicole H Stewart
 2000 Tulane Avenue
 Suite 200
 New Orleans, Louisiana 70112
 United States

Government Business

♀
Alison Catarella-Michel, Principal
2000 Tulane Avenue
Suite 200
New Orleans, Louisiana 70112
United States

Alison Catarella-Michel
 2000 Tulane Avenue
 Suite 200
 New Orleans, Louisiana 70112
 United States

Past Performance

♀
Alison Catarella-Michel
2000 Tulane Avenue
Suite 200
New Orleans, Louisiana 70112
United States

Alison Catarella-Michel
 2000 Tulane Avenue
 Suite 200
 New Orleans, Louisiana 70112
 United States

Service Classifications**NAICS Codes**

Primary	NAICS Codes	NAICS Title
Yes	541330	Engineering Services
	541340	Drafting Services
	541990	All Other Professional, Scientific, And Technical Services

Disaster Response

Yes, this entity appears in the disaster response registry.

States	Counties	Metropolitan Statistical Areas
Alabama	(blank)	(blank)
Louisiana		
Mississippi		

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/17/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION** IS **WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Greyling Ins. Brokerage/EPIC 3780 Mansell Rd. Suite 370 Alpharetta, GA 30022	CONTACT NAME: Trudy Henry PHONE (A/C, No, Ext): 770-552-4225 FAX (A/C, No): E-MAIL ADDRESS: aceccertificates@greyling.com														
INSURED Urban Systems, Inc. 2000 Tulane Avenue, Ste. 200 New Orleans, LA 70112	<table border="1"> <thead> <tr> <th>INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A : Hartford Accident & Indemnity Company</td> <td>22357</td> </tr> <tr> <td>INSURER B : Twin City Fire Insurance Co.</td> <td>29459</td> </tr> <tr> <td>INSURER C :</td> <td></td> </tr> <tr> <td>INSURER D :</td> <td></td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </tbody> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : Hartford Accident & Indemnity Company	22357	INSURER B : Twin City Fire Insurance Co.	29459	INSURER C :		INSURER D :		INSURER E :		INSURER F :	
INSURER(S) AFFORDING COVERAGE	NAIC #														
INSURER A : Hartford Accident & Indemnity Company	22357														
INSURER B : Twin City Fire Insurance Co.	29459														
INSURER C :															
INSURER D :															
INSURER E :															
INSURER F :															

COVERAGES

CERTIFICATE NUMBER: 21-22

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			20SBWBR1390	11/01/2021	11/01/2022	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000 \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY			20SBWBR1390	11/01/2021	11/01/2022	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$10000			20SBWBR1390	11/01/2021	11/01/2022	EACH OCCURRENCE \$2,000,000 AGGREGATE \$2,000,000 \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE/OFFICER/MEMBER EXCLUDED? <input checked="" type="checkbox"/> Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	20WBGAB7YCJ	11/01/2021	11/01/2022	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

For Informational Purposes Only

CERTIFICATE HOLDER

CANCELLATION

Urban Systems, Inc
 2000 Tulane Avenue, Suite 200
 New Orleans, LA 70112

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

09/16/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER PAPPALARDO AGENCY, INC. 2020 N Causeway Ste 1A Mandeville LA 70471	CONTACT NAME: Albert Pappalardo, Jr. PHONE (A/C, No, Ext): (985) 674-2695 E-MAIL ADDRESS: al@insureLa.com FAX (A/C, No): (985) 674-0971
INSURED Urban Systems Associates, Inc. 2000 Tulane Avenue Suite 200 New Orleans LA 70112	INSURER(S) AFFORDING COVERAGE INSURER A: CNA-VALLY FORGE INS CO INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:

COVERAGES**CERTIFICATE NUMBER:** CL2191000146**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ Employee Benefits \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y / N If yes, describe under DESCRIPTION OF OPERATIONS below			N/A			PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Professional Liability			AEH 00 6088134	09/08/2021	09/08/2022	Per Claim \$2,000,000 Annual Aggregate \$2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER**CANCELLATION**

"FOR PROPOSAL PURPOSES ONLY"

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

© 1988-2015 ACORD CORPORATION. All rights reserved.

21: QA/QC Plan and/or Work Plan:

22. Sub-consultant information:

Firm Name (as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
Urban Systems, Inc.	2000 Tulane Ave. Suite 200 New Orleans, LA 70112	Alison C. Michel AcmicHEL@urbansystems.com	(504) 569.3958

23. Location:

If location is an evaluation criterion for this advertisement and the prime consultant intends to establish a local presence, describe the plan for doing so. Otherwise, leave this section blank.