DOTD FORM: 24-102

(Revised June 1, 2021)

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	**IDIQ CONTRACTS FOR SAFETY STUDIES STATEWIDE**
2. Contract number(s) as shown in the advertisement	4400023689 and 4400023690
3. State Project Number(s), if shown in the advertisement	
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 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.	Signature (shall be the same person as #9): Richard B Shread Date: 2/17/22
11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	Firm(s): Firm(s)' %:

12. Past Performance Evaluation Discipline Table:

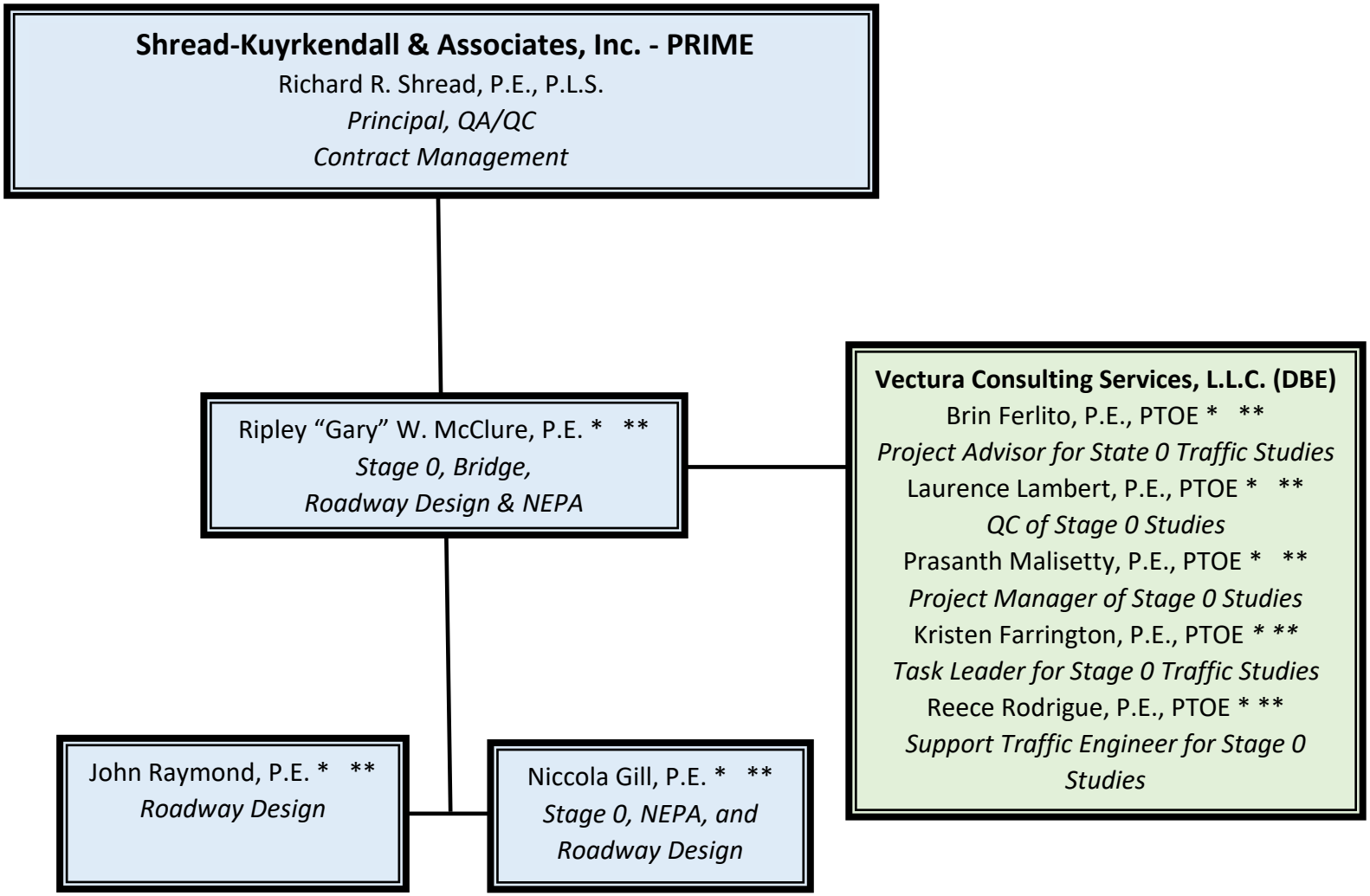
Sub-consultants are allowed to be used for this proposal. Fill in the table by identifying only those evaluation disciplines consistent with the approach and methodology proposed in Section 18 of the DOTD Form 24-102*, the name of each firm that is part of the proposal, and the percentage of work in 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 **Vectura Consulting Services (DBE)**	Firm C	Firm D	Firm E	Firm F
Planning	40%	80%	20%				
Traffic	20%		100%				
Road	40%	90%	10%				
Identify the percentage of work for the **overall contract** to be performed by the prime consultant and each sub-consultant							
Percent of Contract	100%	68%	32%				

*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
Vectura Consulting Services, LLC	Supervisor-Eng	3	3
Vectura Consulting Services, LLC	Engineer	4	4

14. Organizational Chart:



** Has completed traffic control technician requirements.*
*** Has completed traffic control supervisor requirements.*

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 / certification 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	Sheelagh Brin Ferlito, PE, PTOE	**Vectura Consulting Services, LLC**	PE.0025383 PTOE 932	LA	09/30/2023 09/09/2024
4	Laurence Lucius Lambert, II, PE, PTOE, PTP	**Vectura Consulting Services, LLC**	PE.0029901 PTOE 1303	LA	03/31/2024 02/03/2025
4	Prasanth Malisetty, PE, PTOE, PTP, RSP1	**Vectura Consulting Services, LLC**	PE.0035792 PTOE 3073	LA	03/31/2023 07/20/2023
4	Kristen Gahagan Farrington, PE, PTOE	**Vectura Consulting Services, LLC**	PE.0041272 PTOE 4863	LA	03/23/2023 03/26/2023
4	Reece Rodrigue, PE, PTOE	**Vectura Consulting Services, LLC**	PE.0042785 PTOE 4508	LA	03/31/2024 07/17/2022

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	31	
Title	Project Manager, President		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. In addition, Mr. Shread has served as supervising professional on numerous stage 0, roadway and bridge design projects over the last 30 years. **(MPR 1 & 2)**		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract, *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).				
Stage 0 Studies / Stage 1 (NEPA)					
05/13-Present	**H.002825 / Nicholson Drive (LA 30) Brightside Lane to Gourrier Ave (Stage 1):** *East Baton Rouge* – As principal, Mr. Shread was responsible for insuring the development of design alternatives in addition to the preparation of a Line and Grade Study and an Environmental Assessment was in accordance with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), and Louisiana Department of Transportation and Development (LADOTD). This project consisted of an environmental analysis, evaluation, and documentation of the socio-economic and environmental impacts of three (3) alternatives as well as a no-build alternative. The existing feature and location consist of a 2-lane roadway with shoulders on Nicholson Drive (LA 30) from approximately 500 feet north of West Lee Drive/Brightside Lane to 400 feet south of Gourrier Avenue. The objective was to provide detailed planning and environmental analysis that result in the documentation of an environmental decision.				
05/17-05/19	**H.012306 / Stage 0 Study / LA 42: Highland Road at Pecue Lane:** *East Baton Rouge Parish* – As principal, Mr. Shread was responsible for insuring that the finished Stage 0 Study met the requirements and needs of the area. He was involved with local and state agencies to determine the needs and requirements. The preliminary purpose of the study was to assess and identify alternatives that would address safety concerns at the intersection of LA 42 (Highland Road) and Pecue Lane.				

08/17-05/18	**H.012353.1 / Stage 0 Study / LA 8: Sabine River to US 171:** *Vernon Parish* **–** As principal, Mr. Shread was responsible insuring that the finished Stage 0 Study met the requirements and needs of the area. He was involved with local and state agencies to determine the long term planning needs and requirements. The purpose of the study was to assess and identify alternative project concepts that would address existing and future roadway traffic, safety conditions, and access management strategies along LA 8.
In addition to his Stage 0 and Stage 1 experience, Mr. Shread has served as the supervising professional on a number of roadway and bridge design projects:	
6/17-Present	**H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034):** *East Baton Rouge Parish* – As principal, Mr. Shread is overseeing that Shread-Kuyrkendall & Associates is designing project plans for the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection.
06/18-Present	**H.001799 / LA 531 Overpass:** *Webster Parish* – As principal, Mr. Shread is overseeing that Shread-Kuyrkendall & Associates is providing preliminary 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.
10/16-Present	**H.011152 / I-12 Widening (US 190 to LA 59):** *St. Tammany Parish* – (Subconsultant to T. Baker Smith, LLC) Mr. Shread served as a supervisor for the Preliminary & Final Design of I-12 bridges over US 190, including 3 – 12' travel lanes, 12' inside shoulders and 12' outside shoulder. The design included AASHTO Type II & Type IV P.S. Girders. Total length of the two bridges 680 ft. each.
04/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Currently in final plan phase. As principal, Mr. Shread is overseeing that Shread-Kuyrkendall & Associates is providing final plans for a new alignment which involves 8 miles of 4 lane divided rural arterial freeway, which includes twin span bridges at two locations. Each bridge will have seven spans of varying lengths using Type III PPC Girders.
10/10-Present	**H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange:** *East Baton Rouge Parish* – Mr. Shread served as supervisor for Louisiana's first Diverging Diamond Interchange (DDI). The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road.
02/04- 11/09	**H.007154, H.007152, H.002303 / Central Thruway:** *East Baton Rouge Parish* – This project involved the design and construction of a 2-lane roadway for 5.2 miles on a new alignment including seven bridges. Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. Mr. Shread has served as project manager from the start of the project until its completion.

16. Staff Experience:

Firm employed by Shread Kuyrkendall & Associates, Inc.					
Name	Ripley "Gary" W. McClure, P.E.			Years of relevant experience with this employer	29
Title	Engineering Supervisor			Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization			B.S. / 1982 / Civil Engineering		
Active registration number / state / expiration date			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, Stage 0, Roadway Design, and serve as an Environmental Professional**. Completed the Highway Safety Manual Workshop and NEPA Certified (NHI Course No. 142005) (MPR 3)**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract, *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
Safety & Stage 0 Studies / Stage 1 (NEPA)	
09/21-Present	**H.011706.5 St. Mary Parish Safety Improvements:** Design of roadway connector roads between Rosebud St. and Lockley St., Lockley St. and Orphan's Home Rd., and Haven's St. and Newman St. in the Town of Baldwin, St. Mary Parish, Louisiana. This will allow for the closure of the at-grade railroad crossings at Lockley St., Orphan's Home Rd., and Haven St.
05/13-Present	**H.002825 / Nicholson Drive (LA 30) Brightside Lane to Gourrier Ave (Stage 1):** *East Baton Rouge* – Mr. McClure served as supervising engineer for this Stage 1 Environmental Study to widen Nicholson Drive from Brightside to Gourrier. Mr. McClure was responsible for the review and QA/QC for the development of design alternatives in addition to the preparation of a Line and Grade Study and an Environmental Assessment was in accordance with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), and Louisiana Department of Transportation and Development (LADOTD). This project consisted of an environmental analysis, evaluation, and documentation of the socio-economic and environmental impacts of three (3) alternatives as well as a no-build alternative.
05/17 -05/19	**H.012306 / Stage 0 Study / LA 42: Highland Road at Pecue Lane:** *East Baton Rouge Parish* – As project manager, Mr. McClure was responsible for overseeing the development of the design alternatives that meet the requirement and needs of the project. He met with local and state agencies to determine needs and requirements. After developing a purpose and need, Mr. McClure developed alternatives that were acceptable to the community. Mr. McClure was responsible for the review and QA/QC of the Report.

08/17 – 05/18	**H.012353.1 / Stage 0 Study / LA 8: Sabine River to US 171:** *Vernon Parish* **–** As project manager, Mr. McClure was responsible for overseeing the development of the design alternatives that met the requirement and needs of the area. He met with local and state agencies to determine long term planning needs and requirements. After developing a purpose and need, Mr. McClure developed alternatives that were acceptable to the community. Mr. McClure was responsible for the review and QA/QC of the Feasibility Study Report.
09/9 – 11/10	**700-52-0191 / Stage 0 Study / US 190: LA 1089 (Mandeville) to US 11 (Slidell):** *St. Tammany Parish* **–** As engineering supervisor, Mr. McClure was responsible for overseeing the development of improvements to US 190 that meet the needs to area residents. Mr. McClure is responsible for all meetings with the general public and state and local officials. He also was responsible for the development of the Stage 0 Feasibility Report/Document.
09/08 – 12/09	**701-65-1057 / Stage 0 Study / US 171 Realignment (DeRidder Bypass):** *Beauregard and Vernon Parishes* – As engineering supervisor, Mr. McClure coordinated all meetings with state and local officials. As head of the design team, Mr. McClure was responsible for alternative routes which were submitted to the public. The location of the bypass was an environmentally sensitive as well as a physically sensitive area of Beauregard Parish. As a result, Mr. McClure worked closely with residents and officials to minimize impact to the area.
Roadway and Bridge Design	
04/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – This project is a four-lane divided highway with twin span bridges at two locations, Bayou Lacombe Tributary and Bayou Lacombe. Each bridge has seven spans of varying lengths using Type III PPC girders. Mr. McClure supervised and provided QA/QC for the project.
10/12-Present	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – A bridge and roadway project that is to be widened from four lanes to six lanes. Consisting of eight girder span bridges with column and pile bents configurations. Mr. McClure provided bridge evaluation and rating followed by recommendations made to the DOTD Bridge Design Section to either widen or replace the existing bridges.
04/19 – 06/20	**H.000710 / Comite River Diversion / LA 964:** *East Baton Rouge Parish* – This project consisted of a single bridge approximately 350 feet long, with a finished cross-sectional clear width of 44 feet. The new bridge was designed using AASHTO Type III girders and is in super-elevation. A temporary diversion will be used during bridge and canal construction. Mr. McClure was the project supervisor and provided oversight and checking of the bridge components.
10/16 – 08/19	**H.011152 / I-12 Widening (US 190 to LA 59):** *St. Tammany Parish* – Mr. McClure was the bridge design engineer for this project. He designed all girders, column bents, spans, sign supports and all other aspects of the bridges. This section of I-12 (US 190 to LA 59) is being widened from 4 lanes to 6 lanes. Shread-Kuyrkendall's involvement is with the two bridges over US 190 as a subconsultant. This design includes 3 – 12 foot travel lanes, 12 foot inside shoulder and 12 foot outside shoulder. The design includes AASHTO Type II & Type IV P.S. Girders. Total length of the two bridges is 680 feet each.

16. Staff Experience:

Firm employed by Shread Kuyrkendall & Associates, Inc.					
Name	John P. Raymond, P.E.			Years of relevant experience with this employer	27
Title	Senior Design Engineer			Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			B.S. / 1992 / Civil Engineering		
Active registration number / state / expiration date			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. **(MPR 3)**		

Roadway Design	
06/18-Present	**H.001799 / LA 531 Overpass:** *Webster Parish* – Shread-Kuyrkendall & Associates is providing preliminary 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.
06/17-Present	**H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034):** *East Baton Rouge Parish* – Shread-Kuyrkendall & Associates is designing project plans for the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Mr. Raymond is the project manager and design engineer for this project.
04/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Currently in the final plan phase. Mr. Raymond is managing and designing the roadway work for LADOTD for approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane rural arterial freeway (roadway classification RA-3). Responsibilities include project management, geometric and hydraulic design, sequence of construction, design of superelevation, earthwork, and tabulation of quantities.
10/12-Present	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – Currently in design, Mr. Raymond is managing and designing the roadway work for LADOTD 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. Responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities.

10/10-Present	**H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange:** *East Baton Rouge Parish* – 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, DOTD, 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.
8/10-1/15	**H.003107 / French Branch Bridge – West Pearl River Bridge (I-10/I-12/I-59):** *St. Tammany Parish* – 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.
11/07-12/14	**H.009064, H.009987, H.009717, H.009712 et. al./ DOTD Submerged Roads Program (Paths to Progress) (Phase A and Phase B):** *Multiple Parishes* – 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.
04/10- 06/11	**H.007152 / Central Thruway Paving (Frenchtown Road to Greenwell Springs Road):** *East Baton Rouge Parish* – 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:** *East Baton Rouge Parish* – Mr. Raymond designed urban intersection and roadway improvements (UA-2) for DOTD and the Baton Rouge Green Light Plan. Designed urban drainage, horizontal and vertical alignments, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.
10/07- 01/10	**258-32-0022 / Essen Lane (LA 3064 at Interstate 10):** *East Baton Rouge Parish* – Mr. Raymond designed and managed urban intersection improvements (UA-2) for DOTD 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):** *East Baton Rouge Parish* – Mr. Raymond designed and managed addition of two new lanes of rural highway and urban connecting intersections for DOTD and the Baton Rouge Green Light Plan. Designed urban and rural drainage, horizontal and vertical alignments, superelevation, geometrics, joint layouts, graphical grades, sequence of construction, earthwork and quantities.
12/03- 07/06	**700-29-0022 (ENGR.) 014-04-0028 & 014-04-0029 (CONST.) / US 165 (Oberlin to Oakdale):** *Allen Parish* – Designed and managed 4-lane rural highway (RA-3), and five lane urban arterial (UA-2) for DOTD and LTM in Allen Parish. Designed urban and rural drainage, horizontal and vertical alignments, superelevation, geometrics, 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	18	
Title	Senior Design Engineer		Years of relevant experience with other employer(s)	0	
Degree(s) / Years / Specialization			B.S. / 2002 / Civil Engineering		
Active registration number / state / expiration date			32914 / LA / March 31, 2023		
Year registered	2007	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities			Ms. Gill's role will be Stage 0 & Roadway Design. She will also serve as an Environmental Professional. She is **NEPA Certified (NHI Course No. 142005).**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
Stage 0 Studies / Stage 1 (NEPA)	
05/13-Present	**H.002825 / Nicholson Drive (LA 30) Brightside Lane to Gourrier Ave (Stage 1):** *East Baton Rouge* – As project engineer, Ms. Gill was responsible for the development of design alternatives in addition to the preparation of a Line and Grade Study and an Environmental Assessment was in accordance with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), and Louisiana Department of Transportation and Development (LADOTD). This project consisted of an environmental analysis, evaluation, and documentation of the socio-economic and environmental impacts of three (3) alternatives as well as a no-build alternative. The objective was to provide detailed planning and environmental analysis that result in the documentation of an environmental decision.
05/17 –05/19	**H.012306 / Stage 0 Study / LA 42: Highland Road at Pecue Lane:** *East Baton Rouge Parish* – As project engineer, Ms. Gill was responsible for overseeing the development of the design alternatives that meet the requirement and needs of the project. She met with local and state agencies to determine needs and requirements. After developing a purpose and need, Ms. Gill developed alternatives that were acceptable to the community. Ms. Gill was responsible for the compilation of the Feasibility Study Report.
08/17 – 05/18	**H.012353.1 / Stage 0 Study / LA 8: Sabine River to US 171:** *Vernon Parish* **–** As project engineer, Ms. Gill was responsible for overseeing the development of the design alternatives that met the requirement and needs of the area. She met with local and state agencies to determine long term planning needs and requirements. After developing a purpose and need, Ms. Gill developed alternatives that were acceptable to the community. Ms. Gill was responsible for the compilation of the Feasibility Study Report.
06/10 – 07/11 **…Continued**	**701-65-1404 / Stage 0 Study / LA 447 and I-12 Interchange:** *Livingston Parish* **–** As project engineer, Ms. Gill evaluated the capacity and safety limitations of LA 447 from Buddy Ellis Road to the Wal-Mart/Winn Dixie

	signalized intersection just north of Pendarvis Road and offered alternatives for making improvements to the route. Included in these limits is the LA 447 interchange with I-12.
09/09 – 11/10	**700-52-0191 / Stage 0 Study / US 190: LA 1089 (Mandeville) to US 11 (Slidell):** *St. Tammany Parish* **–** As project engineer, Ms. Gill was responsible for overseeing the development of improvements to US 190 that meet the needs of area residents. Ms. Gill was responsible for all meetings with the general public and state and local officials. She was also responsible for the development of the Stage 0 Feasibility Report/Document.
12/08 – 11/09	**700-55-0118 / Stage 0 Study / Replacement of the Houma Tunnel:** *Terrebonne Parish* – As project engineer, Ms. Gill was responsible for developing design alternatives that met the requirements of the area. She met with the South Central Planning & Development Commission to determine long term planning needs and requirements. After developing purpose and need, Ms. Gill developed alternatives that are acceptable to the community. Ms. Gill was responsible for the compilation of the Feasibility Report.
09/08 – 12/09	**701-65-1057 / Stage 0 Study / US 171 Realignment (DeRidder Bypass):** *Beauregard and Vernon Parishes* – As project engineer, Ms. Gill coordinated all meetings with the state and local officials. As head of the design team, Ms. Gill was responsible for alternative routes which were submitted to the public. The location of the bypass was in an environmentally sensitive as well as a physical sensitive area of Beauregard Parish. As a result, Ms. Gill worked closely with residents and officials to minimize impact to the area.
Roadway and Bridge Design	
09/19-Present	**H.010155 / US 90: Rail Spur Removal SE of LA 85:** *Iberia Parish* – Ms. Gill is the 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 railroad crossing will be replaced with an access tunnel beneath the mainline and frontage roads. The proposed tunnel will consist of a culvert structure placed at the existing ground level. Embankment will be required to raise the profile grade line of US 90 and the frontage roads to allow for the culvert structure to pass underneath.
10/12 - Present	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – Ms. Gill is bridge design engineer for this project consisting of a bridge and roadway project that is to be widened from four lanes to six lanes. This project has 8 girder span bridges with column and pile bents configurations. Bridge evaluation and rating was performed followed by recommendations made to the DOTD Bridge Design Section to either widen or replace the existing bridges. Ms. Gill designed girders, spans, and column bents.
04/14 - Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Ms. Gill is the bridge design engineer for this project and is 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.

16. **Staff Experience:**

Firm employed by Vectura Consulting Services, LLC					
Name	Sheelagh Brin Ferlito, PE, PTOE		Years of relevant experience with this employer	6	
Title	Supervisor		Years of relevant experience with other employer(s)	27	
Degree(s) / Years / Specialization			B.S. / 1988/ Civil Engineering		
Active registration number / state / expiration date			PE.0025383 / LA / 9/30/2023		
Year registered	1993	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Project Advisor for Stage 0 Traffic Studies **(MPR 4)**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
07/19 – current	**H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement PPP (Belle Chasse, LA)** Brin is the project manager for the temporary and permanent traffic signal plans for the intersections of LA 23 at Burmaster St and at Engineers Rd. She based her **traffic signal plans and timings** on design year volumes that were developed using growth rates from the New Orleans Regional Planning Commission Travel Demand Model. This project is the first ever Public-Private-Partnership performed by Louisiana DOTD.
04/18 – 12/21	**H.011909.5-4 Roundabout: US 171 at Boone St. (Vernon Parish)** Brin reviewed 60% Preliminary Signing and Striping Plans and developed documented comments based on DOTD Road Design Manual, DOTD Standard Details and MUTCD. She is also the project manager for the design of **temporary traffic signal plans** that will be implemented during the roundabout construction at the intersection of US 171 at Boone Street in Leesville, LA. She coordinated access management issues using aerials, aged traffic volumes and Synchro.
09/20 – 12/21	**H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish)** Brin is the project manager for the design of temporary traffic signal plans that will be implemented during the roundabout construction along LA 30 in Gonzales, LA. The project involves replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at the Tanger Boulevard. Vectura also developed **signal timing plans** for each phase of the construction to maintain progression along LA 30.
07/18 – 04/19	**LA 1 Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Design West Baton Rouge Parish (Addis, LA)** Brin developed a Pedestrian Crosswalk Study and Traffic Signal Construction Plans for the intersection of LA 1 at LA 990 in Addis, LA. The study was based on DOTD Traffic Engineering Manual Crosswalk Guidelines followed by traffic signal design plans based on DOTD requirements. The study included traffic and pedestrian traffic data collection, a speed study, **crash analyses**, intersection analyses **and progression analyses**. The signal plans included pedestrian signal equipment**, signal timing parameter calculations**, crosswalk striping, signs, DOTD pay items, estimated quantities and construction cost. Brin also assisted with the Parish with the DOTD Permit Request for Intersection Control Devices on a State Right of Way.
09/17 – 04/18	**US 11 at US 190 Bus. (Fremaux Ave.) Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Equipment Design (Slidell, LA)** Brin developed a formal traffic study for a proposed crosswalk with pedestrian traffic signal equipment and pedestrian clearance timings based on DOTD requirements. Brin assisted with vehicle and pedestrian data collection, analyzed 3-year intersection crash data and **developed signal timing for pedestrians** to cross the street.
02/08 – 04/16	**CE&I for EBR Traffic Signal Systems Phase IV and Phase VA Construction SPN 013-05-0043 and H.001609.6 (Baton Rouge, LA)** Brin was the project resident engineer for the construction of **66 traffic signals** in Baton Rouge. She maintained records of the contractor's daily operations and recorded significant events that affected construction progress. She coordinated included all utility issues, shop drawing submittal review, schedule review, monthly progress meetings, daily installed quantities, concrete sampling for

Cont'd	DOTD materials lab, change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into interstate fiber backbone and ATM / EOC building. Daily logs, quantities, change orders, pay estimates were recorded in DOTD Site Manager.
04/14 – 12/14	**H.002301 Signal Design for N. Sherwood Forest Dr. Widening Project (Baton Rouge, LA)** As the project engineer, Brin **designed three signalized intersections** as part of a road widening project as per EBR DPW and DOTD requirements. Ms. Ferlito developed the traffic signal equipment, signal timing and communication construction plans, special provision specifications, quantities, and cost estimate. She also performed tasks to develop the striping plans and sequence of construction plans which included temporary signal equipment placement due to lane shifts during construction.
09/13 – 04/14	**S.P. 700-99-0477 Jefferson Hwy. Signal Design (Baton Rouge, LA)** Ms. Ferlito designed traffic signal plans for 11 intersections along Jefferson Highway between College Drive and the I-12 On Ramp in Baton Rouge. Design included traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout. Design also included **traffic signal synchronization signal timing** and pedestrian signal timing. She prepared estimated quantities, preliminary and final signal construction plans and specifications.
03/05 – 11/05	**Airline Hwy Widening SPN 700-99-0332 (Baton Rouge, LA)** Brin designed 8 traffic signals as part of the Airline Hwy. widening project in Baton Rouge. Her design included traffic signal equipment, **signal synchronization timing**, fiber communication, storage length calculations based on queues analyses, special provision specifications, quantities, and cost estimate. This project included fiber design to be the first Baton Rouge project to connect video surveillance images and traffic controller information to the ATM / EOC.
02/03 – 01/04	**EBR Traffic Signal Systems Phases IV and V SPN 700-17-0172 (Baton Rouge, LA)** Brin was the project engineer for the **design of 66 signalized intersections** on eight arterials in Baton Rouge which included traffic signal equipment, pedestrian crosswalk equipment, emergency vehicle and railroad preemption equipment, fiber interconnect equipment as well as traffic signal synchronization. Brin prepared traffic signal construction plans, estimated quantities, and specifications.

16. **Staff Experience:**

Firm employed by Vectura Consulting Services, LLC					
Name	Laurence Lucius Lambert, II, PE, PTOE, PTP			Years of relevant experience with this employer	6
Title	Supervisor			Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization			B.S./1997/Civil Engr. M.S./2006/Civil Engr. (Transportation focus) M.B.A./2010		
Active registration number / state / expiration date			PE.0029901 / LA / 3/31/2024		
Year registered	2001	Discipline	Civil		
Contract role(s) / brief description of responsibilities			QC of Stage 0 Traffic Studies **(MPR 4)**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
10/17 - 10/18	**H.013025 LA 182 (University Avenue) Corridor Planning Study (Lafayette, LA)** Laurence was the lead transportation engineer for a **Corridor Planning Study** for LA 182. The scope focused on improving safety and mobility for pedestrian, bicycle, and transit users. Laurence collected AM & PM peak vehicle turning movement counts as well as pedestrian and bicycle counts. Laurence coordinated with the Acadiana Planning Commission to **develop growth rates and design year volumes**. Laurence then performed Highway Capacity Manual analysis for 5 intersections along the intersection analyses for the signalized and roundabout controlled alternatives. Included in the study was a **safety analyses** of five intersections and the intermediate segments. Based on the results of the safety analysis, Laurence provided design criteria to the design team for improving safety of pedestrians, bicycles, and vehicles.
02/17 - 10/17	**STPN 17-023 Stage 0 Judge Tanner Boulevard at N. Causeway Roundabout Study (St. Tammany Parish, LA)** Laurence developed a **Stage 0** Feasibility Study for roundabouts at 4 intersections in Mandeville area. Laurence, along with Brin, collected 7-day, 24-hour counts w/ classification on mainlines, turning movement counts for peak periods and speed data for mainlines. Laurence coordinated with the New Orleans Regional Planning Commission to develop growth rates and design year volumes from the TransCAD model. He performed traffic signal warrants analyses, performed a Sidra unsignalized, signalized and roundabout analyses.
06/16 - 09/17	**H.004490 Stage 0 Roundabout Studies, (Lafayette Parish, LA)** Laurence performed a **Stage 0 Feasibility Study** for roundabouts at ten intersections in the Lafayette area. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual Section 20.2. Laurence, along with Brin, **collected 7-day, 24-hour counts w/ classification, turning movement counts for peak periods and speed data for mainlines**. Once the traffic data was collected, Laurence performed **traffic signal warrants analyses**, performed a Sidra unsignalized, signalized and roundabout analyses. After the analyses were completed, Laurence developed a report that captured the results.
09/16 - 04/17	**H.004957.5 I-12 To Bush - LA 3241 (I-12 – LA 36) Corridor Study (St. Tammany Parish, LA)** Laurence was the lead traffic engineer for a **DOTD traffic study** for the new LA 3241 alignment with the purpose of obtaining both existing and projected future traffic variables in accordance with standard operating procedures typically performed in these types of analyses. Laurence worked closely with the NORPC and District 62 to develop design year volumes using data the TransCAD model. The traffic study examined concepts that improved the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management. Laurence, along with Brin, **collected 7-day, 24-hour counts** w/ classification on mainlines, turning movement counts for morning and evening peak periods and speed data for mainlines. Laurence also developed a VISSIM **traffic simulation model** of the preferred alternative.

01/17 – 07/17	**H.972216.1 Stage 0 Feasibility Minnesota Park Road Improvements (Tangipahoa Parish, LA)** Laurence was the task leader for traffic data collection and intersection analyses of a **Stage 0 Feasibility Study**. Laurence utilized the Highway Capacity Manual Analyses software Sidra software to perform an alternative analysis. Laurence was the principal author of the traffic study for the **Stage 0**.
03/13 – 07/13	**RPC Task S-5.13 MTP Refinement: Road Safety Assessment for US 190 Gause Boulevard (Slidell, Louisiana)** Laurence was the Project Manager for a road safety assessment for US 190, a high-accident corridor, in Slidell with the objective of identifying the different safety issues as well as recommending potential safety improvements. **Crash data**, traffic volumes, traffic speed, **signal timings** and phasing information from the Regional Planning Commission and other resources were gathered and analyzed. Road safety issues and improvements included speed, multi-modal considerations, pavement marking, signs, intersection control, lighting, obstructions, access points, traffic generators and weather conditions.
03/10 - 11/11	**S.P. No. 700-09-0171 Stage 0 and 1 Study I-49 Inner City Connector (Shreveport, LA)** This 3.5-mile route will connect existing I-49 / I-20 interchange to the proposed I-49 / I-220 interchange. After completing the **Stage 0**, Laurence was the project manager for the traffic analyses for the EA phase. The total traffic analyses effort included over 30 TransCAD Models, 20 interchanges and 70 intersections. Analyses included signalized and unsignalized intersections, basic freeway segments, freeway merge / diverge segments and freeway weaving segments at the studied intersections and interchanges. This project included performing both Interchange Modifications Reports (IMRs) and Interchange Justification Reports (IJRs).
11/09 – 08/10	**I-12 at Millerville Road Interchange Modification Request (Baton Rouge, LA)** The scope of this project consisted of preparing and obtaining environmental clearance for the proposed future roadway and signal improvements at the I-12 / Millerville Road Interchange. Laurence developed all HCS analyses and a micro-simulation model of the preferred alternative. Laurence also participated in several public meetings to satisfy the environmental clearance requirements.
04/04 - 09/06	**Stage 0 I-10 at Pecue Lane Interchange Justification Study (Baton Rouge, LA)** Laurence was the lead traffic engineer for a **Stage 0** traffic study analyzing the proposed interchange at I-10 and Pecue Lane. Laurence developed current and future traffic volumes based on the CRPC **TransCAD model** growth rates. Using HCS, Laurence **analyzed signalized and unsignalized intersections**, basic freeway segments, freeway merge / diverge segments and freeway weaving segments. Laurence also developed a micro-simulation model in both VISSIM and TSIS.
04/04 - 12/04	**I-10 Frontage Roads, Picardy Interchange, Bluebonnet Siegen (Baton Rouge, LA)** Laurence provided the traffic analysis for a highly unique reconfiguration of interstate ramps that included frontage roads and an overpass of I-10 for new an interchange at Picardy. HCS and VISSIM were the primary analysis tools for the analysis. As part of the design team that developed the concept for this project, Laurence performed **feasibility studies**, developed design criteria, and coordinated with city, state and federal agencies for approvals as well as gathered public input. Laurence prepared traffic signal timings and designs that included cost estimates for the project.

16. **Staff Experience:**

Firm employed by Vectura Consulting Services, LLC					
Name	Prasanth Malisetty, PE, PTOE, PTP, RSP1		Years of relevant experience with this employer	1	
Title	Project Traffic Engineer/Project Manager		Years of relevant experience with other employer(s)	17	
Degree(s) / Years / Specialization			B.E. / 2003/ Civil Engineering; M.S. / 2004/ Civil Engineering		
Active registration number / state / expiration date			PE.0035792 / LA / 3/31/2023		
Year registered	2010	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Project Manager of Stage 0 Traffic Studies **(MPR 4)**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
11/20 – 12/21	**H.011909.5 Roundabout: US 171 at Boone St. (Leesville, LA)** Prasanth was the lead designer of temporary traffic signal plans as part of the sequence of construction plan for a roundabout construction at the intersection of US 171 at Boone Street in Leesville, LA. Prasanth developed a detailed study of sequence of construction plans to determine the **optimal traffic signal operation** and required traffic signal equipment for each sequence of construction phase. Prasanth developed multiple traffic signal timing plans by time of day for each sequence of construction phase to maintain progression along main corridor, as well as, developed temporary signal plans including pole and span wire layout, signs, striping, power source, **signal timings** by time of day, vehicle detection, signal head placement, wiring diagram, pole height calculations, clearance calculations, quantities, construction cost estimate.
09/20 – 12/21	**H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish) LA** Prasanth was the lead designer of temporary traffic signal plans that will be implemented during the roundabout construction along LA 30 in Gonzales, LA. The project involved replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at the Tanger Boulevard. Vectura also developed **signal timing plans** for each phase of the construction to maintain progression along LA 30.
12/18 – 7/20	**H.002297 LA 37 Sullivan Road to Liberty Road (Baton Rouge, LA).** Prasanth was the project manager to develop feasible roadway improvement that will improve operation and increase safety along the LA 37 corridor. The project included **data collection, development of growth rates, existing and future traffic analyse**s. Prasanth was responsible for traffic forecasting for no-build and future alternatives using the CRPC travel demand models. Also, performed the **existing and future traffic analysis** and propose potential alternatives to mitigate existing deficiencies.
12/18 – 7/20	**H.012018 LCG Adaptive Traffic Signal System (Lafayette, LA)** The project was to develop an Adaptive Traffic Signal network for the Lafayette Consolidated Government, which involved upgrading 190 traffic signal controllers. In addition, 79 traffic signals were upgraded to become adaptive traffic signals. At the time, this was the largest adaptive traffic signal system installed within the state of Louisiana. Prasanth was the project engineer responsible for overseeing field inspection and develop signal design plans that included **traffic signal timings.**
10/16-12/18	**H.012685 LA 385 Ryan Street Feasibility Study (Lake Charles, LA)** Prasanth was the project engineer responsible for **developing feasible alternatives** to preserve / enhance mobility and safety along the corridor. The 1.8-mile corridor study area includes 22 intersections and 133 driveways. The project included data collection, **traffic signal warrants, safety / crash review**, traffic forecasting,

Cont'd	developing alternatives, analysis of existing and proposed conditions and benefit / cost analysis. The future year traffic for the proposed roadway alternatives was forecasted utilizing IMCAL travel demand model.
01/16 – 11/17	**H.012307 LA 6 Feasibility Study (Natchitoches, LA)** Prasanth was the Project Engineer responsible for performing Stage 0 Feasibility study along the corridor. Responsible for **safety analysis** and alternatives analyses which includes roundabouts, R-CUT and signalized intersection using Sychro, Sidra and Vissim software.
06/15 – 04/17	**H.011733.5 US 80 Traffic Control Signal Upgrade (Shreveport, LA)** Prasanth was the Project Engineer responsible for developing new **signal design plans and timings** along the corridor. Responsible for data collection, intersection analysis and signal design plans.
06/15 – 12/16	**H.011280.1 LA 10 Stage 0 Feasibility Study (Bogalusa, LA)** Prasanth was the Project Engineer responsible for performing a **Stage 0** Feasibility study along the corridor. Responsible for traffic forecasting, safety analysis and developing alternative concepts to improve corridor operations.
01/11 - 04/12	**H.005734 LA 447 Corridor Study (Walker, LA)** Performed alternatives analysis using VISSIM modeling to **improve safety** and mobility. Included analysis of eight roundabout geometry intersections.
06/11 – 8/12	**H.002397.1 LA 16 – I-12 Interchange, Livingston Parish, LA.** Prasanth was the Project Engineer responsible for traffic forecasting, interchange analysis using HCM and intersection analysis using Synchro. Responsible for developing multiple interchange alternative concepts that included **signal timing**.
09/10 – 2/12	**S.P. No. 700-99-0447 US 190 Superstreet Study, Covington, LA**. Prasanth was the project engineer responsible for performing corridor study and develop solutions to improve mobility along the corridor. The alternatives analyses included R-CUT and signalized intersection using Synchro and SimTraffic. Responsible for data collection, travel time runs and intersection analysis that included recommended **signal timings**.
8/10 – 2/18	**DOTD Traffic Engineering Contracts (Statewide, LA)** As a project engineer for numerous task orders for Signal Timing Studies and Designs, Prasanth was responsible for coordinating data collection tasks, intersection analysis, **crash analysis,** developing coordinated **signal timing plans** and field implementation / fine tuning along 27 corridors throughout statewide which involved 264 intersections. Following are the list of corridors: • District 04; LA 1, LA 526 & US 171, Shreveport, LA; LA 3, LA 3105 & LA 72, Bossier, LA – 110 intersections, 7 corridors • District 02; LA 3040 & LA 57, Houma, LA; LA 20, Thibodaux, LA; US 61, New Orleans, LA – 44 intersections, 4 corridors • District 62; US 11, Slidell, LA; LA 19, Baker, LA; LA 44, Gonzales, LA; LA 3124 & LA 60, Bogalusa, LA; LA 10 Franklinton, LA; LA 16, Amite, LA; LA 38, Kentwood, LA; LA 25, Folsom, LA – 68 intersections, 9 corridors • District 58; US 425, Vidalia & Ferriday, LA – 11 intersections, 2 corridors • District 08; LA 1208-03, US 71 & LA 28 – 21 intersections, 3 corridors District 07; US 190 & US 171, DeRidder, LA – 10 intersections, 2 corridors
07/09 – 09/11	**S.P. No. 70-99-0447, T.O. No. 701-65-1279, Houma Signal Study and Timing of LA 24 (Houma, LA)** Prasant was the Project Engineer responsible for developing new **signal design plans and timings** along the corridor. Responsible for data collection, intersection analysis and signal design plans.

16. **Staff Experience:**

Firm employed by Vectura Consulting Services, LLC					
Name	Kristen Gahagan Farrington, PE, PTOE			Years of relevant experience with this employer	1
Title	Project Traffic Engineer			Years of relevant experience with other employer(s)	6.5
Degree(s) / Years / Specialization			B.S./2014/Civil Engr.		
Active registration number / state / expiration date			PE.0042785 / LA / 3/31/2023		
Year registered	2016	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Task Leader for Stage 0 Traffic Studies **(MPR 4)**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
02/21 – Current	**LA 67 (Plank Rd) Corridor Enhancement – Dawson Street to Harding Blvd (Baton Rouge, LA)** Kristen developed crash diagrams in CAD to identify any correctable crash types as part of Appendix C of the traffic report.
03/19 – 11/19	**H.012311 LA 429 Connector Stage 0 (Ascension Parish)** Kristen was the task leader for the preparation of a **Stage 0** study to evaluate alignments for a limited-access corridor (LA 429) near I-10, between LA 30, LA 73, and US 61. Two alternatives for the widening and reconstruction of LA 429 were evaluated. The scope consisted of stakeholder and public meetings, site visits and data collection, phasing of alternative development for the corridor, scope and budget checklists, and an opinion of probable cost to prepare the **Stage 0** Report. Kristen served as the civil engineer responsible for designing high level concept exhibits and comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes, coordinated with interchange study consultants for a cohesive project, and wrote report.
09/17 – 09/18	**H.011160 LA 73 Corridor Study Stage 0 (LA 74 to LA 621) (Ascension Parish)** Kristen was the designer responsible for concept development, report writing, and impact analysis for a **Stage 0** study. The purpose of the study was to evaluate conceptual alternatives to improve capacity and operations along the LA 73 corridor and its connecting transportation network. The scope included the evaluation of three interchange configurations for the interchange of I-10 at LA 73 in conjunction with two corridor alternatives for LA 73, resulting in six different alternatives for which line and grade, impacts, and high-level cost estimates were prepared.
6/19 - 2/21	**H.013459 US 167 Improvements Stage 0 (Elsie Street to Gilbert Street) (St. Landry Parish)** Kristen served as project manager for a **Stage 0** study to evaluate the addition of a third lane to US 167 from Elsie Street south to a point past Gilbert Drive. Environmental impacts and cost estimates were prepared, as well as a benefit-cost analysis of all improvements considered. Civil Engineer responsible for safety analysis including crash rate number method, over-representation, CATScan quality assurance, HSM existing safety analysis, and No-Build Analysis. Designed high-level concept exhibits and comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes.
6/19 - 2/21	**H.013460 US 167 Improvements Stage 0 (Enola Street to Ross Road) (Evangeline Parish)** Kristen served as project manager for a **Stage 0** study of a two-lane road to remove a curvilinear section of US 167 from Enola Street near LA 748, southeast for approximately 1.2 miles. The study compared connecting existing property owners to a new roadway with driveways or intersection of old roadway. Environmental impacts and cost estimates were prepared. Civil Engineer responsible for safety analysis including crash rate number method, over-representation, CATScan quality assurance, HSM existing safety analysis, and No-Build Analysis, as well as a benefit-cost

Cont'd	analysis. Designed high-level concept exhibits and a comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes.
11/18 - 3/21	**H.013322 LA 3040 Feasibility / Safety Study Stage 0 (Houma, LA)** Kristen served as project engineer for a study to identify safety and operational issues along 2.5 miles of Martin Luther King Boulevard (LA 3040) in Houma, LA to evaluate reasonable alternatives to address any deficiencies discovered. Kristen was responsible for compiling a data collection plan for submittal to DOTD, including count locations, determined peak periods, and peak hours. Kristen performed peak period observations in the field and geometric field checks, as well as unmet demand observations and calculations. Kristen prepared TMC figures, as well as performed existing analysis in Vistro. Compiled all data collected into Appendices A and B per the DOTD Traffic Process and Report and wrote Chapter 1 of report. Kristen represented the project at stakeholder meetings to discuss project status.
04/18 – 04/19	**H.011243.1 I-49 at US 190 and LA 31 Interchange Improvements Stage 0 (St. Landry Parish)** Kristen was the project engineer responsible for crash and safety analysis, report writing, planning, and designing for this **Stage 0** Study to evaluate alternatives to improve traffic operations and safety at the I-49 interchanges with US 190 and LA 31. Crash and safety analysis was performed using the LADOTD CAT Scan tool and IHSDM, and line and grade was prepared to DOTD Design Standards for various corridors, including arterial collectors and freeway ramps. Close coordination with traffic engineer ensured maximum improvement of safety and operations given limited right-of-way and utility conflicts along the corridors.
04/19 – 6/21	**H.013817.1 A 117 Improvements Stage 0 (Vernon and Natchitoches Parishes)** Kristen served as project engineer responsible for a **Stage 0** study for 18 miles of two-lane LA 117 from LA 8 to LA 118. The study evaluated the impacts of correcting deficient vertical and horizontal geometry along the corridor, widening for the addition of shoulders, and adding passing lanes and turn lanes at strategic locations along the corridor. Kristen was responsible for performing the safety analysis including crash rate number method, over-representation, CAT Scan quality assurance, HSM existing safety analysis, and No-Build Analysis. Kristen designed high-level concept exhibits, evaluated environmental impacts, and prepared high level cost estimates and comparison matrices to determine which preliminary alternatives best meet the purpose and need of the project. Kristen compiled all findings in the **Stage 0** report and coordinated with stakeholders and local agencies to ensure purpose and need of project is met.

16. **Staff Experience:**

Firm employed by Vectura Consulting Services, LLC					
Name	Reece Rodrigue, PE, PTOE			Years of relevant experience with this employer	1
Title	Project Traffic Engineer			Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization			B.S. / 2013/ Civil Engr.		
Active registration number / state / expiration date			PE.0042074 / LA / 3/31/2023		
Year registered	2017	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Support Traffic Engineer for Stage 0 Studies **(MPR 4)**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
02/21 – Current	**LA 67 (Plank Rd) Corridor Enhancement – Dawson Street to Harding Blvd (Baton Rouge, LA)** Reece performed the geometric field checks along with Prasanth. Reece then captured the geometric field data in figures developed in CAD per the **TEPR process**.
09/20 – 12/21	**H.011909.5-4 Roundabout: US 171 at Boone St. (Vernon Parish)** Reece is a project engineer as part of the design team for the temporary signal design associated with the **sequence of construction** for the roundabout at US 171 at Boone St. He conducted a thorough analysis of the existing allowable movements on US 171 and identified the movements that would be restricted during the proposed construction process and how it would impact the typical traffic patterns.
09/20 – 12/21	**H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish)** Reece is a project engineer as part of the production of the temporary signal design associated with the **sequence of construction** for the roundabouts on LA 30 in Gonzales, LA. This project consists of eight proposed construction phases. Prasanth and Reece calculated the temporary pole heights, determining the placement location for the temporary poles for each phase, measuring and calculating clearance intervals. Reece conducted a thorough analysis of the existing allowable movements on LA 30 and identified the movements that would be restricted during the proposed construction process and how it would impact the typical traffic patterns.
4/20 - Current	**H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership Project (Belle Chasse, LA)** Reece is the design engineer for the **temporary traffic signal plans** for the intersections of LA 23 at Burmaster St and at Engineers Rd. The design of the temporary signals is set for eight phases of construction. Temporary pole locations were recommended for placement for use in all construction phases. Temporary pole heights and clearance interval calculations were conducted in accordance with DOTD and ITE guidance. Reece was responsible for producing the traffic analysis portion of the Traffic Management Plan (TMP), which were also used in the permanent and temporary signal timing plans. He also assisted in the production of the permanent signal plans for the same intersections as the temporary signal plans. Reece was responsible for the production of the permanent signal plans for the LA 23 intersections at Engineers Road and at Burmaster Street. He evaluated stop bar locations, calculated vehicle, and pedestrian clearance intervals, designed the railroad preemption sequence for both at-grade crossings, designed the wiring layout, and developed the interconnect plan.
11/15 – 12/16	**H.011849 Veterans Boulevard Corridor Stage 0 Feasibility Study (Jefferson Parish, LA)** Reece was the project manager for the **Stage 0** Corridor Retiming Study along Veterans Blvd from Lake Ave to Massachusetts Ave. He evaluated turning movement counts and the existing traffic signal timings and plans for the 31 signalized intersections along the corridor. He conducted travel time analyses

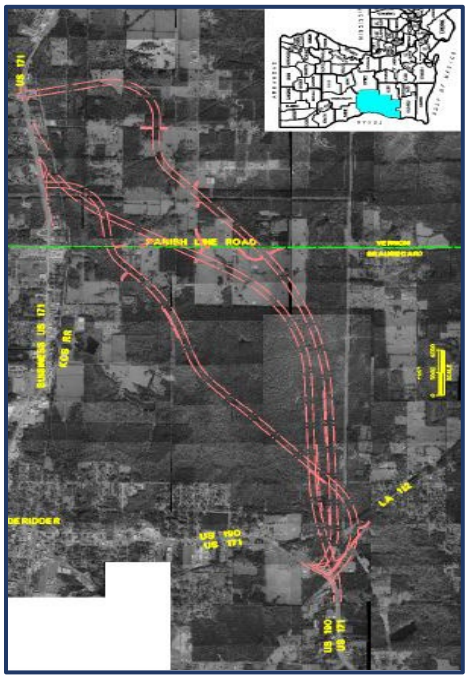
Cont'd	through the corridor during morning, midday, and afternoon peak periods to determine the current flow of traffic through the corridor. He used calculations recommended by ITE to determine the clearance intervals of each intersection along the corridor. For the purposes of analyzing each intersection along the corridor, he assisted in producing a model of the corridor using the traffic signal timing optimization software Synchro 8. He assisted in implementing the new signal timings into the traffic signal controllers of the intersections. Once implementation was complete, he conducted travel time analyses using the new traffic signal timings. He also assisted in drafting the study's report.
02/16 - 12/16	**H.005733.5 US 190 Superstreet Task Order (St. Tammany Parish, LA)** Reece was a team member responsible for the layouts for the US 190 **Superstreet signal designs**. He created the preliminary plans using the CAD software program MicroStation V8i. He aided in the technical design of each intersection. He conducted field inspections to verify locations of existing equipment as well as observing the area for feasible proposed utility locations. He attended project team meetings to discuss the project details as well as the plan-in-hand walk-through.
01/16 – 11/17	**Ochsner Main Campus Traffic Signals (Jefferson Parish, LA)** Reece served as a design engineer for the traffic signal plans for the two Ochsner Main Campus access traffic signals with US 90 (Jefferson Hwy). The goal of the design was **to implement updated pedestrian timings** as well as optimize progression through the US 90 corridor. He reviewed traffic data and assigned time of day coordination timing parameters for the two intersections so that they may be included in the coordinated system west of the intersections. He used TruTraffic determine the appropriate offset parameters so that vehicles may progress efficiently through the coordinated system. Plans for the two intersections were drafted in the form of DOTD's latest version of the TS) format. He was responsible for estimating construction quantities using DOTD's 2016 Spec Item list.

Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Planning	
Project name	**Stage 0 Feasibility Study - US 171 Realignment (DeRidder Bypass)**		Firm responsibility (prime or sub?)	Prime	
Project number	701-65-1057	Owner's name	LADOTD		
Project location	Beauregard & Vernon Parish		Owner's Project Manager	Connie Porter Betts	
Owner's address, phone, email	P.O. Box 94245 /Baton Rouge, LA. 70804 / (225)379-1100 / Connie.Porter@la.gov				
Services commenced by this firm (mm/yy)	09/08	Total consultant contract cost ($1,000's)		$ 199	
Services completed by this firm (mm/yy)	12/09	Cost of consultant services provided by this firm ($1,000's)		$ 199	

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 discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.

Shread-Kuyrkendall & Associates (SKA) provided engineering and environmental assessment for a **Stage 0 Feasibility Study** for US 171 Realignment (DeRidder Bypass). The purpose of the project was to investigate the potential realignment of US 171 around the city of DeRidder to reduce traffic congestion and volumes alone existing local streets within the city of DeRidder, as well as along the existing US 171 route. The conceptual route of the US 171 realignment would reroute US 171 near LA 112 in Beauregard Parish and connect it to the existing US 171 route near or in Vernon Parish, approximately 2.5 to 4 miles north of the intersection of US 171 and US 190. The Study included developing a purpose and need, which was obtained through coordinating and conducting meetings with representatives from local and state agencies to gather information on the project location. SKA performed site investigations, researched existing project data, and traffic studies were performed by a sub-consultant. Researched environmental inventory and assessment on constraints which would cause impacts to the project area. SKA developed three conceptual alternative routes to present to the public, local, and state representatives. SKA prepared and submitted a Final Feasibility Report for LA DOTD.



Firm Members Involved:
Richard R. Shread, P.E., P.L.S.(Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor)
Niccola D. Gill, P.E. (Project Engineer)

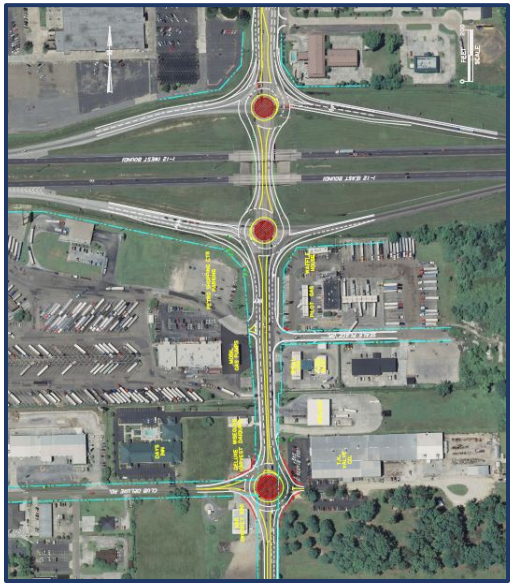
100% of work was performed in Louisiana

17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Planning	
Project name	**Stage 0 Feasibility Study - US 51B**		Firm responsibility (prime or sub?)	Prime	
Project number	701-65-1046	Owner's name	LADOTD		
Project location	Tangipahoa Parish		Owner's Project Manager	Shakira Story	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Shakira.Story@la.gov				
Services commenced by this firm (mm/yy)	09/08	Total consultant contract cost ($1,000's)		$ 141	
Services completed by this firm (mm/yy)	11/09	Cost of consultant services provided by this firm ($1,000's)		$ 141	

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 discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.

Shread-Kuyrkendall & Associates (SKA) provided engineering and environmental assessment for a **Stage 0 Feasibility Study** for US 51B located in Tangipahoa Parish. The purpose of this project was to investigate potential solutions to the traffic congestion in the US 51 corridor in Hammond, Louisiana generally from Ponchatoula Creek to just north of the I-12 interchange. Turning movements into and out of the US 51 corridor were investigated to determine various alternatives to improve the traffic congestion. The Study included developing a purpose and need, which was obtained through coordinating and conducting meetings with representatives from local and state agencies to gather information on the project location. SKA performed site investigations, researched existing project data, and traffic studies were performed by a sub-consultant. Researched environmental inventory and assessment on constraints which would cause impacts to the project area. SKA developed three conceptual alternative routes to present to the public, local and state representative. SKA prepared and submitted a Final Feasibility Report for LADOTD.



Firm Members Involved:
Richard R. Shread, P.E., P.L.S.(Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor)

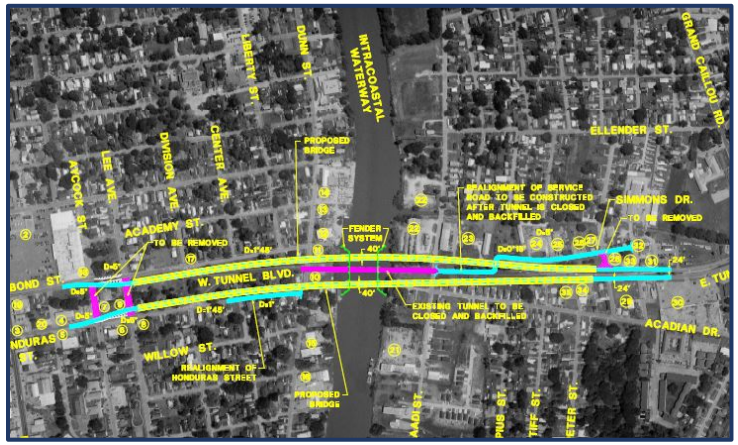
100% of work was performed in Louisiana

17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Planning	
Project name	**Stage 0 Feasibility Study – Replacement of the Houma Tunnel**		Firm responsibility (prime or sub?)	Prime	
Project number	700-55-0118	Owner's name	LADOTD		
Project location	Terrebonne Parish		Owner's Project Manager	Mike Aghayan	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Mike.Aghayan@la.gov				
Services commenced by this firm (mm/yy)	12/08	Total consultant contract cost ($1,000's)		$ 187	
Services completed by this firm (mm/yy)	11/09	Cost of consultant services provided by this firm ($1,000's)		$ 187	

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 discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.

The existing Houma Tunnel crosses the Intracoastal Waterway at Tunnel Boulevard adjacent to Bond and Honduras Streets in Houma, LA. The Intracoastal Waterway is part of the Gulf Intracoastal Waterway System (GIWW) which traverses South Louisiana and the Gulf Coast. Shread-Kuyrkendall & Associates (SKA) is the prime consultant under contract with the Louisiana Department of Transportation (LADOTD) to provide a **Stage 0 Feasibility Study** on the improvements or the replacement of the Houma Tunnel. SKA provided Line and Grade Studies, a preliminary environmental review, and associated cost estimates for three (3) possible alternatives of improvement. Several public meetings were held to inform the public and to receive comments for improvements. SKA held a final public meeting to present the alternatives to the public/shareholder.SKA met with various agencies during this process to acquire input such as general history, previous construction, traffic problems, and other general or specific information that was used to develop the alternatives. Traffic analysis was provided by a sub-consultant. SKA prepared and submitted a Stage 0 Feasibility Study Report that included the design considerations for the replacement and/or improvements to the Houma Tunnel for future LADOTD project considerations.



Firm Members Involved:
Richard R. Shread, P.E., P.L.S.(Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor)
Niccola D. Gill, P.E. (Project Engineer)

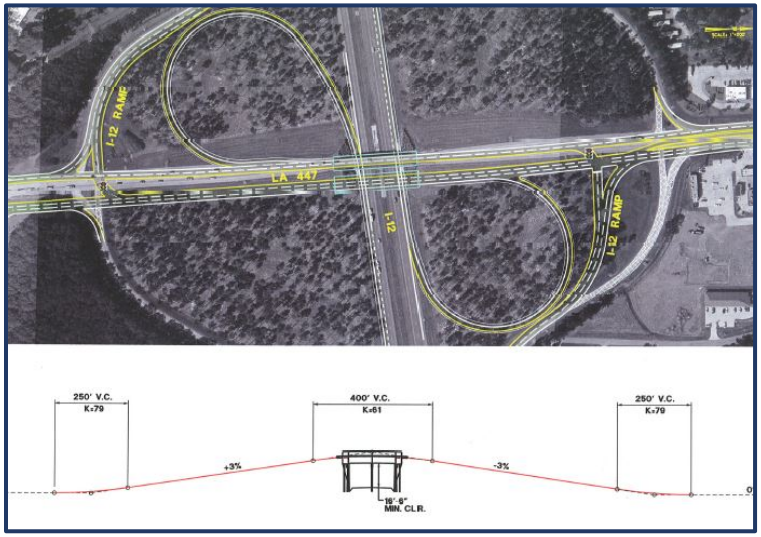
100% of work was performed in Louisiana

17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**	Past Performance Evaluation Discipline(s)*	Planning
Project name	**Stage 0 Feasibility Study – LA 447 and I-12 Interchange**	Firm responsibility (prime or sub?)	Prime
Project number	701-65-1404	Owner's name	LADOTD
Project location	Livingston Parish	Owner's Project Manager	Connie Porter Betts
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Connie.Porter@la.gov		
Services commenced by this firm (mm/yy)	06/10	Total consultant contract cost ($1,000's)	$ 216
Services completed by this firm (mm/yy)	07/11	Cost of consultant services provided by this firm ($1,000's)	$ 216

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 discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.

Stage 0 Feasibility Study consisted of studying the capacity and safety limitations of LA 447 from Buddy Ellis Road to the Wal-Mart/Winn Dixie signalized intersection just north of Pendarvis Road and offer alternatives for making improvements to the route, including the LA 447 and I-12 Interchange. SKA provided Line and Grade Studies, a preliminary environmental review, and associated cost estimates for three (3) possible alternatives of improvement. Several public meetings were held to inform the public and to receive comments for improvements. SKA held a final public meeting to present the alternatives to the public/shareholder. SKA met with various agencies during this process to acquire input such as general history, previous construction, traffic problems, and other general or specific information that was used to develop the alternatives. Traffic analysis was provided by a sub-consultant. The Conceptual Design Alternatives included one alternative for north of I-12 and one alternative for south of I-12 along LA 447. In addition, SKA developed three (3) interchange configurations that have been evaluated and were present to the public for review as part of this study. SKA prepared and submitted a Stage 0 Feasibility Study Report that included the design considerations for the LA 447 and I-12 Interchange and improvements along LA 447 for future LA DOTD project considerations.



Firm Members Involved:
Richard R. Shread, P.E., P.L.S.(Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor)
Niccola D. Gill, P.E. (Project Engineer)

100% of work was performed in Louisiana

17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associats, Inc.**		Past Performance Evaluation Discipline(s)*	Road	
Project name	**Road Design Services, St. Mary Parish**		Firm responsibility (prime or sub?)	Prime	
Project number	H.011706.5	Owner's name	LADOTD		
Project location	St. Mary Parish		Owner's Project Manager	Shawn Luke, P.E.	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1385 / Shawn.Luke@la.gov				
Services commenced by this firm (mm/yy)	09/21	Total consultant contract cost ($1,000's)		$ 186	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)		$ 186	

Describe the project including the firm's role and members involved. (Highlight members 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.

Shread-Kuyrkendall & Associates (SKA) is providing design services for preliminary and final roadway plans. This project involves the Design of roadway connector roads between Rosebud St. and Lockley St., Lockley St. and Orphan's Home Rd., and Haven's St. and Newman St. in the Town of Baldwin, St. Mary Parish, Louisiana. This will allow for the closure of the at-grade railroad crossings at Lockley St., Orphan's Home Rd., and Haven St.

Firm Members Involved:
Richard R. Shread, P.E., P.L.S.(Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor/Roadway Design)
Niccola D. Gill, P.E. (Roadway Design)

100% of work was performed in Louisiana

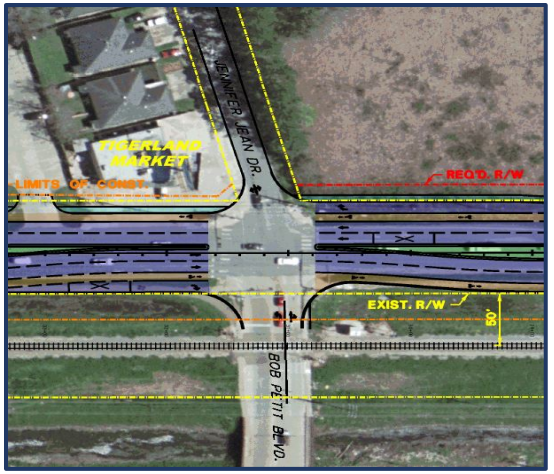
17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Planning	
Project name	**Nicholson Dr. (LA 30) Segment 1 (Brightside to South Gourrier)**		Firm responsibility (prime or sub?)	Prime	
Project number	H.002825	Owner's name	East Baton Rouge City-Parish		
Project location	East Baton Rouge Parish, Louisiana		Owner's Project Manager	Tom Stephens, P.E.	
Owner's address, phone, email	P.O. Box 1471, Baton Rouge, LA 70821 / (225)389-3186 / tstephens@brla.gov				
Services commenced by this firm (mm/yy)	10/12	Total consultant contract cost ($1,000's)		$ 460	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)		$ 231	

Describe the project including the firm's role and members involved. (Highlight members 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.

This project included an **environmental analysis**, evaluation, and documentation of the socio-economic and environmental impacts of three (3) possible alternatives as well as a no-build alternative for the widening of Nicholson Drive (LA 30). The existing roadway is an urban two-lane asphalt roadway with asphalt shoulders and mostly open ditch with some subsurface storm water drainage. A railroad track west of Nicholson Drive runs parallel for the entire length of the project restricting ROW. In addition to the railroad, there is a multi-use path that runs west of Nicholson Drive. The project length was approximately 5,690 feet. The purpose and need was developed to address existing and future capacity deficiencies along Nicholson Drive (LA 30) at a point 500 feet north of West Lee Drive/Brightside Lane and 400 feet south of Gourrier Avenue in the City of Baton Rouge, East Baton Rouge Parish. Various alternatives were studied during the development of the **Environmental Assessment (NEPA)** of this project. The most reasonable and practicable alternative was selected based on the purpose and need, acceptable cost, and environmental impact, and public input. The objective was to provide a line and grade study and detailed planning and environmental analysis that resulted in the documentation of an environmental decision. Four build alternatives for the proposed widening of Nicholson Drive were developed through this process.



Firm Members Involved:
Richard R. Shread, P.E., P.L.S.(Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor)
Niccola D. Gill, P.E. (Project Engineer)

100% of work was performed in Louisiana

17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Road/Bridge	
Project name	**Central Thruway & Bridges**		Firm responsibility (prime or sub?)	Prime	
Project number	97-CS-HC-0015	Owner's name	East Baton Rouge City-Parish		
Project location	East Baton Rouge Parish		Owner's Project Manager	Tom Stephens	
Owner's address, phone, email	P.O. Box 1471, Baton Rouge, LA 70821 / (225)389-3189 / tstephens@brla.gov				
Services commenced by this firm (mm/yy)	11/97	Total consultant contract cost ($1,000's)		$ 5,400	
Services completed by this firm (mm/yy)	05/13	Cost of consultant services provided by this firm ($1,000's)		$ 5,162	

Describe the project including the firm's role and members involved. (Highlight members 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.

The Central Thruway is an Urban Arterial (UA-2) located in the northeast quadrant of East Baton Rouge Parish that was completed with construction in 2013. It was a new alignment that connected O'Neal Lane at US 190 (Florida Boulevard) to LA 37 (Greenwell Springs) near Wax Road in the City of Central. Nearly four miles in length, this four lane divided highway crossed the Comite River, Beaver Bayou, and passed around wetlands, floodplains, and the Waddill Wildlife Refuge. The Central Thruway consisted of seven bridges ranging from Pre-Stressed Concrete Bulb-Tee Girder Spans, Type III Girder Spans, and Quad Beams. This project required permitting in accordance with the **NEPA process** and an **Environmental Assessment**. Corridor studies were performed with full environmental evaluation including "Line and Grade" studies for eight potential alignments. Public Meetings were held to provide awareness to the public and to receive their input. All tasks were performed by SKA for the Corridor Studies, Line and Grade Studies, Environmental Assessment, Public Meetings, and cost evaluation and comparison to list a few.

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

100% of work was 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

Describe the project including the firm's role and members involved. (Highlight members 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.

This project included plans for a brand new I-10 interchange at Pecue Lane, set to be the first operational Diverging Diamond Interchange (DDI) in the State of Louisiana. SKA provided engineering support from the very beginning of the environmental/ **NEPA process**, coordinated between all pertinent agencies and consultants. SKA investigated several design alternatives, alignments, and provided line and grade layouts for all alternatives considered. SKA attended several public meetings and was a major player and intricately involved in seeing the NEPA process to its successful completion. A final public hearing was required at the end of the NEPA process to ensure compliance with all environmental requirements. This large scale and very public and high profile project was ultimately broken into three phases to jump start the project in construction and provide more manageable construction funding. SKA managed the project and led the design team to successfully meet a shortened design schedule. In the end, the project consisted of six bridges, Mechanically Stabilized Earth (MSE) Retaining Walls, four interstate ramps and a six lane urban arterial section (Pecue Lane) with a Rieger Road connector. This interchange is currently in construction and as previously stated will be the state's first operational Diverging Diamond Interchange (DDI), an innovative approach in interchange design. The Pecue Lane DDI provides a higher level of operational efficiency and is a safer alternative to a conventional diamond interchange. It will consist of three thru lanes in each direction with raised medians and sub-surface drainage.

Firm Members Involved:
Richard R. Shread, P.E., P.L.S. (Project Supervisor)
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

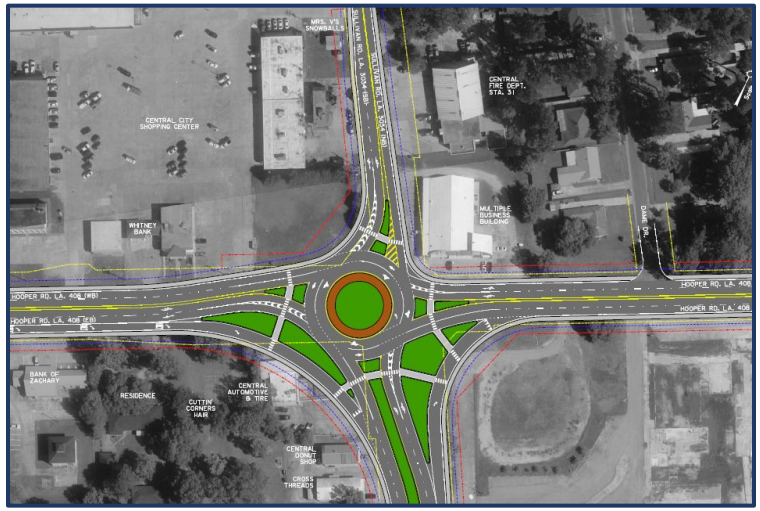
17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Road	
Project name	**Hooper Rd. Roundabout at Sullivan Rd. (LA 408 at LA 3034)**		Firm responsibility (prime or sub?)	Prime	
Project number	H.011923	Owner's name	LADOTD		
Project location	East Baton Rouge Parish		Owner's Project Manager	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)		$ 296	

Describe the project including the firm's role and members involved. (Highlight members 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.

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. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. 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. All conceptuals were provide with this in mind 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 LADOTD's Complete Streets Policy was followed for all alternatives.



Firm Members Involved:
Richard R. Shread, P.E., P.L.S. (Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor)
John P. Raymond, P.E. (Project Manager/Road Design)

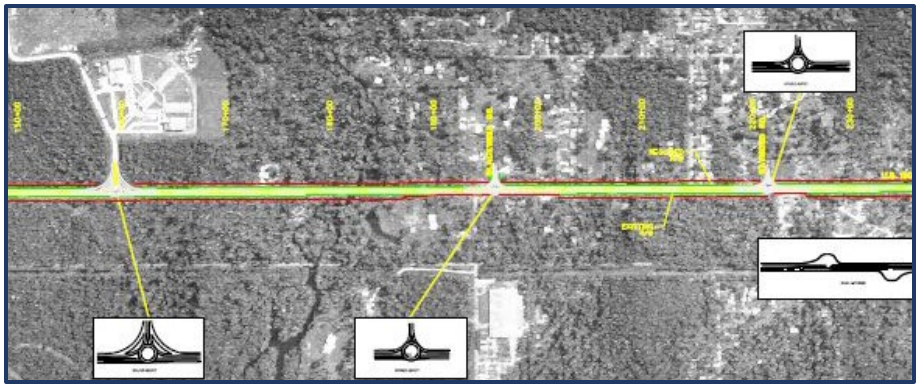
100% of work was performed in Louisiana

17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Planning	
Project name	**Stage 0 Study - US 190: LA 1089 (Mandeville) to US 11 (Slidell)**		Firm responsibility (prime or sub?)	Prime	
Project number	700-52-0191	Owner's name	LADOTD		
Project location	St. Tammany Parish		Owner's Project Manager	Mike Aghayan	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / mike.aghayan@la.gov				
Services commenced by this firm (mm/yy)	09/09	Total consultant contract cost ($1,000's)		$ 288	
Services completed by this firm (mm/yy)	11/10	Cost of consultant services provided by this firm ($1,000's)		$ 288	

Describe the project including the firm's role and members involved. (Highlight members 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.

The study area of US 190 consists of the intersection of LA 1089 (east of Mandeville, LA) and US 190 which serves as the entrance to Fountainbleau State Park. From there it proceeds easterly for approximately 16.2 miles to the intersection of US 11 and US 190 in the City of Slidell. The purpose of this study is to assess and identify alternative project concepts that will address existing and future roadway traffic, safety conditions, and access management strategies along US 190 at a point near LA 1089 east of Mandeville to US 11 in the City of Slidell. SKA provided Line and Grade Studies, a preliminary environmental review, and associated cost estimates for three (3) possible alternatives of improvement. Several public meetings were held to inform the public and to receive comments for improvements. SKA held a final public meeting to present the alternatives to the public/shareholder. SKA met with various agencies during this process to acquire input such as general history, previous construction, traffic problems, and other general or specific information that was used to develop the alternatives. Traffic analysis was provided by a sub-consultant. SKA prepared and submitted a **Stage 0 Feasibility Study Report** that included the design considerations for the Widening of US 190 for future LADOTD project considerations.



Firm Members Involved:
Richard R. Shread, P.E., P.L.S.(Principal)
Ripley "Gary" W. McClure, P.E.(Engineering Supervisor)
Niccola D. Gill, P.E. (Project Engineer)

100% of work was performed in Louisiana

17. **Firm Experience:**

Firm name	**Vectura Consulting Services, LLC**		Past Performance Evaluation Discipline(s)*		TM
Project name	Roundabout: US 171 at Boone St.			Firm responsibility (prime or sub?)	sub
Project number	H.011909.5-4	Owner's name	DOTD		
Project location	Vernon Parish, LA		Owner's Project Manager	Josh Harrouch	
Owner's address, phone, email	PO Box 94245 Baton Rouge, LA 70804-9245, (225) 242-4640, Joshua.Harrouch@LA.GOV				
Services commenced by this firm (mm/yy)	11/20	Total consultant contract cost ($1,000's)			unknown
Services completed by this firm (mm/yy)	12/21	Cost of consultant services provided by this firm ($1,000's)			59.045

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

Temporary Traffic Signal Design

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

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

Quality Control Review

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

Personnel Utilized on this project: Brin Ferlito, Prasanth Malisetty, Reece Rodrigue, Laurence Lambert, Kristen Farrington and Bridget Robicheaux (100% performed in Louisiana)

17. **Firm Experience:**

Firm name	**Vectura Consulting Services, LLC**		Past Performance Evaluation Discipline(s)*	TM
Project name	Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership		Firm responsibility (prime or sub?)	sub
Project number	H.004791	Owner's name	DOTD	
Project location	Vernon Parish, LA		Owner's Project Manager	Nickolas Olivier
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1133, Nicholas.olivier@la.gov			
Services commenced by this firm (mm/yy)	04/19	Total consultant contract cost ($1,000's)		unknown
Services completed by this firm (mm/yy)	03/21	Cost of consultant services provided by this firm ($1,000's)		229.796

Vectura is subconsultant to provide the traffic engineering services for the Belle Chasse Bridge & Tunnel Replacement Project for improvements along LA 23. This is the first Public Private Partnership (PPP) awarded by DOTD. Vectura is responsible for the following tasks:

- Preliminary and final traffic studies
    - Forecast volumes were based on expected growth consistent with local zoning and planning efforts as well as the Regional Planning Commission travel demand model
- **Temporary and final traffic signal plans**
- Assist the Prime with Traffic Management Plan (TMP)
- Response to request for information (RFI's)
- As-built plans for the traffic signals.

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

17. **Firm Experience:**

Firm name	**Vectura Consulting Services, LLC**	Past Performance Evaluation Discipline(s)*	TM
Project name	US 61 (Airline Hwy) @ Germany Rd. Traffic Signal Design	Firm responsibility (prime or sub?)	sub
Project number	MA-18-05	Owner's name	DOTD
Project location	Ascension Parish, LA	Owner's Project Manager	Andre Fillastre
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-242-4646, andre.fillastre@la.gov		
Services commenced by this firm (mm/yy)	01/17	Total consultant contract cost ($1,000's)	unknown
Services completed by this firm (mm/yy)	07/17	Cost of consultant services provided by this firm ($1,000's)	$32.9

Vectura provided a traffic signal study and design plans on US 61 (Airline Highway) at Germany Road as part of the Move Ascension program. The study and design conformed to all DOTD procedures and policies.

Task 1 Data Collection - This task conformed to the DOTD Traffic Engineering analysis process & report and will include the following elements:

- Collected seven-day, 24-hour 15-minute interval approach count with classification for each approach at the intersection of US 61 at Germany Road
- Collected turning movement vehicle and pedestrian counts (TMC) AM & PM at the three intersections:
- Performed peak hour observation, queue lengths / demand volumes, delay and operations for AM / PM Peaks
- Collected radar speed study (100 vehicles or 2 hours) (NB and SB US 61)

Task 2 Traffic Study - This task conformed to the DOTD EDSM_VI_3_1_6 Traffic Signals Section 5 and included the following elements:

- Developed 2018 and 2033 traffic volumes for AM and PM peak hours for the three intersections
- Performed Highway Capacity Manual (HCM) for three intersections
- Perform **Safety Analyses and 3-year crash history** for the intersection of US 61 (Airline Hwy.) at Germany Rd.
- Prepare a signed and sealed traffic study report summarizing the findings of the analysis.

Task 3 Traffic Signal Design - This task conformed to the DOTD Traffic Signal Inventory (TSI) Version 3.2 dated 2.15.18 and will include the following elements:

- Collected existing TSIs for US 61 (Airline Hwy.) at Germany Rd. / Duplessis Rd. and nearby coordinated intersections.
- Collected proposed geometric improvement plans including existing survey (CAD files) from by Evans-Graves
- Developed preliminary traffic signal design plans for the intersection of US 61 (Airline Hwy.) at Germany Rd.
- Developed preliminary quantities and estimate of probable construction cost
- Plan in Hand Field Visit
- Develop final plans including **signal timing**

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

17. **Firm Experience:**

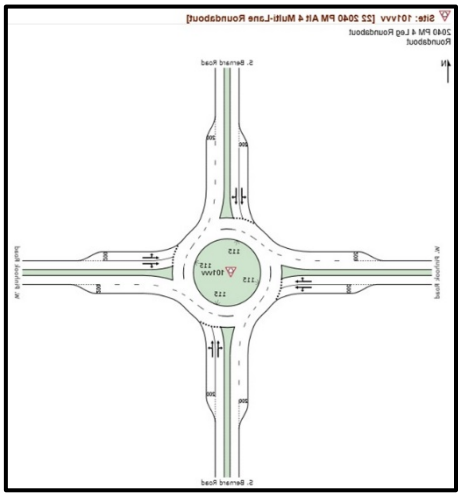
Firm name	**Vectura Consulting Services, LLC**		Past Performance Evaluation Discipline(s)*	Traffic	
Project name	Stage 0 Roundabout Feasibility Studies in the Lafayette Area		Firm responsibility (prime or sub?)	sub	
Project number	H.004490	Owner's name	Acadiana Planning Commission		
Project location	Lafayette, LA		Owner's Project Manager	Chris Cole	
Owner's address, phone, email	101 Jefferson Street, Lafayette, LA 70501, (337) 806-9363, ccole@planacadiana.org				
Services commenced by this firm	05/16	Total consultant contract cost ($1,000's)		~$200	
Services completed by this firm	09/17	Cost of consultant services provided by this firm ($1,000's)		$80	

Vectura provided Stage 0 feasibility studies for roundabouts at 10 intersections in the Lafayette area. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual (TEM) Section 20.2.

Task 1 Data Collection

Vectura collected the following traffic data for 10 intersections:

- Seven-day (mainlines) and Two-day (side streets) 24-hour tube counts w/ classification
- Turning movement counts for morning and evening peak periods
- Radar speed studies



Task 2 Traffic Study

This task included a roundabout study as defined in EDSM VI.1.1.5, VI.1.1.1 and DOTD TEM Section 20.2. This task included the following elements:

- Developed growth rate methodology and AM and PM peak traffic volumes for Implementation Year and Design Year
- Performed **traffic signal warrants analyses**
- Developed Sidra analyses for unsignalized, signalized and roundabout alternatives for implementation and design year
- **Developed three-year crash analyses**
- Developed draft traffic study report

Task 3 Project Management

This task included a kick-off meeting by conference call as well as two progress conference calls as needed.

Task 4 Final Traffic Study and Deliverables

Comments from the draft Traffic Study were addressed in this task. Two copies of the final traffic study and electronic files were submitted.

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

17. **Firm Experience:**

Firm name	**Vectura Consulting Services, LLC**			Past Performance Evaluation Discipline(s)*	Traffic
Project name	I-12 To Bush - LA 3241 (I-12 – LA 36) Corridor Study			Firm responsibility (prime or sub?)	sub
Project number	H.004957.5	Owner's name	LA DOTD		
Project location	Lacombe, LA			Owner's Project Manager	Jeff Burst
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1356, jeffrey.burst@la.gov				
Services commenced by this firm		09/16	Total consultant contract cost ($1,000's)		$1,895
Services completed by this firm		05/17	Cost of consultant services provided by this firm ($1,000's)		$84

As part of the DOTD TIMED program, Vectura prepared a formal traffic study for the new alignment of LA 3241. The traffic study examined concepts that improved the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management and complete streets. The study included analyses for intersection and corridor improvements such as median openings, spacing of openings, signalized, unsignalized and roundabout intersections.

Task 1 Data Collection

Vectura collected the following traffic data for 10 intersections:

- Seven-day (mainlines) and two-day (side streets) 24-hour tube counts with vehicle classification
- Turning movement counts for morning and evening peak periods
- 15-minute driveway counts
- **Traffic signal warrants**, radar speed studies and sight distance evaluation
- Developed growth rate methodology and AM and PM peak forecast traffic volumes using TransCAD data

Task 2 Traffic Study

This task included a roundabout study as defined in EDSM VI.1.1.5, VI.1.1.1 and DOTD Traffic Engineering Manual Section 20.2. This task included the following elements:

- Performed Vistro and Sidra analyses for existing conditions
- Performed Vistro and Sidra analyses for implementation and design years
- Intersection alternatives included restricted median openings, signalized and unsignalized intersections, median U-turns at existing signal locations, restricted crossing U-turn (RCUT) intersections, and roundabouts
- Developed Vissim model of the preferred corridor layout
- Developed draft traffic study report

Task 3 Safety Analyses

- Developed **three-year crash analyses** report as per DOTD standards

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

17. **Firm Experience:**

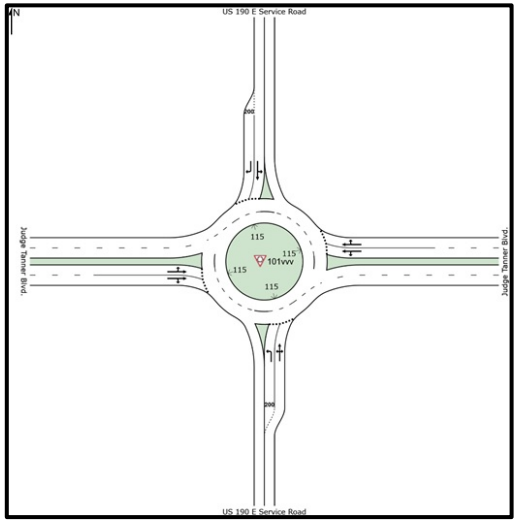
Firm name	**Vectura Consulting Services, LLC**		Past Performance Evaluation Discipline(s)*		Traffic
Project name	Stage 0 Judge Tanner Boulevard at N. Causeway Study		Firm responsibility (prime or sub?)		sub
Project number	PO # S120890	Owner's name	St. Tammany Parish Government		
Project location	St. Tammany Parish, LA		Owner's Project Manager	Laura Gatlin	
Owner's address, phone, email	620 N Tyler Street, Covington, LA 70434, (985) 898-2552, lcbeach@stpgov.org				
Services commenced by this firm		02/17	Total consultant contract cost ($1,000's)		$50
Services completed by this firm		06/17	Cost of consultant services provided by this firm ($1,000's)		$31

This project called for a Roundabout Study for improvements to the intersection of Judge Tanner Blvd. and N. Causeway Blvd. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual (TEM) Section 20.2.

Task 1 Data Collection

Vectura collected the following traffic data for 4 intersections:

- Seven-day (mainlines) and two-day (side streets) 24-hour tube counts with classification
- Turning movement counts for morning and evening peak periods for four intersections
- Traffic signal warrants, radar speed studies and sight distance evaluation
- Developed growth rate methodology and AM and PM peak traffic volumes for forecast traffic volumes using TransCAD data



Task 2 Traffic Study

This task included a roundabout study as defined in EDSM VI.1.1.5, VI.1.1.1 and DOTD TEM Section 20.2. This task included the following elements:

- Developed three-year crash analyses
- Performed Vistro and Sidra analyses for existing conditions
- Performed Vistro and Sidra analyses for implementation year and design year
  Intersection alternatives included signalized and unsignalized intersections and roundabouts
- Developed draft traffic study report

Tasks 3 and 4 Project Management and Final Feasibility Study and Deliverables

These tasks included project coordination and the submittal of the final traffic study and electronic files.

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

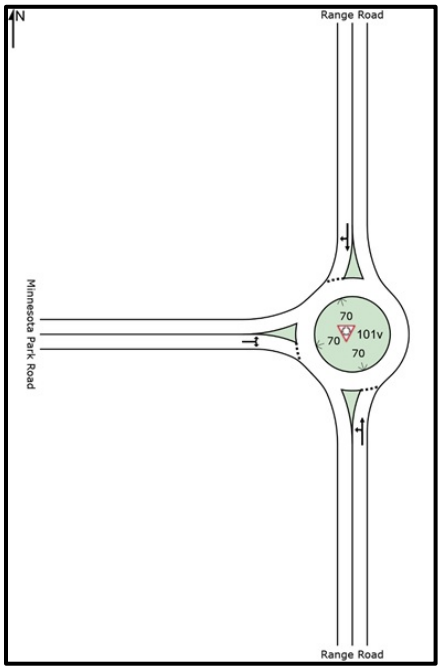
17. **Firm Experience:**

Firm name	**Vectura Consulting Services, LLC**			Past Performance Evaluation Category(ies)*	Traffic
Project name	Minnesota Park Road Improvements Stage 0			Firm responsibility (prime or sub?)	sub
Project number	H.972216.1	Owner's name	Regional Planning Commission		
Project location	Tangipahoa Parish, LA		Owner's Project Manager	Nikolaus Richard	
Owner's address, phone, email	10 Veterans Blvd, New Orleans, LA 70124 504-483-8500 nrichard@norpc.org				
Services commenced by this firm		01/17	Total consultant contract cost ($1,000's)		$35
Services completed by this firm		07/17	Cost of consultant services provided by this firm ($1,000's)		$5.2

Vectura provided a traffic study for a **Stage 0** Feasibility Study for the intersection of Minnesota Park Road at Range Road in the Hammond area. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual Section 20.2.

Task 1 Data Collection
Vectura collected the following traffic data for two intersections:

- 7-day, 24-hour tube counts with classification
- Turning movement counts for morning and evening peak periods for two intersections
- Radar speed studies
- Developed growth rate methodology and AM / PM peak forecast traffic volumes



Task 2 Traffic Study
This task included a roundabout study as defined in EDSM VI.1.1.5, VI.1.1.1 and DOTD Traffic Engineering Manual Section 20.2. This task included the following elements:

- Developed Implementation Year 2019 and Design Year 2039 AM / PM peak traffic volumes
- **Traffic Signal Warrants** analyses for Year 2019
- Developed traffic signal timing for Years 2019 and 2039, AM & PM peak hours
- Developed Sidra unsignalized analyses for years 2016, 2019 and 2039, AM / PM peak hours
- Developed Sidra signalized analyses for years 2019 and 2039, AM / PM peak hours
- Developed Sidra roundabout analyses for years 2019 and 2039, AM / PM peak hours
- Developed **safety analyses** using 3-year crash data from Crash1 as per DOTD standards
- Developed Traffic Study Report and electronic files for submittal

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

17. **Firm Experience:**

Firm name	**Vectura Consulting Services, LLC**			Past Performance Evaluation Discipline(s)*		Traffic
Project name	LA 67 (Plank Rd) Corridor Enhancement – Dawson Street to Harding Blvd			Firm responsibility (prime or sub?)		sub
Project number	N/A		Owner's name	City-Parish of East Baton Rouge		
Project location	Baton Rouge, LA			Owner's Project Manager	Ingolf Partenheimer	
Owner's address, phone, email	3773 Harding Blvd, Baton Rouge, LA 70807; (225) 389-3246; ipartenheimer@brla.gov					
Services commenced by this firm		02/21	Total consultant contract cost ($1,000's)			unknown
Services completed by this firm			Cost of consultant services provided by this firm ($1,000's)			$56.350

Vectura was hired to perform a traffic study for MOVEBR Transportation and Infrastructure Improvements Plan in East Baton Rouge Parish for LA 67 (Plank Road) to improve access for pedestrians and cyclists through intersection and signal improvements, sidewalk connections, transit stop improvements and / or other relevant methods. The project is on a state route and will be reviewed and approved by DOTD.

Task 1.0 - Data Collection - Observations were completed by Vectura to note bus stop locations and transit activities along the corridor. Vectura noted any pedestrian / bicycle usage, such as dirt paths, pedestrian traffic generators, etc.

Task 2.0 - Existing Safety Analysis

1. Due to similar trends in crash locations, Vectura read and analyzed the 2016-2018 156 crash reports.
2. Five years of pedestrian and bicycle crashes were read for the years of 2014-2018
3. Developed **crash diagrams** to show crash types and location

Task 3.0 – Chapter 1 - Identified the issues for pedestrians, bicyclist and transit riders from Task 1 and Task 2.

Task 4.0 – Chapter 2 / Appendix C Alternatives

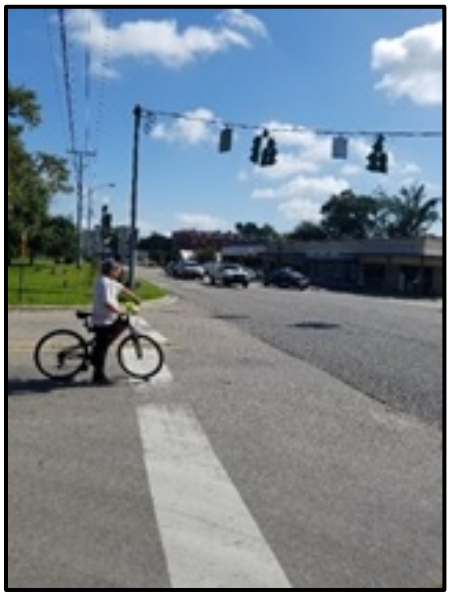
1. Chapter 2: Summarized alternatives for bike, transit, and pedestrian accommodations.
2. Appendix C: Alternative Drawings and Signal timings for Pedestrian Crossing
    a. Vectura utilized existing timings in the signal controllers for Dawson Road, Sumrall Drive, and 72nd / Monarch intersections to ensure pedestrians can cross the roadway using a pushbutton, with and without a median refuge.

Personnel Utilized on this project: Laurence Lambert, Prasanth Malisetty, Reece Rodrigue and Kristen Farrington (100% performed in Louisiana)

17. **Firm Experience:**

Firm name	**Vectura Consulting Services, LLC**			Past Performance Evaluation Discipline(s)*		Traffic
Project name	US 11 (Front St.) at US 190 Bus. (Fremaux Ave.) Traffic Study			Firm responsibility (prime or sub?)		sub
Project number	N/A		Owner's name	City of Slidell		
Project location	Slidell, LA			Owner's Project Manager	Eric Lundin	
Owner's address, phone, email	250 Bouscaren St. Slidell, LA 70458, 985-646-4320, elundin@cityofslidell.org					
Services commenced by this firm		9/17	Total consultant contract cost ($1,000's)			unknown
Services completed by this firm		11/17	Cost of consultant services provided by this firm ($1,000's)			$38.8

Vectura was hired as a sub-consultant to the prime consultant to perform a traffic study for the City of Slidell as part of improvements to the intersection of US 11 (Front St.) at US 190 Bus. (Fremaux Ave.). The goal of the study was to determine if a pedestrian crossing and pedestrian traffic signal heads were warranted. To conduct the pedestrian study, the following tasks were performed by Vectura:



Data Collection

- AM and PM peak hour turning movement counts with unmet demand for five intersections
- AM / PM peak 15-minute turning movement counts for 10 driveways on Fremaux Ave.
- 24-hour traffic approach volumes, speed data, crash history and sight distance for the intersection of US 190 Bus. (Fremaux Ave.) at US 11 (Front St).
- Weekday / weekend pedestrian count for the intersection of US 190 Bus. (Fremaux Ave.) at US 11 (Front St.)

Draft Traffic Study

This task included a Crosswalk Traffic Study for US 190 Bus. (Fremaux Ave.) @ US 11 (Front St.) as Per DTOE, Traffic Engineering Manual (TEM) Section 3B.2.9, Section 20.2 & EDSM VI.3.1.6 Section 6. This task included the following elements:

- Developed three-year **crash analyses**
- Performed pedestrian crosswalk warrants as per TEM Section 3B.2.9
- Performed Vistro and HCS analyses for AM and PM Peak existing conditions, implementation, and design year conditions. The analyses included intersection and segment levels of service as well as **signal timing** and progression for the five intersections.
- Developed traffic study and electronic files. The Study documented how traffic will be routed with the proposed median on Fremaux Ave., the impacts to Front St., and conflict analysis for the crosswalks and pedestrian heads.

Personnel Utilized on this project: Brin Ferlito, Laurence Lambert, Prasanth Malisetty, Reece Rodrigue and Bridget Robicheaux (100% performed in

18. Approach and Methodology:

Experience

Shread-Kuyrkendall & Associates, Inc. is a Civil Engineering Consulting Firm located in Baton Rouge providing engineering services to LADOTD for over 40 years. Specific experience used for the approach and methodology comes from **previous Stage 0 Studies, Roadway, and Bridge Design**. Shread-Kuyrkendall & Associates (SKA) has performed multiple **Stage 0 Studies** throughout the state (see company resumes). In addition to Stage 0 Studies, SKA has designed rural and urban roadways consisting of arterials and freeways for the last 40 years. SKA has also designed bridges of various complexities ranging from local to interstate consisting of new construction and widening during this same time.

Mr. McClure, Mr. Raymond, and Ms. Gill all P.E.'s have been with SKA for 39, 30, and 20 years, respectively. This experience provides and combines 1) Firm Experience, 2) Staff Experience, and 3) a high quality of engineering reflecting our past performance. **While at SKA, Mr. McClure, Mr. Raymond, and Ms. Gill have provided numerous Stage 0 Feasibility Studies and have designed numerous bridge and roadway projects for LADOTD of varied complexity.** ***SKA has had multiple Stage 0 IDIQ Contracts with LADOTD varying from roadway, bridges, tunnels, and roundabouts.***

SAFETY PROJECTS:

Presently, SKA is under contract with one (1) Safety Improvement Project and beginning to scope a second that is not yet under contract:

1) **Design of roadway connector roads between Rosebud St. and Lockley St., Lockley St. and Orphan's Home Rd., and Haven's St. and Newman St. in the Town of Baldwin, St. Mary Parish, Louisiana. This will allow for the closure of the at-grade railroad crossings at Lockley St., Orphan's Home Rd., and Haven St.**

2) SKA is scoping a project that consists of providing all necessary engineering services required to locate, identify, and prepare preliminary and final roadway plans to install safety countermeasures for pedestrian traffic located in Jefferson Parish. These locations will be on state highways that have a high rate of LOSS (Level of Service of Safety) as identified in Crash Data Reports.

Project Understanding

Agency Coordination and Public Involvement: A Coordination Plan will be developed with guidance from LADOTD. The purpose of this Coordination Plan is to define the process by which information will be communicated to the public (if required) and to the state and local agencies. The plan also identifies how input from agencies, stakeholders and the public will be solicited and considered. Identify the agencies that will be involved in coordination efforts. Additionally, to establish timeframes, protocols, and processes for agency and public involvement in the project, including development of the purpose and need, assistance in defining the range of alternatives to be considered, providing input on environmental impacts. The plan will clearly outline how the project team will solicit input, develop two-way communication with all parties, and document public opinions with regard to the Study.

Purpose and Need: The purpose of the Stage 0 Studies are to assess and identify alternative project concepts that will address existing and future roadway, bridge, traffic, safety conditions, and access management. Once the purpose and need is determined the Stage 0 Study will reach a decision on the project feasibility.

Traffic: Vectura Consulting Services, LLC (Vectura) will follow the Traffic Study Scope of Services as outlined on the DOTD Traffic Engineering website. Staff from Vectura have worked closely with the staff of DOTD through the development and implementation of the TEPR process. We have seven traffic engineers who have taken the TEPR course. Vectura will utilize this experience to navigate the TEPR process to arrive upon the optimum scope for each project. As such, one of the most import activities in the TEPR process is the kick-off meeting. It is vitally important to ask the right questions so that consultant and DOTD are starting the project in alignment.

Obtaining Data: The Environmental Checklist along with documentation will be included in the Stage 0 Feasibility Report. The evaluation will be performed using various websites and site visit(s). Additionally, a preliminary desktop environmental review will be conducted on the proposed project area using **NEPAssist**. In addition to the checklist, the report will describe in detail the environmental information obtained as part of the Environmental Section, some environmental impacts which provide a "show-stopper" will be acknowledged as part of the executive summary. If any previous studies or reports have been completed on the project, once received, our team will review any data necessary to the current project and update any environmental items pertaining to the project. SKA will reach out to our Project Manager with LADOTD to obtain any as-builts, or previous studies and reports if applicable.

Utilities: SKA will utilize **LA One Call** to request any utilities located in the project area. Once the utilities are determined, our team will reach out to the applicable utility company to request as-builts in the project area.

Survey: In addition to civil engineers, we employee two (2) registered professional land surveyors. Since this is a Stage 0 Study, our team will use a desk top survey for use to develop the project Line and Grade Study for each alternative. We will obtain LIDAR information from LADOTD or LSU Atlas and convert using **Global Mapper** prior to importing into **Microstation**. Aerial photography will be used for the project site plan, geometric layouts, and plan/profile sheets from Google Earth, LSU Atlas, or our own **Drone Aerial Photographs** obtained from our site visit(s). Existing right-of-way will be determined using existing as-builts or site visits. Required right-of-way will be determined based on the project design and limits of construction in accordance with LADOTD.

Stage 0 Process

1. Develop preliminary purpose and need
2. Identify initial project concept to address the need
   Planning/Design
   - Provide summary of as-built plans review, previous reports, traffic data, utilities, and all other information available
   - Conduct a field visit to assess the site conditions such as environmental impacts, right-of-way, permit issues, detour alternatives, etc. and provide summary

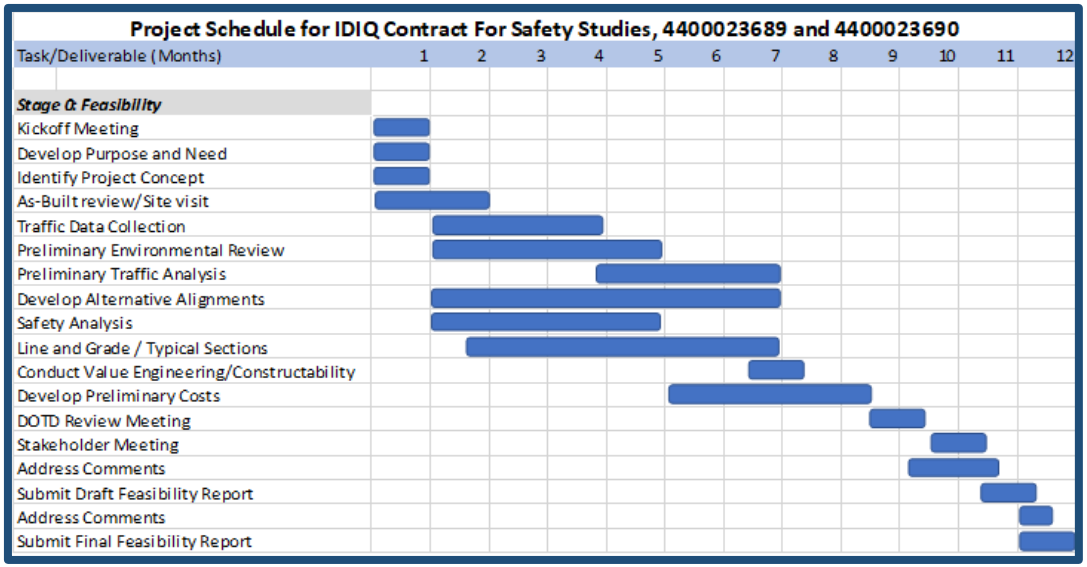
- Prepare and submit project Design Criteria in accordance with latest documents listed
- Prepare alignments that meet the purpose and need and submit for LADOTD review
- Prepare line and grade / typical sections and submit for LADOTD review
- Identify risks/impacts associated with alignments
- **When applicable, apply Highway Safety Manual Predictive Method to evaluate alternatives**

Traffic

- Initial data collection
- Final data collection
- Safety Analysis
- Existing/No Build traffic analysis and preliminary Tier 1
- Review meeting
- Preliminary Tier 2 analysis
- Final alternative analysis

3. Conduct preliminary environmental review, value planning/engineering assessment and constructability review
4. Complete Environmental Checklist
5. Complete Preliminary Scope and Budget Checklist
6. Identify expected funding sources
7. Prepare and submit draft feasibility report
8. Prepare and submit final feasibility report

STAGE 0 SCHEDULE

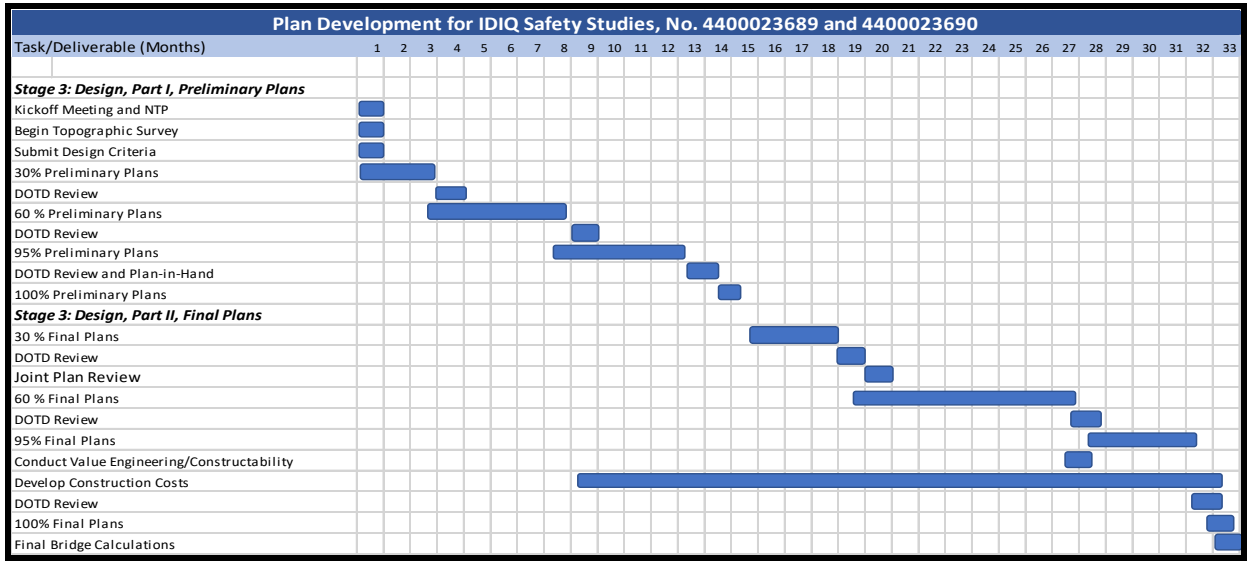


Plan Delivery

- **KICK-OFF MEETING**
  Once a project has completed the Stage 0 Feasibility Study, a Kick-off meeting will be used to develop a hierarchy for communication, to establish deliverables for the project, and to develop a more refined project scope as well as reviewing the QC/QA process. During the Kick-Off Meeting.
- **30% PRELIMINARY PLANS**
  For the 30% submittal, SKA will submit the title sheet, preliminary typical sections, plan and profiles with topography.
- **60 % PRELIMINARY PLANS**
  For the 60% submittal, SKA will submit the Title Sheet, Typical Section, Plan and Profile Sheets, Geometry, Hydraulic Design, Cross Sections. Includes Design Report Form.

- **90/95% PRELIMINARY PLANS (PLAN-IN-HAND)**
  The 95% submittal for roadway shall include the title sheet, typical sections, plan and profile sheets, geometry, hydraulic design, cross sections, sequence of construction and construction signing, Phasing, summary of estimated quantities sheets, and cost estimate. Also submitted is the Utility Conflict Matrix.
  SKA will assist the DOTD Project Manager in scheduling and conducting the Plan-In-Hand Meeting.
- **100% PRELIMINARY PLANS**
  SKA will incorporate Plan-in-Hand comments, the Road Design 100% Preliminary Plans QA/QC Checklist Form.
  If needed, final right-of-way taking lines.
- **30% FINAL PLANS**
  The 30% submittal will include all final typical sections for review.
- **60% FINAL PLANS**
  The 60% submittal will include final drainage design review.
- **95% FINAL PLANS**
  The 95% submittal will include all final plans, Final Cost Estimates, Constructability/Bid-ability Review Forms, and any Design Exception/Design Waiver Forms for review.
- **100 % FINAL PLANS**
  The 100% submittal will include all sheets signed and sealed along with the Design Report Form and the Road Design Final Plans QC/QA Checklist Form.

PLAN DELIVERY SCHEDULE



19. Workload:

Firm(s)	Past Performance Evaluation Discipline(s) *	State project number	Project name	Remaining Unpaid Balance**
Shread-Kuyrkendall & Associates, Inc.	Survey, Road, Bridge	H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	$ 539,041
Shread-Kuyrkendall & Associates, Inc.	Road, Bridge	H.004435	I-12 to Bush, LA 3241 (LA 36 – LA 435), St. Tammany Parish	$ 123,276
Shread-Kuyrkendall & Associates, Inc.	Road	T.O. No H.012169.5-1	I-10: Iberville P/L West End Miss. Bridge	$ 1,430
Shread-Kuyrkendall & Associates, Inc.	Road	T.O. No. H.012587.5	I-10: West End of BR 290 – West End of LA 415	$ 3,707
Shread-Kuyrkendall & Associates, Inc.	Road	T.O. No. H.005112.5	LA 531 Revisions	$ 681
Shread-Kuyrkendall & Associates, Inc.	Survey, Road	T.O. No. H.009266	I-10 Widening (Road/Survey)	$ 33,897
Shread-Kuyrkendall & Associates, Inc.	Road	S.P. No. H.011706.5	Road Design Services St. Mary Parish	$ 126,599
Shread-Kuyrkendall & Associates, Inc.	Bridge	H.011152	I-12 Widening (sub to T. Baker Smith)	$ 6,377
Shread-Kuyrkendall & Associates, Inc.	Road	H.013284	MRB South GBR: LA 1 to LA 30 Connector (sub to Atlas)	$ 5,712
Vectura Consulting Services, LLC	Traffic	H.010616	I-20: LA 544 Overpass Replacement	$ 4,958
Vectura Consulting Services, LLC	Traffic	H.005168.2	New Orleans Rail Gateway Jefferson Highway EA	$ 52,805
Vectura Consulting Services, LLC	Traffic	H.005168.2	New Orleans Rail Gateway Avondale EA	$ 243,306
Vectura Consulting Services, LLC	ITS	H.014513.1	Lafayette Regional ITS Architecture	$ 4,087
Vectura Consulting Services, LLC	Traffic	H.007160	EBR Computerized Traffic Signal, Ph VB	$ 61,450
Vectura Consulting Services, LLC	Traffic	H.004791	Belle Chasse Bridge & Tunnel Replacement PPP	**$ 21,999**

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

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor

Authorized Instructor

Authorized instructor

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor

Authorized Instructor

Authorized instructor

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: October 15, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Prasanth Malisetty

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Prasanth Malisetty

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: August 6, 2018

Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Prasanth Malisetty

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report Module 2

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

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: August 6, 2018

Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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
Vectura Consulting Services, LLC	8000 Innovation Park Drive, Baton Rouge, LA 70820	Brin Ferlito, bferlito@vecturacs.com	(225) 413-2269

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.