

DOTD FORM: 24-102
CONSULTANT SERVICES PROPOSAL

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

LA 384 (BIG LAKE RD TO MCNEESE ST)

Contract No. 4400035806

August 5, 2026

DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

(Revised August 11, 2025)

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

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

1. Contract Name as shown in the advertisement	LA 384 (BIG LAKE RD TO MCNEESE ST)
2. Contract Number(s) as shown in the advertisement	4400035806
3. State Project Number(s), if shown in the advertisement	H.011242.5
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	Shread-Kuyrkendall & Associates, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF. 0000767 VF. 0000130
6. Prime consultant mailing address	13016 Justice Ave., Baton Rouge, LA 70816
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	13016 Justice Ave., Baton Rouge, LA 70816
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Nicola D. Gill, P.E., Senior Civil Engineer (225) 296-1335 ngill@skaengr.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Ripley W. "Gary" McClure, President (225) 296-1335 gmccclure@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.

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



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

August 5, 2026

Date:

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

Firm(s):
N/A

Firm(s)' %:

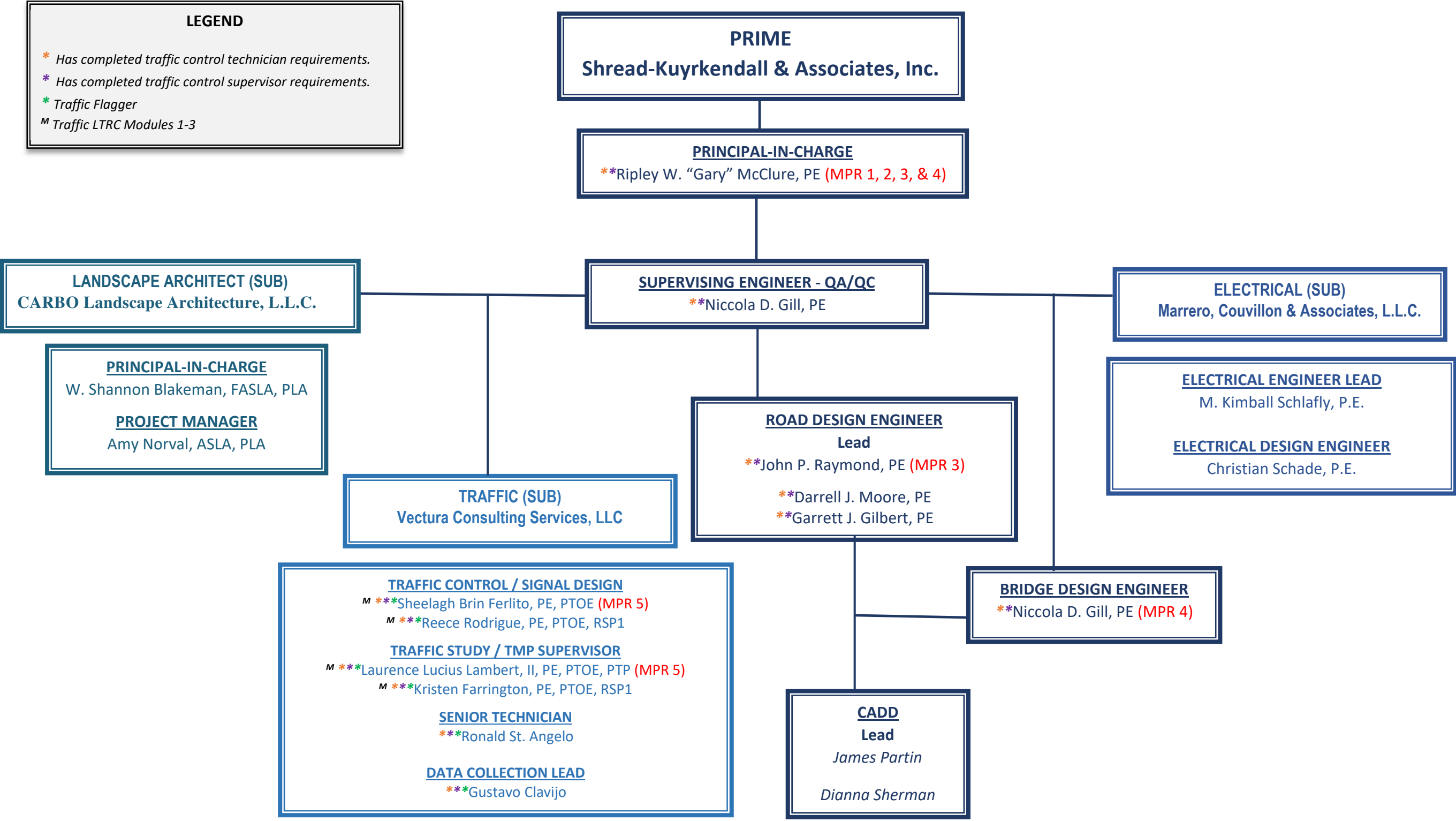
12. Discipline Table

Past Performance Evaluation Discipline(s)	% of Overall Contract *	Prime	Traffic (Subconsultant)	Electrical (Subconsultant)	Landscape Architect (Subconsultant)	Each Discipline must total to 100%
		Shread-Kuyrkendall & Associates, Inc.	Vectura Consulting Services, LLC	Marrero, Couvillon & Associates, L.L.C.	CARBO Landscape Architecture	
Road	80%	95%		5%		100%
Bridge	10%	100%				100%
Traffic	7%		100%			100%
Other (Landscape Architect)	3%				100%	100%
<i>Percent of Contract</i>	100%	86%	7%	4%	3%	

13. Team Size

Firm name	DOTD Job Classification	Number of personnel <u>committed</u> to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Shread-Kuyrkendall & Associates, Inc.	Principal	1	1
	Supervisor-Eng	1	1
	Engineer	3	7
	CADD Technician	2	3
Vectura Consulting Services, LLC	Supervisor - Eng	2	2
	Engineer	3	6
	Engineer Intern	2	2
	Senior Technician	2	3
	Supervisor - Other	1	1
	Technician	1	1
	Clerical	1	1
Marrero, Couvillon & Associates, L.L.C.	Supervisor - Eng	1	3
	Designer	1	2
	Technician	1	1
	CADD Technician	1	1
CARBO Landscape Architecture, L.L.C.	Principal	1	3
	Landscape Architect	2	7

14. Organizational Chart



15. Minimum Personnel Requirements

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Ripley W. “Gary” McClure, P.E.	Shread-Kuyrkendall & Associates, Inc.	PE. 0024035 – Civil and Environmental	LA	9/30/26
2	Ripley W. “Gary” McClure, P.E.	Shread-Kuyrkendall & Associates, Inc.	PE. 0024035 – Civil and Environmental	LA	9/30/26
3	Ripley W. “Gary” McClure, P.E.	Shread-Kuyrkendall & Associates, Inc.	PE. 0024035 – Civil and Environmental	LA	9/30/26
	John P. Raymond, P.E.	Shread-Kuyrkendall & Associates, Inc.	PE. 0027988 – Civil	LA	9/30/26
4	Ripley W. “Gary” McClure, P.E.	Shread-Kuyrkendall & Associates, Inc.	PE. 0024035 – Civil and Environmental	LA	9/30/26
	Nicola D. Gill. P.E.	Shread-Kuyrkendall & Associates, Inc.	PE. 0032914 – Civil	LA	3/31/27
5	Sheelagh Brin Ferlito, PE, PTOE	Vectura Consulting Services, LLC	PE.0025383 – Civil PTOE 932	LA	9/30/27 9/9/27
	Laurence Lambert, PE, PTOE, PTP	Vectura Consulting Services, LLC	PE.0029901 – Civil PTOE 1301	LA	3/31/28 2/3/28

16. Staff Experience

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

Name	Ripley W. “Gary” McClure, P.E.	Years of relevant experience with this employer	35
Title	PRINCIPAL	Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization	B.S. / 1982 / Civil Engineering		
Active registration number / state / expiration date	PE. 0024035 / LA / September 30, 2026		
Year registered	1988 /1994	Discipline	Civil Engineering / Environmental Engineering
Contract role(s) / brief description of responsibilities	Meets the roles for MPR 1, 2, 3, and 4 <i>Mr. McClure’s role will be Principal-in-Charge.</i>		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
	<i>Mr. McClure has over 40 years of experience in the design of roadways and bridges. He has designed and supervised multiple roadways throughout the state and is very knowledgeable of DOTD standards and requirements. Early in his career, he designed sections of I-49 through Alexandria and Shreveport. Mr. McClure has provided design services to DOTD for pavement preservation on one of the most difficult projects for restoration for the Interchange and Interstate for I-10, I-12, & I-59. This project was awarded the DOTD 2016 Transportation Excellence Award.</i>		
05/21-Present	MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish –Mr. McClure served as <i>Principal-in-Charge</i> . This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Two bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73.		
03/21-Present	20-CS-HC-0015 / Hennessey Blvd. – Perkins Rd. Connector (Perkins Rd. Improvements): East Baton Rouge Parish – Mr. McClure serves as <i>Principal-in-Charge</i> for the Perkins Road Improvements project which consists of widening Perkins Rd. from Kenilworth Pkwy to approximately 700 feet east of Erica Stanford. The purpose of the project is to improve safety at the intersection of Perkins Road and Kenilworth Pkwy and the intersection of Perkins Rd and One Perkins Place. Access Management will be implemented as part of this project.		
01/20-05/22	MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – Mr. McClure was <i>Engineering Supervisor</i> and provided QA/QC. This project included improvements at the intersection of Henry Road and LA 930 (Daigle Road) to replace the existing stop-controlled intersection with a single lane roundabout . LA 930 is a two-lane roadway running north-south at its intersection with Henry Road. Mr. Raymond’s responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities. This project required coordination with DOTD for the route LA 930.		
06/18-01/25	Port Hickey Road Bridge Replacement – Mr. McClure served as the <i>Lead Bridge Design Engineer</i> for the Port Hickey Bridge Replacement project, evaluating replacement alternatives including a higher-elevation bridge, reinforced concrete box culverts , and a three-sided precast concrete bridge structure. Performed structural feasibility assessments, coordinated hydrologic and hydraulic evaluations, and developed recommendations for a safe, resilient, and cost-effective replacement solution		

02/17-09/17	H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): East Baton Rouge Parish – Mr. McClure was <i>Engineering Supervisor</i> and provided QA/QC. This project includes the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection.
10/16-08/19	H.011152 / I-12 Widening (US 190 to LA 59): St. Tammany Parish – Mr. McClure served as <i>Lead Bridge Design Engineer</i> 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) was 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.
10/12-On-Hold	H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – Mr. McClure serves as <i>Engineering Supervisor</i> and <i>Lead Bridge Designer</i> . This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including widening three (3) existing bridge structures within the project limits. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Mr. McClure performed existing bridge inspection, evaluation, and reports for bridges at LA 30 and Smith Bayou as well as oversaw QA/QC.
10/10 – Present	H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: East Baton Rouge Parish – Mr. McClure served as <i>Engineer Supervisor</i> and <i>Bridge Design Supervisor</i> . Mr. McClure provided engineering design support and he developed all of the multiple alternatives during the environmental Stage 1 phase of the project. This project includes a Diverging Diamond Interchange (DDI) . The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. A Final Level 4 TMP was required for this project.
08/10-01/15	H.003107 / French Branch Bridge – West Pearl River Bridge (I-10 / I-12 / I-59): St. Tammany Parish – Mr. McClure served as <i>Engineering Supervisor</i> . This project included the pavement preservation of the I-10 / I-12 / I-59 Interchange. The improvements and repairs included rubblization, pavement replacement, and overlay for cross slope correction. <i>This project was a pavement preservation/restoration project and awarded the DOTD 2016 Transportation Excellence Award.</i>
08/07-08/08	Spring Street and Church Street Bridge Replacement (RCB): East Baton Rouge City Parish – Mr. McClure served as the <i>Lead Bridge Design Engineer</i> for the Church Street and Spring Street Bridge Replacement project, evaluating the condition of the existing timber bridges and developing replacement alternatives using reinforced concrete box culverts . Performed structural assessments, coordinated hydrologic and hydraulic analyses, and prepared conceptual designs to provide safe, cost-effective, and low-maintenance solutions in accordance with applicable design standards.
11/04-10/06	014-04-0028 & 014-04-0029 / US 165 (Oberlin to Oakdale): Allen Parish – Mr. McClure served as <i>Engineering Supervisor</i> and oversaw QA/QC on this project which consisted of widening and improving US 165 between Oberlin and Oakdale, Louisiana. This comprehensive project encompassed over 12 miles of urban and rural roadway in Allen Parish and included the addition of two new travel lanes , along with full drainage design and associated infrastructure improvements. Mr. Raymond designed urban and rural drainage, horizontal and vertical alignments, superelevation, geometrics, sequence of construction, earthwork, and quantities.
02/04- 11/09	H.007154, H.007152, H.002303 / Central Thruway: East Baton Rouge Parish – Mr. McClure served as <i>Project Manager</i> and <i>Lead Bridge Design Engineer</i> . This project involved the design and construction of a 4-lane divided thruway for 5.2 miles on a new alignment including seven bridges . Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. Mr. McClure provided engineering design support and he developed all of the multiple alternatives during the environmental Stage 1 phase of the project
12/98- 12/06	417-01-0015 / LA 28 (LA 121 to LA 465): Vernon Parish – Mr. McClure served as <i>Engineering Supervisor</i> and oversaw QA/QC on this project which consisted of widening 8.2 miles of LA 28, a rural state highway. The scope of work included the addition of two new travel lanes , converting the existing facility into a four-lane highway with a center median, enhancing traffic flow and safety. SKA's responsibilities included full roadway design, all drainage systems and associated infrastructure.

16. Staff Experience

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

Name	Niccola D. Gill, P.E.		Years of relevant experience with this employer	24
Title	SENIOR ENGINEER		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			B.S. / 2002 / Civil Engineering	
Active registration number / state / expiration date			PE. 0032914 / LA / March 31, 2027	
Year registered	2007	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Meets the roles for MPR 4 <i>Ms. Gill's role will be Bridge Design Engineer, Supervising Engineer and oversee QA/QC for this project</i>	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).			
	<i>Ms. Gill has been a Project Engineer/Design Engineer on multiple classes of roadways and various complex bridge structures for over 20 years with Shread-Kuyrkendall & Associates. She has designed and managed rural and urban Interstate, Arterials, and local roadway and bridge projects. She is very knowledgeable of DOTD standards and requirements and will serve as the Supervising Engineer overseeing the QA/QC for this project.</i>			
03/21 – 01/25	H.010155 / US 90: Rail Spur Removal SE of LA 85: Iberia Parish – Ms. Gill served as <i>Engineer Supervisor</i> and oversaw the QA/QC for the future I-49, this project consists of preliminary and final plans for roadway and two (2) parallel bridge structures over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction.			
03/21-Present	20-CS-HC-0015 / Hennessey Blvd. – Perkins Rd. Connector (Perkins Rd. Improvements): East Baton Rouge Parish – Ms. Gill serves as <i>Engineer Supervisor</i> and oversees the QA/QC for the Perkins Road Improvements project which consists of widening Perkins Rd. from Kenilworth Pkwy to approximately 700 feet east of Erica Stanford. The purpose of the project is to improve safety at the intersection of Perkins Road and Kenilworth Pkwy and the intersection of Perkins Rd and One Perkins Place. Access Management will be implemented as part of this project.			
12/19-09/25	MA-17-02 / Roddy Road Widening: US 61 To LA 935: Ascension Parish – Ms. Gill served as <i>Engineering Supervisor</i> and <i>Bridge Design Engineer</i> . As part of the Move Ascension Program, this project is a reconstruction and safety widening of existing Roddy Road to bring this substandard, 2-lane road with deep ditches up to LADOTD design standards for its roadway classification, Urban Collector. The project also included the replacement of two bridges along the corridor to improve structural capacity, drainage, and overall roadway safety while accommodating the proposed widened roadway section. SKA provided a detailed sequence of construction and detour measures that were accommodating to the local area.			
06/18-01/25	Port Hickey Road Bridge Replacement – Ms. Gill served as the <i>Bridge Design Engineer</i> for the Port Hickey Bridge Replacement project, evaluating replacement alternatives including a higher-elevation bridge, reinforced concrete box culverts , and a three-sided precast concrete bridge structure. Performed structural feasibility assessments, coordinated hydrologic and hydraulic evaluations, and developed recommendations for a safe, resilient, and cost-effective replacement solution			

10/16-08/19	H.011152 / I-12 Widening (US 190 to LA 59): St. Tammany Parish – Ms. Gill served as <i>Engineering Supervisor</i> and assisted in bridge design for this project. She designed 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.
04/14 - Present	H.004435 / LA 3241 (LA 36 to LA 435): St. Tammany Parish –Ms. Gill served as the <i>Bridge Design Engineer</i> and <i>oversaw the QA/QC</i> . This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA's contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane freeway with two new bridges (4 structures total) will be built for this project to span Bayou Lacombe at two different locations, each approximately 500' long, with Type III Girder Spans. 90% of the project corridor is considered wetland which was considered in hydraulic design of the bridges as well as hydraulic analysis of the roadway. Ms. Gill was responsible for the design of the caps, Type III girders, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements. Ms. Gill utilized LEAP software for all aspects of the bridge such as girders and caps. Additionally, she performed hydraulic analysis for the bridges using HEC-RAS software to establish the pile spacing and location of the bridges as well as velocities and scour potential.
10/12-Present	H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – Ms. Gill serves as <i>Bridge Design Engineer</i> and <i>oversees QA/QC</i> . This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including widening three (3) existing bridge structures within the project limits. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Ms. Gill's responsibilities included assisting in the comprehensive bridge evaluation of three (3) existing structures, bridge design calculations, bridge quantities, and hydraulic analysis.
10/10-Present	H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: East Baton Rouge Parish – Ms. Gill served as <i>Environmental Support and Hydraulic Design Engineer</i> . This project includes a Diverging Diamond Interchange (DDI) . The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. A Final Level 4 TMP was required for this project. A rolling roadblock was used for demolition and girder placement. SKA led a team of seven local firms to provide preliminary and final plans for this high-profile project which included City-Parish, DOTD, and Federal involvement and funding. Ms. Gill provided engineering/environmental design support during the environmental Stage 1 phase of the project. She was responsible for the hydraulic design needed for the Wetlands Permit and she performed the hydraulic analysis for the Wards Creek Bridge at Pecue Lane as well as the entrance ramp bridge at I-10.
08/10-01/15	H.003107 / French Branch Bridge – West Pearl River Bridge (I-10 / I-12 / I-59): St. Tammany Parish – Ms. Gill performed roadway design and traffic control for the design of this project which 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. She was responsible for preparing preliminary and final plans for this project. This project was a pavement preservation/restoration project and awarded the DOTD 2016 Transportation Excellence Award .
08/07-08/08	Spring Street and Church Street Bridge Replacement (RCB): East Baton Rouge City Parish – Ms. Gill served as the Bridge Design Engineer for the Church Street and Spring Street Bridge Replacement project, evaluating the condition of the existing timber bridges and developing replacement alternatives using reinforced concrete box culverts . Performed structural assessments, coordinated hydrologic and hydraulic analyses, and prepared conceptual designs to provide safe, cost-effective, and low-maintenance solutions in accordance with applicable design standards.
02/04- 11/09	H.007154, H.007152, H.002303 / Central Thruway: East Baton Rouge Parish – Ms. Gill performed roadway design, drainage design, and bridge hydraulic analysis for this project which involved the design and construction of a 4-lane divided thruway for 5.2 miles on a new alignment including seven bridges . Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. She was responsible for preparing preliminary and final plans for this project.

16. Staff Experience

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

Name	John P. Raymond, P.E.	Years of relevant experience with this employer	34
Title	SENIOR ENGINEER	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	B.S. / 1992 / Civil Engineering		
Active registration number / state / expiration date	PE. 0027988 / LA / September 30, 2026		
Year registered	1998	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities	Meets the role for MPR 3 <i>Mr. Raymond's role will be Lead Road Design Engineer.</i>		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
	<i>Mr. Raymond has been a Project Manager/Road Design Engineer on multiple classes of roadways throughout his 34-year career with Shread-Kuyrkendall & Associates. He has designed and managed multiple roadway projects including pavement preservation projects, widening projects, new alignments, and intersection improvements throughout the state and is very knowledgeable of DOTD standards and requirements.</i>		
05/21-Present	MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector Ascension Parish – Mr. Raymond is <i>Project and Lead Road Design Engineer</i> . Mr. Raymond was responsible for the design of the multi-lane roundabout which includes a southbound channelized right turn lane on LA 73, an eastbound channelized right turn lane on the LA 73 at Bluff Rd. Connector, and is a multilane roundabout only in the northbound and southbound directions. This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Two bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities.		
01/20-05/22	MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – Mr. Raymond was <i>Project and Lead Roadway Design Engineer</i> . He provided design for a single lane roundabout . This project included a roundabout at the intersection of Henry Road and LA 930 (Daigle Road) to replace the existing stop-controlled intersection with a proposed single lane roundabout. LA 930 is a two-lane roadway running north-south at its intersection with Henry Road. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities. This project required coordination with DOTD for the route LA 930.		
12/19-09/25	MA-17-02 / Roddy Road Widening: US 61 To LA 935: Ascension Parish – Mr. Raymond is <i>Project and Lead Road Design Engineer</i> . As part of the Move Ascension Program, this project is a reconstruction and safety widening of existing Roddy Road to bring this substandard, 2-lane road with deep ditches up to LADOTD design standards for its roadway classification, Urban Collector. SKA provided a detailed sequence of construction and detour measures that were accommodating to the local area.		
06/18-Present	H.001799 / LA 531 Overpass: Webster Parish – Mr. Raymond is <i>Project and Lead Roadway Design Engineer</i> . The project consists of roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement . This project is approximately 0.38 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, design of superelevation, earthwork, and tabulation of quantities.		

02/17-09/17	H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): East Baton Rouge Parish – Mr. Raymond was <i>Project and Lead Road Engineer</i> . This project includes the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Mr. Raymond's responsibilities include project management, conceptual layouts, typical sections and preliminary plan/profile plan sheets. Due to environmental concerns, this project has been put on hold.
04/14-Present	H.004435 / LA 3241 (LA 36 to LA 435): St. Tammany Parish – Mr. Raymond is <i>Project and Lead Road Design Engineer</i> . This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA's contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane freeway with two new bridges (4 structures total) to span Bayou Lacombe at two different locations, each approximately 500' long. Innovative design alternatives were implemented during design as geometry was restricted to Restricted Crossing U-Turns (RCUT) at the major intersections and implementing J-Turns to accommodate U-turns and intersection thru movements. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, design of superelevation, earthwork, and tabulation of quantities.
10/12-Present ON-HOLD	H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – Mr. Raymond is <i>Project Manager and Lead Road Design Engineer</i> . This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including widening three (3) existing bridge structures within the project limits. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. Mr. Raymond's responsibilities include project management, geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities.
10/10-Present	H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange: East Baton Rouge Parish – Mr. Raymond is <i>Project Manager and Lead Roadway Design Engineer</i> for a Diverging Diamond Interchange (DDI). Mr. Raymond led a team of seven local firms to provide preliminary and final plans for this high-profile project which included City-Parish, DOTD, and Federal involvement and funding. Mr. Raymond designed the proposed roadway and drainage for Pecue Lane. This project includes a Diverging Diamond Interchange (DDI) . The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary.
02/09- 11/10	H.002303 / LA 37 @ Central Thruway: East Baton Rouge Parish – Mr. Raymond served as <i>Road Design Engineer</i> . Mr. Raymond designed urban intersection and roadway improvements (UA-2) for DOTD and the Baton Rouge Green Light Plan. Designed urban drainage, horizontal and vertical alignments, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.
10/06- 08/07	258-31-0015 & 258-33-0006 / Burbank Drive / LA 42 (Bluebonnet to Highland): East Baton Rouge Parish – Mr. Raymond served a <i>Project and Lead Road Design Engineer</i> . Mr. Raymond designed and managed addition of two new lanes of rural highway and urban connecting intersections for DOTD and the Baton Rouge Green Light Plan. Designed urban and rural drainage, horizontal and vertical alignments, superelevation, geometrics, joint layouts, graphical grades, sequence of construction, earthwork, and quantities.
11/04-10/06	014-04-0028 & 014-04-0029 / US 165 (Oberlin to Oakdale): Allen Parish – Mr. Raymond served as <i>Project Manager and Lead Road Design Engineer</i> on this project which consisted of widening and improving US 165 between Oberlin and Oakdale, Louisiana. This comprehensive project encompassed over 12 miles of urban and rural roadway in Allen Parish and included the addition of two new travel lanes , along with full drainage design and associated infrastructure improvements. Mr. Raymond designed urban and rural drainage, horizontal and vertical alignments, superelevation, geometrics, sequence of construction, earthwork, and quantities.
12/98-12/06	417-01-0015 / LA 28 (LA 121 to LA 465): Vernon Parish – Mr. Raymond served as <i>Project Manager and Lead Road Design Engineer</i> on this project which consisted of widening 8.2 miles of LA 28, a rural state highway. The scope of work included the addition of two new travel lanes , converting the existing facility into a four-lane highway with a center median, enhancing traffic flow and safety. SKA's responsibilities included full roadway design, all drainage systems and associated infrastructure. Mr. Raymond designed drainage, horizontal and vertical alignments, superelevation, geometrics, sequence of construction, earthwork, and quantities.

16. Staff Experience

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

Name	Darrell J. Moore, P.E.	Years of relevant experience with this employer	2
Title	SENIOR ENGINEER	Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization	B.S. / 1995 / Civil Engineering		
Active registration number / state / expiration date	PE. 0029346 / LA / March 31, 2027		
Year registered	2001	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities	<i>Mr. Moore's role will be Road Design Engineer.</i>		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
	<i>Mr. Moore has 29 years of experience in project management, design, bidding, and construction support of roadway plans with DOTD. He has served as fact witness and technical expert in roadway design in tort cases against DOTD. He has represented DOTD in meetings with consultants, contractors, local, state, and federal agencies including public meetings and hearings. He has designed multiple roadway projects including pavement preservation projects, widening projects, new alignments, and intersection improvements throughout the state and is very knowledgeable of DOTD standards and requirements.</i>		
012/23-Present	20-CS-HC-0015 / Hennessey Blvd. – Perkins Rd. Connector (Perkins Rd. Improvements): East Baton Rouge Parish – Mr. Moore serves as Road Design Engineer for the Perkins Road Improvements Project, which consists of widening Perkins Rd. from Kenilworth Pkwy to approximately 700 feet east of Erica Stanford under the MOVEBR Program. The purpose of the project is to improve safety at the intersection of Perkins Rd. and Kenilworth Pkwy and the intersection of Perkins Rd and One Perkins Place. Additional turn lanes and thru lanes are being provided, along with sidewalks and Access Management is being implemented as part of this project. Mr. Moore's responsibilities include all design services including subsurface drainage design, geometrics, sidewalks and other tasks associated with completing Final Plans.		
08/23-02/26	MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish – Mr. Moore serves as Road Design Engineer. Mr. Moore assisted in the design of the multi-lane roundabout which includes a southbound channelized right turn lane on LA 73, an eastbound channelized right turn lane on the LA 73 at Bluff Rd. Connector, and is a multilane roundabout only in the northbound and southbound directions. This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Three bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73. Mr. Moore's responsibilities include geometric and hydraulic design, sequence of construction, earthwork, and tabulation of quantities.		
02/02-08/04	H.000707 (SP 019-30-0016) / LA 964: LA 64 – E. Feliciana P.L.: East Baton Rouge Parish – Mr. Moore was the Engineer of Record for the reconstruction of 4.2 miles of LA 964 with the addition of left turn lanes at Rollins and Plains Port Hudson Roads. The project also involved approximately 0.5 mile of subsurface drainage and 3.9 miles of sidewalk. Special design consideration was required to avoid impacts at Buhler Plains and Azaela Rest Cemeteries.		
01/06-06/13	H.001263 (SP 052-30-0014) / LA 1: Mansura – Marksville: Avoyelles Parish – Mr. Moore was the Project Manager and Engineer of Record for the 3.8 mile widening of LA 1 to a five-lane section. The project included approximately 1.2 miles of subsurface drainage and sidewalks, traffic signals, and was bid with a Portland cement concrete alternate. Special consideration and involvement were required with the Tunica-		

	Biloxi Tribe, FHWA and the BIA as LA 1 traverses tribal land near the Paragon Casino. The Tribe and Wal-Mart were also in the process of developing a Cultural Resource Center and a new store, respectively, and coordination was required with their consultants to ensure the needs of all parties were met.
01/18-07/23	H.002337 / LA 327-S: Bayou Fountain: <i>East Baton Rouge Parish</i> - Mr. Moore was the <i>Project Manager</i> and supervised the design of 0.7 mile of subsurface drainage and sidewalk for LA 327-S (Gardere Lane). The project scope originally involved a bridge replacement, but an additional scope of 1.8 miles of overlay, subsurface and sidewalks was added as part of the Road Transfer Program. A CEA with the City/Parish of EBR was required to utilize a detour on local streets.
05/18-07/23	H.010815 & H.012842 / LA 124 Extension (Segments 1, 2 and 3): <i>Catahoula Parish</i> – Mr. Moore was the <i>Project Manager</i> and supervised the design of the first two projects of new State highway LA 124, as part of the DOTD Road Transfer Program. The entire LA 124 corridor will entail 12.2 miles across four projects. Segments 1, 2 and 3 involve upgrading an existing 3.3 mile private drive, 1.7 miles of existing LA 3102, and 2.6 miles of Parish Road to current DOTD design criteria. The hydraulic design presented challenges as there are rivers in the area and is subject to frequent backwater conditions. There is also a Larto Lake drawdown structure that required coordination with WLF. Other special environmental concerns impacting the design are present with WRP and CRP lands.
08/15-05/17	H.011897 / LA 30: Ashland Rd to Tanger Blvd and H.011873 / LA 30: Left TL @ Veterans Blvd: <i>Ascension Parish</i> – Mr. Moore was the <i>Project Manager</i> and supervised the concurrent design of two projects for interim alleviation of traffic congestion on LA 30. The first project consisted of a one mile continuous right turn lane near Tanger Mall involving traffic signals and was subsequently selected as an Asphalt Pilot Project. The second project was a left turn lane at Veterans Boulevard. The final roundabout configurations was designed by others.
10/20-07/23	H.010795 / LA 42: Roundabout at Joe Sevario Rd: <i>Ascension Parish</i> - Mr. Moore was the <i>Project Manager</i> and supervised the design of a single lane roundabout with subsurface drainage at the intersection of LA 42 and Joe Sevario Road.

16. Staff Experience

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

Name	Garrett J. Gilbert P.E.	Years of relevant experience with this employer	6
Title	CIVIL ENGINEER	Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization	B.S. / 2018 / Civil Engineering		
Active registration number / state / expiration date	PE. 0049387 / LA / March 31, 2027		
Year registered	2024	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities	<i>Mr. Gilbert's role will be Road Design Engineer.</i>		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
	<i>Mr. Gilbert has been a Project Manager/Road Design Engineer on multiple classes of roadways including pavement preservation projects, widening projects, new alignments, and intersection improvements. He has experience with vertical alignments, joint layouts, drainage design, erosion control, sequence of construction, signing, earthwork, quantity estimates, and cost estimates for roadway projects.</i>		
08/23-02/26	MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish – Mr. Gilbert assisted in the design of the multi-lane roundabout which includes a southbound channelized right turn lane on LA 73, an eastbound channelized right turn lane on the LA 73 at Bluff Rd. Connector, and is a multilane roundabout only in the northbound and southbound directions. This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Three bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73. Mr. Gilbert managed vertical alignment and drainage design for the project. Mr. Gilbert also managed quantity and cost estimation for the project. A substantial portion of the project was designed using OpenRoads. This work in OpenRoads was also used to perform an inhouse OpenRoads tutorial presented by Mr. Gilbert.		
12/22-10/24	H.015056, H.015058, H.015619 / IDIQ Pavement Preservation Contract: Vermillion and Evangeline Parishes – Mr. Gilbert assists in roadway design under the supervision of an P.E., which included the identification of base failures, recommended repairs, identify drainage improvements, development of typical sections, sequence of construction and quantities. The contract consists of preparing preliminary and final plans for the mill and overlay and reconstruction for the roadways associated with this IDID Pavement Preservation Contract. These roadways were pavement preservation/restoration projects.		
12/22-Present On-Hold	H.009266/ I-10: LA 73 to LA 30: East Baton Rouge Parish – The I-10: LA 73 to LA 30 project is the addition of a third lane to the I-10 corridor between LA 73 and LA 30, including the widening of the bridges crossing I-10 within project boundaries. Mr. Gilbert has performed quantity calculation and cost estimation for the project. Mr. Gilbert also performed the drainage analysis and joint layout for a portion of the project.		
04/21-02/23	H.014051/ Lakewood Dr. Reconstruction: St. Charles Parish – The Lakewood Dr. Reconstruction Project is the reconstruction of an urban minor collector. Mr. Gilbert performed the quantity and cost estimation for the project. Mr. Gilbert also performed a drainage study in a separate contract with St. Charles Parish. The purpose was to investigate observed insufficiencies in the subsurface drainage system along the		

	Lakewood Dr. corridor. The study used DOTD HYDRWIN programs to inform sufficiency of the existing drainage system on Lakewood Dr. Mr. Gilbert has been performing CE&I duties for DOTD as SKA are the LPA engineers for the project.
06/20-05/22	H.012588/H.012169/H.012587 I:10 Overlays Atchafalaya Basin Bridge To W End Of La 415: Iberville/West Baton Rouge Parishes – These are three separate overlay projects that follow sequentially along I-10. The project intention is to overlay the existing pavement by 8” over existing structure, using transitions to meet tie-ins at project limits and bridges. The majority of the projects were adjusting existing conditions to meet design standards. Mr. Gilbert managed all parts of plan creation under P.E. supervision. This includes adjustments to drainage, road, striping, earthwork, guardrail, sequence of construction, and cable barriers. OpenRoads was used moderately through the projects in attempt to prepare for the eventual switch to the program for DOTD projects. These roadways were pavement preservation/restoration projects.
04/20-04/22	H.001799/ LA 531 Overpass: Webster Parish – The project consists of roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. This project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Mr. Gilbert performed the quantity and cost estimation. Mr. Gilbert performed the joint layout, drainage design, signing, and erosion control for the project. Mr. Gilbert assisted with sequencing of the project specifically designing the detour roadways.
01/20-05/22	MA-18-08/ Henry Road @ LA 930 Roundabout: Ascension Parish – This project included a roundabout at the intersection of Henry Road and LA 930 (Daigle Road) to replace the existing stop-controlled intersection with a proposed single lane roundabout. LA 930 is a two-lane roadway running north-south at its intersection with Henry Road. This project required coordination with DOTD for the route LA 930. Mr. Gilbert performed the quantity and cost estimation for the Henry Road Roundabout Project. Mr. Gilbert also performed the drainage design and signing for the project.
12/19-09/25	MA-17-02/ Roddy Road Widening: US 61 TO LA 935: Ascension Parish – This project was a reconstruction of the existing roadway that widened the existing section to current design standards. Mr. Gilbert performed the quantity and cost estimation for the Roddy Road widening project. Mr. Gilbert also performed the signing, and erosion control for the project.
09/19-03/22	H.004435/ LA 3241: LA 36 TO LA 435: St. Tammany Parish – Mr. Gilbert performed the quantity and cost estimation for the new construction project of LA 3241. Mr. Gilbert designed the erosion control and signing for the project. The project is new construction of a 4-lane median separated , rural arterial roadway.
06/19-04/26	H.003047/ Pecue Lane/ I-10 Interchange (PHASE 3): East Baton Rouge Parish – This project includes a Diverging Diamond Interchange (DDI) . The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements, and the design team was challenged with an accelerated schedule as a result. The DDI includes full eastbound and westbound on and off ramps on I-10 and widens Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary. Mr. Gilbert performed the quantity estimation and cost estimation for the Pecue Lane DDI Interchange project. The project was the addition of an DDI interstate interchange at Pecue Lane and I-10. Mr. Gilbert is not currently performing work on this project.
05/17-08/17 05/18- 08/18 01/19-06/19	Mississippi Department Of Transportation: Brookhaven Construction Office / Carthage Construction Office / Whitfield Construction Office: Mr. Gilbert interned with MDOT for two summers and was a full-time employee after graduation for five months. Mr. Gilbert worked for various MDOT construction offices which work to insure MDOT projects are constructed to state standards and manages appropriate payment for construction. Mr. Gilbert began in inspection roles, ensuring contractors performed tasks to proper standards and quantities were recorded for payment purposes. Towards the end of his employment with MDOT Mr. Gilbert was being trained to manage projects. Mr. Gilbert spent most of his time with MDOT in the field, overseeing reconstruction, new construction, bridge construction and all-encompassing work related to these types of state transportation projects.

16. Staff Experience

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

Name	James Partin	Years of relevant experience with this employer	19
Title	CADD TECHNICIAN	Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization	Bachelor of Science / 1989 / Engineering Graphics		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities	<i>Mr. Partin will be lead CADD Technician. Mr. Partin's role includes using MicroStation to create project plan sets that are used for presentations, project bids and construction.</i>		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
12/22-10/24	H.015056, H.015058, H.015619 / IDIQ Pavement Preservation Contract: Vermillion and Evangeline Parishes – Mr. Partin provides CADD work for this project which includes identification of base failures, recommended repairs, identify drainage improvements, development of typical sections, sequence of construction and quantities. The contract consists of preparing preliminary and final plans for the mill and overlay and reconstruction for the roadways associated with this IDID Pavement Preservation Contract. These roadways were pavement preservation/restoration projects.		
05/21-02/26	MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish – Mr. Partin provided CADD work for the design of the multi-lane roundabout which includes a southbound channelized right turn lane on LA 73, an eastbound channelized right turn lane on the LA 73 at Bluff Rd. Connector, and is a multilane roundabout only in the northbound and southbound directions. This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), will convert an existing section of LA 73 from three lanes to four lanes with a raised median and curb and gutter providing access management. Two bulb-outs will be added for U-turns and control of access at the end of the project limits and a multi-lane roundabout is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Access Management is being implemented due to the proximity of the roundabout to I-10 at LA 73.		
08/10-01/15	H.003107 / French Branch Bridge – West Pearl River Bridge (I-10 / I-12 / I-59): St. Tammany Parish – Mr. Partin provided CADD work for this project which 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. <i>This project was a pavement preservation/restoration project and awarded the DOTD 2016 Transportation Excellence Award.</i>		
10/12-Present On-Hold	H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – This project includes widening approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction, existing bridge widening at three locations within the project limits. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Mr. Partin is assisting in the CADD work for construction plans, which include typical sections, details, quantity calculations, alignment plan and profile sheets, drainage maps, geometric details, bridge plans and details, and cross sections.		

16. Staff Experience

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

Name	Dianna Sherman	Years of relevant experience with this employer	9
Title	CADD TECHNICIAN	Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization	Bachelor of Science / 2002 / Industrial Technology Associate Degree / 2002 / Design and Drafting		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities	<i>Ms. Sherman will assist as a CADD Technician. Ms. Sherman's role includes using MicroStation to create project plan sets that are used for presentations, project bids and construction.</i>		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/21-Present	MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector: Ascension Parish – LA 73 will connect to the four-lane divided Bluff Road via a multi-lane roundabout . Access Management is being implemented due to the proximity of the roundabout to I-10 @ LA 73. Ms. Sherman assisted with process of creating working drawing, using topographic data to create an accurate layout for plan and profile sheets, typical sections, geometric layout, striping, and signage plans.		
06/18-Present	H.001799 / LA 531 Overpass: Webster Parish – This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement . The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Ms. Sherman assisted with process of creating working drawing, using topographic data to create an accurate layout for plan and profile sheets, typical sections, striping, and signage plans.		
03/18-03/23	MA-17-02/ Roddy Road Widening: Ascension Parish – This project consisted of widening Roddy Road in Ascension Parish. Ms. Sherman assisted with the process of creating working drawings, using topographic data, and as built drawings to create an accurate layout for plan and profile sheets, typical sections, and geometric layout. As well as creating clearing and grubbing and right of way plans.		
02/17-09/17	H.011923 / Hooper Rd Roundabout at Sullivan Rd (LA 408 at LA 3034): East Baton Rouge Parish – Shread-Kuyrkendall & Associates designed project plans for the implementation of a multi-lane roundabout with right turn slip lanes at the intersection at Hooper Rd (LA 408) at Sullivan Rd (LA 3034) in Central. The roundabout is being designed in conjunction with planned improvements to both Hooper and Sullivan Roads to improve safety and operation of the intersection. Ms. Sherman assisted with process of creating working draws for plan and profile sheets, typical sections, and geometric layout.		
10/12-Present	H.009266 / I-10 (LA 73 to LA 30): Ascension Parish – This project includes widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction, existing bridge widening at three locations within the project limits. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Ms. Sherman is assisting with the process of creating working drawings, using topographic data to create an accurate layout for plan and profile sheets, typical sections, striping, and signage plans.		

16. Staff Experience

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

Name	Sheelagh Brin Ferlito, PE, PTOE		Years of relevant experience with this employer	11
Title	SUPERVISOR-ENG		Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization			B.S. / 1988 / Civil Engineer	
Active registration number / state / expiration date			PE. 0025383 / LA 09/30/2027	
Year registered	1993	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Meets the role for MPR 5 Traffic Control / Signal Design and Construction Support Supervisor	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/21 – 12/25	H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge, LA) Brin is the task leader for Vectura for the Construction Engineering and Inspection of 24 traffic signals. Brin oversaw the review of signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Brin and Reece, with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.			
07/19 – Present	MOVEBR New Capacity Projects Program Management (Baton Rouge, LA) Brin is the lead traffic engineer for entire the New Capacity Projects program management team. All traffic engineering scope of services, traffic / speed data collection, traffic design studies, safety studies, and traffic signal design plans are reviewed by Brin. She is in constant communication with the Traffic Engineering staff of DOTD and EBR Traffic Engineering Department. She understands the current requirements for all aspects of traffic engineering projects.			
07/19 – 01/26	H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement PPP (Belle Chasse, LA) Brin is the project manager for the temporary and permanent traffic signal plans for the intersections of LA 23 at Burmaster St and at Engineers Rd. She based her traffic signal plans on design year volumes that were developed using growth rates from the New Orleans Regional Planning Commission Travel Demand Model. This project is the first ever Public-Private-Partnership performed by DOTD.			
09/20 – 12/21	H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish, LA) Brin is the project manager for the design of temporary traffic signal plans that will be implemented during the roundabout construction along LA 30 in Gonzales, LA. The project involves replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at Tanger Boulevard. Vectura also developed signal timing plans for each phase of the construction to maintain progression along LA 30.			
07/18 – 04/19	LA 1 Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Design West Baton Rouge Parish, Addis, LA Brin developed a Pedestrian Crosswalk Study and Traffic Signal Construction Plans for the intersection of LA 1 at LA 990 in Addis, LA. The study was based on DOTD Traffic Engineering Manual Crosswalk Guidelines followed by traffic signal design plans based on DOTD requirements. The study included traffic and pedestrian traffic data collection, a speed study, crash analyses, intersection analyses and progression analyses. The signal plans included pedestrian signal equipment, signal timing parameter calculations, crosswalk striping, signs, DOTD pay items, estimated quantities, and construction cost. Brin also assisted with the Parish with the DOTD Permit Request for Intersection Control Devices on a State Right of Way.			
09/17 – 04/18	US 11 at US 190 Bus. (Fremaux Ave.) Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Equipment Design Slidell, LA Brin developed a formal traffic study for a proposed crosswalk with pedestrian traffic signal equipment and pedestrian clearance timings based on DOTD requirements. Brin assisted with vehicle and pedestrian data collection, spot speed study, analyzed 3-year intersection crash data and developed signal timing for pedestrians to cross the street. From the design study, a set of Traffic Signal Modification Plans were developed to implement the recommended alternative.			
08/15 – 05/17	Enhancing Guidance for Evacuation Time Estimate Studies (Nuclear Regulatory Commission Rockville, MD) Brin conducted an applied research study of U.S. Nuclear Regulatory Commission guidance for developing evacuation time estimate studies and produced a technical basis for revision of NUREG/CR-7002 “Criteria for Development of Evacuation Time Estimate Studies” in support of the 2020 update of ETES. Specifically, Brin was the lead VISSIM modeler for the “large” population models, which consisted of a 20-mile radius model. The VISSIM model input included traffic volumes distributed over 8 hours, highway and intersection lane geometry using links and connectors, conflict areas, traffic signal and stop control and speed. Brin also developed Dynamic Traffic Assignment code to simulate that fastest route out of the evacuated zone.			





04/14 – 12/14	H.002301 Signal Design for N. Sherwood Forest Dr. Widening Project (Baton Rouge, LA) As the project engineer, Brin was in responsible charge for data collection and design for three signalized intersections as part of a road widening project as per EBR DPW and DOTD requirements. Ms. Ferlito developed the traffic signal equipment, signal timing and communication construction plans, special provision specifications, quantities, and cost estimate. She also performed tasks to develop the striping plans and sequence of construction plans which included temporary signal equipment placement due to lane shifts during construction.
07/12 – 03/14	EBR 03-TS-CI-0026 CE&I for EBR Traffic Signal Systems Jefferson Highway Construction (Baton Rouge, LA) Brin was the Project Resident Engineer on behalf of EBR for performing CE&I services for the construction of 11 traffic signals . She maintained records of the contractor's daily operations, coordinated significant events that affected construction progress including utility issues, reviewed shop drawings, conducted monthly progress meetings, recorded daily installed quantities, developed change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into interstate I-12 fiber backbone and ATM / EOC building. She processed all monthly tasks in EBR formats as well as well as all items on the EBR project closeout checklist.
07/08 – 09/09	SPN 013-05-0043 CE&I for EBR Traffic Signal Systems Phase IV Construction (Baton Rouge, LA) Brin was the Project Resident Engineer for DOTD and EBR to perform CE&I services for the construction of 21 traffic signals . She developed the project Sample Plan, maintained records of the contractor's daily operations, coordinated significant events that affected construction progress including utility issues, reviewed shop drawings, conducted monthly progress meetings, recorded daily installed quantities, coordinated concrete sampling for DOTD Materials Lab, developed change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into Airline Highway fiber backbone and ATM / EOC building. She processed all monthly tasks electronically in DOTD Site Manager and in EBR required formats as well as all items on the DOTD Project Closeout Checklist including the 2059 Report.
09/13 – 04/14	S.P. 700-99-0477 Jefferson Hwy. Signal Design (Baton Rouge, LA) Ms. Ferlito designed traffic signal plans for 11 intersections along Jefferson Highway between College Drive and the I-12 On Ramp in Baton Rouge. Design included traffic data collection, traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout . Design also included traffic signal synchronization signal timing and pedestrian signal timing. She prepared estimated quantities, preliminary and final signal construction plans, and specifications.
03/05 – 11/05	Airline Hwy Widening SPN 700-99-0332 (Baton Rouge, LA) Brin designed 8 traffic signals as part of the Airline Hwy. widening project in Baton Rouge. Her design included traffic data collection, traffic signal equipment, signal synchronization timing, fiber communication, storage length calculations based on queues analyses, special provision specifications, quantities, and cost estimate . This project included fiber design to be the first Baton Rouge project to connect video surveillance images and traffic controller information to the ATM / EOC.
02/03 – 01/04	EBR Traffic Signal Systems Phases IV and V SPN 700-17-0172 (Baton Rouge, LA) Brin was the project engineer for the design of 66 signalized intersections on eight arterials in Baton Rouge which included traffic data collection, traffic signal equipment, pedestrian crosswalk equipment, emergency vehicle and railroad preemption equipment, fiber interconnect equipment as well as traffic signal synchronization. Brin prepared traffic signal construction plans, estimated quantities, and specifications.

16. Staff Experience

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

Name	Laurence Lucius Lambert, II, PE, PTOE, PTP	Years of relevant experience with this employer	11
Title	SUPERVISOR-ENG	Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization	B.S./1997/Civil Engr. M.S./2006/Civil Engineer (Transportation focus) M.B.A./2010		
Active registration number / state / expiration date	PE.0029901 / LA / 3/31/2028		
Year registered	Civil	Discipline	Civil
Contract role(s) / brief description of responsibilities	Meets the role for MPR 5 Traffic Study and TMP Supervisor		



Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/23 – 11/23	H.015504.5 CCC Decorative Lighting Level 4 TMP (New Orleans, LA) Laurence was the project manager for a Level 4 Traffic Management Plan (TMP) for the Crescent City Connection (CCC). Laurence oversaw the lane closure analysis based on queuing. A safety analysis of the construction zone was also performed to identify any “hot spots”. The results were summarized in a report that was reviewed by DOTD.
12/21 – Present	H.012030.5 US 371 KCS RR Overpasses HBI (Webster Parish, LA) Laurence was the project manager for the design of permanent pavement marking and signing sheets for the construction plans in MicroStation. He will also participate in the QC of the sequence of construction and detour route.
06/21 – 02/22	H.013267 Capital Area Pathways Project (Baton Rouge, LA) Laurence was project manager for a traffic study to evaluate trail crossings at three state routes that required DOTD approval. The traffic study included traffic data collection, safety analysis, existing conditions analysis and alternative analysis . Laurence used the DOTD Traffic Engineering Manual, MUTCD, and FHWA guidance to develop the most effective trail crossing alternatives.
07/19 – Present	MOVEBR New Capacity Projects Program Management (Baton Rouge, LA) At the beginning of the program, Laurence worked with the Capital Region Planning Commission to produce measures of effectiveness from the travel demand model to prioritize the MOVEBR project list. Laurence and Pong Wu developed a list of vehicle miles traveled, V/C ratios and vehicles hours of delay. Laurence also provided peer review for the traffic studies for Ben Hur Road and Lee Drive.
02/21 - 03/21	H.013256.5 I-10 ITS Scott to Lake Charles (Southwest Louisiana) Laurence was the lead traffic engineer for a Level 2 TMP for the construction of ITS equipment along I-10. The plan included a safety strategy that included a CAT Scan, LOS determination utilizing Citrix data, lane closure recommendations based on a queue analysis and public information strategies.
04/18 – 12/21	H.010960.5 LA 30 Roundabouts at Tanger & I-10 Gonzales (Ascension, LA) Laurence provided a Quality Control review of the temporary construction and sequence of construction plans . Vectura also provided Quality Control review of signing and striping plans at 30% and 60% plan sets to ensure the roundabouts conformed to the Pavement Markings Details Sheet PM-09 and the MUTCD details on roundabouts.
04/18 – 12/21	H.011909.5-4 Roundabout: US 171 at Boone St. (Vernon Parish, LA) Laurence provided a Quality Control review of the temporary construction and sequence of construction plans . Vectura also provided Quality Control review of signing and striping plans at 30% and 60% plan sets to ensure the roundabouts conformed to the Pavement Markings Details Sheet PM-09 and the MUTCD details on roundabouts.
02/20 – 09/21	College Drive Corridor Enhancement from Perkins Road to I-10 (Baton Rouge, LA) Laurence was the project manager to develop Chapter 1 (Data Collection), Appendix A (Initial Data Collection), and Appendix B (Final Data Collection) for proposed improvements College Drive. Since the I-10 interchange was included in the study, approval from DOTD was required . Vectura collected, turning movement counts, 85% speed data, travel time runs, queue measurements, field observations, verification of Traffic Signal Inventories, and bicycle / pedestrian / transit observations.
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.

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 from the travel demand 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 that included the I-12 interchange ramps. Laurence collected 7-day, 24-hour counts w/ classification on mainlines, turning movement counts for morning and evening peak periods and speed data for mainlines. Laurence also developed a VISSIM traffic simulation model of the preferred alternative.
07/14 - 01/17	FHWA Intersection & Interchange Geometrics: Innovative Design Considerations for All Users (Multiple States) FHWA funded workshops for state Departments of Transportation that were interested in learning more about innovative intersection & interchange design. Laurence presented either part or all the one-day or two-day workshops that included modules on the overall policy and goals of FHWA for these types of innovations, roundabouts, roundabout interchanges, DLTs, DDIs, J-turns / Superstreets, MUT, Thru-turns, quadrant, and the assessment tools (CAP-X) available to compare the measures of effectiveness of each innovation. Each module includes sections on design, traffic operations, safety and multi-modal accommodation. Laurence has presented for the Alabama, Kentucky, Ohio, Oklahoma, Massachusetts, Tennessee, and Texas Departments of Transportation under this contract.
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.
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 prepared documents and obtained environmental clearance for all on-site work and held public meetings. Laurence developed all HCS analyses and a micro-simulation model. Laurence also participated in several public meetings to satisfy the environmental clearance requirements.
09/06 - 09/07	EBR 06-CS-HC-00012 Downtown Baton Rouge Signal Project (Baton Rouge) Laurence was the Project Manager to develop construction plans to upgrade 29 signals in downtown Baton Rouge as part of the EBR Green Light Plan. Laurence developed a design study that included traffic data collection , handicap ramp recommendations, countdown pedestrian signals and internally illuminated street name signs.
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 On-going 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	Reece Rodrigue, PE, PTOE, RSP1		Years of relevant experience with this employer	6
Title	ENGINEER		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization			B.S./2013/Civil Engineer	
Active registration number / state / expiration date			PE.0042074 / LA / 3/31/2028	
Year registered	Civil	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Traffic Control / Signal Design and Construction Support Lead	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/21 - Present	MOVEBR Direct Select for Traffic Signal Design, Baton Rouge, LA Reece is a project engineer for the design of traffic signal upgrades at 10 intersections. This project included a traffic design report, preliminary and final plans for traffic signals that included traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout. The design also included traffic signal synchronization signal timing and pedestrian signal timing.			
06/23 – 04/24	H.012845.1 Connected & Autonomous Vehicles (C/AV) Team and Working Group Support Reece is a member of the team to develop new policies and legislation related to C/AV.			
06/23 – 04/24	H.011507.1 Monroe Phase 3 SEA Reece visited the project site to document the controller type and detection needs at each signalized intersection within the right-of-way.			
07/21 - Present	H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge, Louisiana) Reece is part of the team responsible for Construction Engineering and Inspection. Reece has reviewed the signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Reece, with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.			
01/23 – 02/24	H.011504 Alexandria ITS Phase 2 Reece was the project engineer for a site visit, System Engineering Analysis Report, Engineering Opinion of Probably Construction Cost and Level 2 Transportation Management Plan.			
06/22 – 02/23	H.012381.5 ITS Fiber Management System Data Collection Reece performed the field observations for 40 sites to verify the ITS FMS and inventory services.			
04/20 – 02/26	H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership Project (Belle Chasse, LA) Reece is responsible for designing the temporary traffic signal for the intersection of LA 23 at Engineers Rd. for eight phases of construction per the anticipated sequence of construction. Temporary pole location and heights were recommended for placement for use for all construction phases. Vehicle clearance interval calculations were conducted for each phase in accordance with DOTD and ITE guidance. Reece is responsible for producing the traffic impact analysis portion of the Traffic Management Plan that was also used in planning for the permanent and temporary signal timing plans. Reece was also responsible for producing 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. In addition, Reece was responsible for reviewing and approving shop drawings that were submitted by the contractor for use in construction.			
01/21 – 05/21	H.013256 - I-10 ITS Scott to Lake Charles (Lafayette, Acadia, and Jefferson Davis Parishes) Reece was a member of the subconsultant team who was tasked with reviewing the ITS plans for 15 sites along I-10 where CCTV cameras were being installed. Reece was responsible for measuring anticipated construction quantities and producing a cost estimate for said quantities by using DOTD’s Bid Tabulation and Cost Estimating Tool.			
09/20 – 12/21	H.011909.5-4 Roundabout: US 171 at Boone St. (Vernon Parish) Reece is an essential design engineer, who is assisting in the production of the temporary signal design associated with the sequence of construction for the roundabout at US 171 at Boone St. He conducted a thorough analysis of the US 171 corridor’s existing allowable movements and identified the movements that would be restricted during the proposed construction process and how it would impact the typical traffic patterns.			
09/20 – 12/21	H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish) Reece is a design engineer, who is assisting in the production of the temporary signal design associated with the sequence of construction for the roundabouts on LA 30 in Gonzales, LA. This project consists of eight proposed			

	construction phases. He assisted in calculating the temporary pole heights, determining the placement location for the temporary poles for each phase, measuring and calculating clearance intervals. Reece conducted a thorough analysis of the LA 30 corridor's existing allowable movements and identified the movements that would be restricted during the proposed construction process and how it would impact the typical traffic patterns.
11/21 – 12/21	Emergency Street Light and Traffic Sign Assessment (New Orleans, LA) In response to the damage caused by Hurricane Ida, Reece inspected streetlights and street signs to report damage using the City's ArcGIS Online Organization and ArcGIS Field Maps app. The assessment area was approximately 2.5 miles by 2 miles area in the City of New Orleans.
02/20 – 09/21	College Drive Corridor Enhancement from Perkins Road to I-10 (Baton Rouge, LA) Reece was the task leader for organizing and formatting the data collection of the College Drive project limits. Tasks included in data collection were 7-day tube counts, intersection turning movement counts, approach tube counts, unmet demand observations, driveway counts, travel time runs, pedestrian / bicycle counts, and weaving counts.
07/19 – 12/19	Burgess Avenue at Duff Road Traffic Signal Design, Walker, LA Reece was responsible for the design of a fully actuated signalized intersection in the city of Walker, LA. The traffic signal was determined to meet signal warrants upon completion of the Foxglove subdivision in Livingston Parish, LA. Plans included road widening, signal face indication schedule, signal sequence chart, sign schedule, detector schedule, controller timing, wiring diagram, and free operation phasing diagram. Reece met with city officials to discuss the feasibility of constructing a traffic signal as opposed to other alternative measures for improving the intersection.
02/16 - 12/16	H.005733.5 US 190 Superstreet Task Order (St. Tammany Parish) Reece was a team member responsible for the layouts for the US 190 Superstreet signal designs. He created the preliminary plans using CAD software program MicroStation V8i. He aided in the technical design of each intersection. He conducted field inspections to verify locations of existing equipment as well as observing the area for feasible proposed utility locations. He attended project team meetings to discuss the project details as well as the plan-in-hand walk-through.
01/16 – 11/17	Ochsner Main Campus Traffic Signals (Jefferson Parish) Reece served as a design engineer for the traffic signal plans for the two Ochsner Main Campus access traffic signals with US 90 (Jefferson Hwy). The goal of the design was to implement updated pedestrian timings as well as optimize progression through the US 90 corridor. He reviewed traffic data and assigned time of day coordination timing parameters for the two intersections so that they may be included in the coordinated system west of the intersections. He used TruTraffic determine the appropriate offset parameters so that vehicles may progress efficiently through the coordinated system. Plans for the two intersections were drafted in the form of DOTD's latest version of the TSI format. He was responsible for estimating construction quantities using DOTD's 2016 Spec Item list.
10/16 – 05/17	Loyola Interchange Modification Request, Kenner, LA Reece was a team member in the production of an Interchange Modification Report (IMR) for the I-10 at Loyola Dr. Interchange. He was an active member in collecting vehicle travel time data and processing the data. He also aided in collecting vehicle queues at the study intersections. He also assisted in the Vissim model calibration.
02/15 – 12/15	H.011646 Retainer Contract for DOTD District 02 Traffic Signal Inventories - Nola 3 Reece served as the lead engineer in the production of the traffic study for the District 02 Traffic Signal Inventories. The objective was to effectively correct the progression of traffic through the US 90 (Broad St) corridor. He reviewed vehicle crash data at all intersections in the study scope. He conducted travel time runs. He created a model with existing traffic signal timing information using Synchro 8 Software. He recommended traffic signal pedestrian clearance times and yellow and red clearance times for each intersection. He used MicroStation V8i when designing traffic signal plans in DOTD's TSI format.

16. Staff Experience

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

Name	Kristen Farrington, PE, PTOE, RSP1		Years of relevant experience with this employer	5
Title	ENGINEER		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization			B.S. / 2014 / Civil Engineer	
Active registration number / state / expiration date			PE.0042785 / LA / 3/31/2027	
Year registered	Civil	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Traffic Study and TMP Supervisor	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/23 – 12/24	H.972501.1 South Range Road Stage 0 (Tangipahoa Parish, LA) Kristen was the project manager for a Stage 0 project to improve operations on South Range Road. The project included data collection, existing conditions analysis, safety analysis, and alternatives development.			
05/23 – 05/24	US 190B/Fremaux Ave Sidewalk Feasibility Study (Slidell, LA) As a subconsultant to Richard C. Lambert Consultants, LLC, Laurence was the project manager for a sidewalk feasibility study that included data collection, safety analysis, alternative analysis, and final report.			
04/22 – 11/23	H.013267 Capital Area Pathways Project (Baton Rouge, LA) Kristen is the lead designer for four pedestrian hybrid beacons (PHB’s) with two crossings located on state routes. The locations were approved in a previous study and are now under design for construction. Kristen is working closely with the City and DOTD on the construction plan development as PHB’s are a new traffic control device for DOTD. Prior to the design of the PHB’s, Kristen prepared a traffic study evaluating all six uncontrolled crosswalks along the path, which included data collection and determining the appropriate treatment for each crossing location based on FHWA, DOTD and MUTCD guidance.			
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.			
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 DOTD CAT Scan tool and IHSDM, and line and grade was prepared to DOTD Design Standards for various corridors, including arterial collectors and freeway ramps.			
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 highway. 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.			
03/19 – 11/19	H.012311 LA 429 Connector Stage 0 (Ascension Parish, LA) Kristen was the task leader for the preparation of a Stage 0 study to evaluate alignments for a limited-access corridor (LA 429) near I-10, between LA 30, LA 73, and US 61. Two alternatives for the widening and reconstruction of LA 429 were evaluated. The scope consisted of stakeholder and public meetings, site visits and data collection, phasing of alternative development for the corridor, scope and budget checklists, and an opinion of probable cost to prepare the Stage 0 Report. Kristen served as the civil engineer responsible for designing high level concept exhibits and comparison matrix to determine the best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes, coordinated with interchange study consultants for a cohesive project, and wrote report.			
11/18 - 3/21	H.013322 LA 3040 Feasibility / Safety Study Stage 0 (Houma, LA) Kristen served as project engineer for a study to identify safety and operational issues along 2.5 miles of Martin Luther King Boulevard (LA 3040) in Houma, LA to evaluate reasonable alternatives to address any deficiencies discovered. Kristen was responsible for compiling a data collection plan for submittal to DOTD, including count locations, determined peak periods, and			

	peak hours. Kristen performed peak period observations in the field and geometric field checks, as well as unmet demand observations and calculations . Kristen prepared TMC figures, as well as performed existing analysis in Vistro. Compiled all data collected into Appendices A and B per the DOTD Traffic Process and Report and wrote Chapter 1 of report. Kristen represented the project at stakeholder meetings to discuss project status.
04/18 – 04/19	H.011243.1 I-49 at US 190 and LA 31 Interchange Improvements Stage 0 (St. Landry Parish, LA) Kristen was the project engineer responsible for crash and safety analysis, report writing, planning, and designing for this Stage 0 Study to evaluate alternatives to improve traffic operations and safety at the I-49 interchanges with US 190 and LA 31. Crash and safety analysis was performed using the LADOTD CAT Scan tool and IHSDM, and line and grade was prepared to DOTD Design Standards for various corridors, including arterial collectors and freeway ramps. Close coordination with traffic engineer ensured maximum improvement of safety and operations given limited right-of-way and utility conflicts along the corridors.
09/17 – 09/18	H.011160 LA 73 Corridor Study Stage 0 LA 74 to LA 621 (Ascension Parish, LA) Kristen was the designer responsible for concept development, report writing, and impact analysis for a Stage 0 study. The purpose of the study was to evaluate conceptual alternatives to improve capacity and operations along the LA 73 corridor and its connecting transportation network. The scope included the evaluation of three interchange configurations for the interchange of I-10 at LA 73 in conjunction with two corridor alternatives for LA 73, resulting in six different alternatives for which line and grade, impacts, and high-level cost estimates were prepared.
11/16 – 07/17	H.001271 Cane River Bridge Church Street Route LA 1-X Environmental Assessment Kristen was the project engineer responsible for assisting with the site visits, data organization, analysis of permanent alternatives and traffic control alternatives , and traffic report to aid in the delivery of an environmental assessment for the Cane River Bridge Replacement

16. Staff Experience

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

Name	Ronald St. Angelo		Years of relevant experience with this employer	4
Title	SENIOR TECHNICIAN		Years of relevant experience with other employer(s)	48
Degree(s) / Years / Specialization			High School Diploma / 1975	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Senior-level Construction Specialist for traffic signals, lighting, and ITS	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/25 – Present	23-EN-HC-0019 Bluebonnet Blvd. Mid-Block Pedestrian Crossing (Baton Rouge, LA) Ronnie contributed to Construction Engineering & Inspection (CEI) efforts for the Bluebonnet Pedestrian Hybrid Beacon installation, supporting coordination, documentation, and agency compliance across multiple phases. Responsibilities included: - Participating in preconstruction meetings and coordinating with EBR TED, consultants, and contractors on shop drawing reviews, pole relocation, and drainage concerns. - Reviewing and submitting shop drawing packages, including mast arm, luminaire, and concrete mix designs, while tracking submittal statuses and outstanding items in E-builder. - Collaborating with project stakeholders to troubleshoot field issues such as mast arm placement, curb revisions, and sight distance limitations due to median vegetation. - Preparing redlines and plan revisions for the contractor, updating field book entries, and validating revised quantities and pay items for agency submission. Conducting field visits to observe contractor work and ensure constructability, design intent, and documentation throughout the project sequence.			
07/21 - Present	H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge, LA) Ronnie provided technical assistance in the field for the Construction Engineering and Inspection of 24 traffic signals . Ronnie assisted with the review of signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Ronnie along with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.			
06/23 - Present	EBR Direct Select Signal Design Phases 1 & 2 (Baton Rouge, LA) Ronnie’s work focused on reviewing and refining signal plans, ensuring all comments and changes were addressed. Responsibilities included developing accurate cost estimates, checking quantities, and working on the signal budget. Ronnie coordinated phasing and splits, discussed power and cabinet locations, and verified plan details through multiple reviews. Field activities involved site visits to inspect ITS cabinets, take quadrant photos, and locate the fiber junction box at Bluebonnet and Celtic. These efforts ensured proper planning, accurate budgeting, and readiness for implementation.			
07/19 – Present	MOVEBR New Capacity Projects Program Management (Baton Rouge, LA) Ronnie is responsible for coordinating and executing tasks related to traffic signal design, fiber optic infrastructure, and city standard details for transportation projects. This includes field inspections of fiber in junction boxes and cabinets at multiple locations such as Bluebonnet, Floynell, Perkins corridors, and other designated sites to verify fiber type and routing. Ronnie collaborates extensively with stakeholders including EBR TED, City BR representatives, DOTD, and contractors to review and update traffic signal plans, pole foundation layouts, and equipment specifications. Duties involve preparing and marking up signal phasing plans, updating pay item lists, and ensuring compliance with city and DOTD standards. Ronnie also participates in meetings to resolve technical issues related to signal pole clearances, luminaire integration, controller cabinet configurations, and pedestrian crossing layouts. Additional responsibilities include reviewing shop drawings, documenting existing trunk lines, and providing input on standard detail revisions for traffic signals and street lighting systems.			

04/20 - Present	H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership Project (Belle Chasse, LA) Ronnie is responsible for reviewing temporary traffic signal plans to ensure accuracy and compliance, which has been done multiple times throughout the project. In addition to plan reviews, Ronnie worked on laying out mast arms for the permanent signal and configuring temporary signal strain poles. Coordination has been a key part of the process, involving collaboration with Reece to address design and implementation details. Ronnie also engaged with the contractor to monitor drilling operations for mast arm foundations and confirm scheduling for drill shafts and concrete pours. These efforts aim to maintain traffic safety and ensure timely installation of both temporary and permanent signal systems.
03/24 - Present	16-CI-US-0032 Baton Rouge Bus Rapid Transit Project (Nicholson Dr. – Florida Blvd. – Plank Rd.) (Baton Rouge, LA) Ronnie is responsible for coordinating and overseeing field and office activities related to signal and streetlight installation for the BRT and corridor improvement projects. Duties include conducting field visits for pole stakeouts, verifying utility conflicts, and laying out pole and signal foundations at multiple intersections along Plank Road and Florida Boulevard. Ronnie manages redlining of intersection drawings, tracks changes, and updates signal quantities based on site conditions. He facilitates bi-weekly meetings, communicates with contractors, utility companies, and manufacturers, and ensures compliance with specifications for pole submittals and foundations. Additional responsibilities include logging daily contractor work, resolving right-of-way and utility relocation issues, and reviewing pay quantities and revised plans. Ronnie plays a key role in coordinating with project stakeholders to address design adjustments, utility conflicts, and installation challenges to maintain project timelines and quality standards.
02/03 – 04/23	Jack B Harper Electrical, LLC (Walker, LA) Ronnie specialized in programming traffic signal controls / ITS equipment and troubleshooting construction issues in the field such as utility conflicts and traffic signal issues. He was a project manager for numerous traffic signal related projects and oversaw a team of field technicians for signal related construction projects. He was an estimator for bidding traffic signal / ITS equipment projects. Ronnie worked extensively throughout the state of Louisiana on hundreds of local, state, and federally funded traffic signal / ITS projects, to include major metropolitan areas, such as Greater New Orleans, Baton Rouge, and Lafayette. During this time, Ronnie worked on projects that built intersections from the ground up, to include base / signal installation, signal control electrical installation, and signal termination. Ronnie read and interpreted construction plans to ensure proper installation requirements were met for span wire and mast arm installation. Extensive experience in installing all forms of traffic signals during all construction phases. He also assisted site inspectors with confirming mast arm foundation locations; electrical inspection / reporting; drawing reviews; change requests; and verifying controller data collection and timing checks.
07/75 – 01/03	East Baton Rouge Traffic Engineering Division Ronnie was a certified IMSA Level 1 & 2 Technician while employed at the City of Baton Rouge. Ronnie performed numerous construction tasks in relation to traffic signals within East Baton Rouge Parish. Construction included traffic signal poles, signal heads, signal wiring, vehicle detection, traffic signal controller / cabinet power service. In the earlier part of his career, the traffic signal controllers consisted of mechanical parts. As time progressed, the controller evolved to steady-state technology. In addition, Ronnie performed traffic signal tasks related to maintenance after damage from collisions or extreme weather. While employed in the city, Ronnie was tasked with maintaining over 300 signals that included DOTD intersections. Ronnie started his career at the City of Baton Rouge as a Technician, then Traffic Signal Technician, then Foreman and finally a supervisor. Ronnie was also responsible for programming traffic signal controllers while at the City.

16. Staff Experience

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

Name	Gustavo Clavijo		Years of relevant experience with this employer	3
Title	SUPERVISOR – OTHER		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization			B.S./ 2011/ Business Administration	
Active registration number / state / expiration date				
Year registered	N/A	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Data Collection Lead	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/25 – 07/25	Driftwood LNG Data Collection (Lake Charles, LA) Gustavo scheduled and managed the traffic data collection efforts for 2 7-day classification counts, 93 approach counts and 33 turning movement counts with unmet demand. Gustavo assisted in the post processing of all tube and camera data and ensured that the data collection portion of the project was completed effectively and before the deadline.			
08/24 – 12/24	Monroe Street Corridor Study (Mandeville, LA) Gustavo scheduled and managed the traffic data collection efforts for 16 7-day classification counts and 30 turning movement counts with field observations. Gustavo assisted in the post processing of all tube and camera data and ensured that the data collection portion of the project was completed effectively and before the deadline.			
6/24 – 04/25	City of New Orleans Speed Management Program (New Orleans, LA) Gustavo scheduled and managed the traffic data collection efforts for this contract which included 48-hr speed studies for 60 segments throughout the City of New Orleans. Gustavo assisted in the equipment set-up/tear-down as well as the post processing of all radar sensor data and ensured that the data collection portion of the project was completed effectively and before the deadline.			
11/23 – 01/24	Traffic Impact Study for Waste Site (Lake Charles, LA) Gustavo scheduled and managed the traffic data collection efforts for 2 7-day classification counts and 14 turning movement counts. Gustavo assisted in the post processing of all tube and camera data and ensured that the data collection portion of the project was completed effectively and before the deadline.			
11/23 – 01/24	Distribution Center Traffic Impact Study (Elmwood, LA) Gustavo scheduled and managed the traffic data collection efforts for 2 7-day classification counts and 9 turning movement counts. Gustavo assisted in field observations as well as the post processing of all tube and camera data and ensured that the data collection portion of the project was completed effectively and before the deadline.			
9/23 – 01/24	US 190B /Fremaux Ave. Sidewalk Feasibility Study (Slidell, LA) Gustavo scheduled and managed the traffic data collection efforts for 2 7-day classification counts, 2 7-day ped and bike counts, 6 turning movement counts, 3 turning movement counts with demand and 3 radar spot-speed survey. Gustavo assisted in the post processing of all tube and camera data and ensured that the data collection portion of the project was completed effectively and before the deadline.			
12/22 – 12/22	I-10 Calcasieu River Bridge (Lake Charles, LA) While employed with National Data and Surveying Services, Gustavo was the Project Coordinator working alongside WSP engineers to conduct the traffic data collection effort. Gustavo directly scheduled and managed the field collection efforts on two separate occasions for 54 7-day classification mainline and ramp counts. Gustavo ensured that all collection efforts were completed within budget and on schedule.			

08/22 – 11/22	Ardenwood Dr Traffic Counts (Baton Rouge, LA) While employed with National Data and Surveying Services, Gustavo was the Project Coordinator working alongside Neel-Schaffer engineers to conduct the traffic data collection effort. Gustavo directly scheduled and managed the field collection efforts for 4 7-day classification counts, 25 48-hr classification counts, and 24 driveway counts. Gustavo ensured that all collection efforts were completed within budget and on schedule.
11/21 – 12/21	US 190 Traffic Counts (Mandeville, LA) While employed with National Data and Surveying Services, Gustavo was the Project Coordinator working alongside Neel-Schaffer engineers to conduct the traffic data collection effort for 29 48-hr classification counts; 20 6hr turning movement counts, 94 driveway counts and 2 radar spot-speed surveys. Gustavo ensured that all collection efforts were completed within budget and on schedule.

16. Staff Experience

Firm employed by **Marrero, Couvillon & Associates, L.L.C.**

Name	M. Kimball Schlafly, P.E.		Years of relevant experience with this employer	6
Title	Senior Electrical Engineer		Years of relevant experience with other employer(s)	34
Degree(s) / Years / Specialization			BS / 1988/ Electrical Engineering	
Active registration number / state / expiration date			PE LA License No. 27699 / Exp. 09/30/2026	
Year registered	1998	Discipline	Electrical Engineering	
Contract role(s) / brief description of responsibilities			Lead Electrical Engineer	
Experience dates (mm/yy–mm/yy)				
04/21 – Present		Bluebonnet Blvd. (Picardy to Highland) Roadway Lighting: East Baton Rouge Parish – Sr. Electrical Engineer. The scope of work includes additional lane capacity in each direction. Bluebonnet Blvd is two lanes in each direction currently. Pedestrian facilities are interspersed throughout the corridor and there is commercial development abutting the corridor. The project is to add an additional travel lane in each direction and provide for connected pedestrian facilities throughout the corridor. MCA is responsible for all activities necessary to complete a lighting plan and a photometric analysis report that contains illumination analysis of all roadways, intersections, crosswalks, and sidewalks. 60% submittal complete.		
01/23 – Present		I-20 Widening / Wells to LA34 Electrical and Lighting Design: Ouachita Parish – Sr. Electrical Engineer. The scope of work is to provide additional traffic capacity in each direction. This was accomplished primarily by increasing the entrance/exit ramps. MCA provided design services to analyze the existing conditions of the roadway lighting, which consisted of high pressure sodium fixtures on low mast poles, and provide modifications to the existing lighting systems as necessary to accommodate the changes in roadway geometry. This includes upgrading the existing fixtures to LED, re-position select poles, and upgrading the secondary controllers to current standards. Project is currently on hold by DOTD.		
11/24 – Present		IDIQ Contract # 4400029441 / Task Order #1 / Mound Rest Area / CA Services: Madison Parish – Sr. Electrical Engineer. The scope of work is to provide CA services as required by the project engineer. Item #1: Recalculate all voltage drops for each lighting circuit from bid documents prepared by others, issue C.O #3 revising conductor sizes and routing in order to reduce unacceptable voltage drops. Item #2: Perform load analysis on two feeders connected to single fused disconnect, revise as needed to resize feeders correctly and provide separate disconnects or circuit breakers.		
11/24 – Present		IDIQ Contract # 4400029441 / Task Order #2 / Grand Prairie Rest Area: St Landry Parish – Sr. Electrical Engineer. The scope of work is to remove and replace all rest area exterior lighting, inclusive of all access roadways, parking areas, walkways, pavilions, and a separate boat launch area. Bid Documents issued. Estimated Cost: \$1.2M		
9/16 – 05/26		I-10 and Pecue Lane Lighting Design: East Baton Rouge Parish – Sr. Electrical Engineer. The existing overpass was replaced with two overpass structures, with 3 lanes in each direction. South of I-10, two bridge structures were provided for Pecue to cross Ward’s Creek. MCA designed all new roadway lighting through the limits of construction. Kimball Schlafly provided project management during the construction phase. Cost: \$36M		

16. Staff Experience

Firm employed by **Marrero, Couvillon & Associates, L.L.C.**

Name	Christian Schade, P.E.		Years of experience with this firm/employer	9
Title	Sr. Electrical Engineer		Years of experience with other firm(s)/employer(s)	32
Degree(s) / Years / Specialization			Bachelor of Science / 1993 / Electrical Engineering	
Active registration number / state / expiration date			LA License No. 32483 Expiration Date 9/30/2026	
Year registered	2006	Discipline	Electrical Engineering & Computer Engineering	
Contract role(s) / brief description of responsibilities			Electrical Engineer – Electrical Engineering Design	
Experience dates (mm/yy–mm/yy)				
07/17 – 11/20		I-10 and 73 Design Build: Ascension Parish - Electrical Engineer - Provide electrical engineering and design for lighting on the I-10 Widening from Highland to LA 30 design-build project.		
08/16 – 07/20		Bayou LaLoutre Bridge Rehabilitation – Electrical Engineer - Provided complete electrical rehabilitation on the vertical lift bridge.		
9/23-Present		I-10 and Pecue Lane Lighting Design: East Baton Rouge Parish - Sr. Electrical Engineer. The existing overpass was replaced with two overpass structures, with 3 lanes in each direction. South of I-10, two bridge structures were provided for Pecue to cross Ward’s Creek. MCA designed all new roadway lighting through the limits of construction. Chris Schade provided CA services during the construction phase, which required re-design due to new Entergy overhead distribution feeders through the construction area. Cost: \$36M		
04/18 – 02/20		Port of New Orleans / France Road – North / Roadway and Drainage Improvements – Electrical Engineer - MCA provided the electrical and mechanical engineering services for the roadway and drainage improvements.		
11/16 – 6/17		Louis Armstrong New Orleans Airport International Airport Pavement Remediation at Eastern Side of Runway 11-29 – Kenner, LA – Electrical Engineer - Electrical design services for Pavement Remediation of sag in existing runway pavement on the eastern side of Runway 11-29 near Taxiway Alpha at the airport.		
04/18 – 02/19		City of New Orleans / Howard Avenue Extension (Loyola Avenue to LaSalle Street: New Orleans, LA – Sr. Electrical Engineer MCA is responsible for the Electrical Services for the Howard Avenue Extension. Work included revising roadway lighting from high pressure sodium lights to LED lights per new City of New Orleans Standards. Revisions included changing light fixtures, providing new electrical conductors and revising drawings including bill of materials. Perform lighting calculations and following illumination guidelines per the latest IES roadway lighting recommended practices issued in 2014.		
9/22 - Present		I-10 Widening / LA 73 to LA 30: Ascension Parish – Sr. Electrical Engineer -Design services to modify the existing high mast lighting at LA73 interchange, as needed to accommodate the widening of I-10. This required a photometric analysis to be performed on the existing conditions, and again on the proposed relocation for the high mast poles to accommodate the added travel lanes and new bridge construction over LA73. 100% electrical documents submitted.		

16. Staff Experience

Firm employed by **CARBO Landscape Architecture, L.L.C.**

Name	W. Shannon Blakeman, FASLA, PLA	Years of relevant experience with this employer	19
Title	Principal-in-Charge	Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization	BLA / 1999 / Landscape Architecture		
Active registration number / state / expiration date	B-393 / Louisiana / January 31, 2027		
Year registered	2004	Discipline	Landscape Architecture
Contract role(s) / brief description of responsibilities	Landscape Architecture Principal-in-Charge		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
	<i>Shannon Blakeman is a Principal and Managing Partner of CARBO. Prior to joining the firm, Shannon worked in North Carolina where he gained experience in park, commercial, institutional, and municipal projects. During his 27 years of practice, he has developed a broad knowledge base, ranging from detail design to large scale site and master planning. His knowledge brings a well-rounded approach to the design process, providing thoughtful design solutions. In his role as Partner, Shannon provides thoughtful oversight for the entirety of the project while also facilitating efficient and effective communication between work groups, clients and multi-disciplinary team members. His responsibilities also include business development for private and public sector clients, while working to grow the firms presence within the region. He is a Registered Landscape Architect in the State of Louisiana, and in 2025 he was elevated as a Fellow of the American Society of Landscape Architecture in recognition of his contributions to the profession.</i>		
01/23 – Present	Perkins Rd. Overpass Urban Trail: Baton Rouge, LA – Mr. Blakeman served as the principal-in-charge and lead designer for the design of a quarter-mile accessible pedestrian and bike trail beneath the Perkins Rd. Overpass. The design also included planting design and parking in front of the existing businesses beneath the Overpass. The final design was in accordance with EBR City-Parish Standards. The project is currently under construction, and Mr. Blakeman is assisting the MOVEBR program with construction oversight.		
03/25 – 2/26	Interstate 10-12 Split: Baton Rouge, LA – Mr. Blakeman oversaw the design and layout of new tree plantings completed by Baton Rouge Green as part of the newly constructed Interstate 10-12 split. This project followed all DOTD requirements and was successfully permitted and installed. Mr. Blakeman not only contributed to the overall design and native tree plant palette but also lead the construction oversight.		
08/24 – 2/25	LC Rebound Streetscape Enhancements: Lake Charles, LA - Mr. Blakeman oversaw the schematic design of two intersections as part of the City of Lake Charles’ Rebound program to re-envision select roadways. The intersection enhancements included traffic calming measures such as planted bump-outs, painted crosswalks, and additional lighting to facilitate safe pedestrian crossings. The project is currently on hold until funding is secured.		
05/10 – 05/15	Bolton Avenue Streetscape Enhancements: Alexandria, LA – Mr. Blakeman assisted with the planning, design, community outreach, and construction oversight of the corridor enhancements for Bolton Ave.		
10/09-07/10	Oak St. Streetscape Enhancements: Jena, LA – Mr. Blakeman oversaw the design and implementation of the transformed downtown street in Jena, LA. The design was centered around creating a garden-like corridor drawing inspiration from the town’s rural and historic context. Mr Blakeman worked with the CARBO team to design and oversee the construction of rain gardens that managed Oak St.’s stormwater, shade tree plantings, pedestrian crosswalks, and intersection plaza’s for added safety and comfort. The project met all LaDOTD requirements and was successfully completed in 2015.		

16. Staff Experience

Firm employed by **CARBO Landscape Architecture, L.L.C.**

Name	Amy Norval, ASLA, PLA		Years of relevant experience with this employer	10
Title	Project Manager		Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization			BLA / 2013 / Landscape Architecture	
Active registration number / state / expiration date			N-163 / Louisiana / January 31, 2027	
Year registered	2021	Discipline	Landscape Architecture	
Contract role(s) / brief description of responsibilities			Landscape Architecture Project Manager	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Amy Norval received her Bachelor of Landscape Architecture degree from Louisiana State University in 2013. Since graduation, Amy has gained professional experience on projects across southern Louisiana and has worked closely with various suburban and rural municipalities gaining skills in community engagement. She approaches each project with an emphasis on designing with the community while fostering environmentally sustainable methods and practices. Amy works most closely with CARBO’s Municipal Projects Studio with active projects ranging from universally inclusive neighborhood playgrounds to large-scale parks. Amy has worked extensively on stormwater management projects at varying scales.			
01/23 – Present	Perkins Rd. Overpass Urban Trail: Baton Rouge, LA – Ms. Norval served as the project manager from schematic design through the current phase of construction administration. She has coordinated monthly with MOVEBR and business owners to ensure the design meets the needs of the community as well as the standards of the City-Parish. The project includes the design and implementation of a quarter-mile accessible pedestrian and bicycle route underneath the Perkins Rd. Overpass including a railroad crossing and parking. Ms. Norval was most involved in the overall pedestrian, bicycle, and vehicular circulation but also the trail’s grading and coordination with the civil, electrical, and structural sub-consultants.			
03/25 – 2/26	Interstate 10-12 Split: Baton Rouge, LA – Ms. Norval assisted with the coordination between CARBO and Baton Rouge Green who oversaw the DOTD permitting and installation of the tree plantings. She was also instrumental in the tree layout and native tree planting palette. She attended field reconnaissance visits during the design phase to understand the site conditions following the construction of the interstate 10-12 split and how best to meet all DOTD requirements while creatively considering the vehicular experience.			

17. Firm Experience

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey / Road / Bridge
Project name	LA 28 (LA 121 to LA 465)		Firm responsibility (prime or sub?)	Prime
Project number	417-01-0015	Owner's name	LADOTD	
Project location	Vernon Parish		Owner's Project Manager	Brent Waguespack
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Brent.Waguespack@la.gov			
Services commenced by this firm (mm/yy)	12/98	Total consultant contract cost (\$1,000's)		\$ 868
Services completed by this firm (mm/yy)	12/06	Cost of consultant services provided by this firm (\$1,000's)		\$ 868

**100% of work was performed in Louisiana*

Shread-Kuyrkendall & Associates, Inc. (SKA) was contracted to provide both preliminary and final design services for the **widening** of 8.2 miles of LA 28, a rural state highway designated as Design Class RA-4 spanning Vernon, Rapides, and Grant Parishes. The scope of work included **the addition of two new travel lanes**, converting the existing facility into a four-lane highway with a center median, enhancing traffic flow and safety through Vernon, Rapides, and Grant Parishes. SKA's responsibilities included full roadway design, all drainage systems and associated infrastructure. The project also included the **design of two bridges** featuring Type II Girder spans over Flagon Creek and Greys Creek, along with the design of associated bridge hydraulics. Final design plans were completed in 2006.



Some of the specific project particulars:

- Roadway geometric design for over 8 miles
- Drainage design including cross drains, roadside ditches, side drain design, and erosion control systems.
- Design of two (2) new bridges over Flagon Creek and Greys Creek, consisting of Type II girder spans
- Hydraulic modeling and bridge hydraulic reports
- Plan and profile sheets, typical sections, and quantity takeoffs
- Final construction documents and PS&E submittals

Firm Members Involved:

Ripley W. "Gary" McClure, P.E.

John P. Raymond, P.E.

James Partin

17. Firm Experience

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Road
Project name	LA 73 Roundabout at Bluff Rd. Connector			Firm responsibility (prime or sub?) Prime
Project number	H.014918 / MA-22-01	Owner's name	Ascension Parish	
Project location	Ascension Parish		Owner's Project Manager	Jeff Burst, P.E.
Owner's address, phone, email	615 Worthy St., Gonzales, LA 70737/ (225)368-2869 / Jburst@hntb.com			
Services commenced by this firm (mm/yy)	05/21	Total consultant contract cost (\$1,000's)		\$ 781
Services completed by this firm (mm/yy)	02/26	Cost of consultant services provided by this firm (\$1,000's)		\$ 781

**100% of work was performed in Louisiana*

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

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



This project, LA 73 Roundabout at Bluff Rd. Connector (MA-22-01), **widens** an existing section of LA 73 **from three lanes to four lanes** with a raised median and curb and gutter providing access management. **Two bulb-outs will be added for U-turns** and control of access at the end of the project limits and **a multi-lane roundabout** is being designed at the intersection with the future Bluff Road Connector (MA-20-01) and an existing commercial drive. Sidewalks on both sides of LA 73 and pedestrian refuge areas inside the roundabout will be added. **Access Management** is being implemented due to the proximity of the roundabout to I-10 at LA 73 and numerous businesses adjacent to the roundabout. The roundabout includes an eastbound right turn slip-lane onto southbound LA 73. This project also includes the redesign of 7900' of the existing storm drain system within the project limits. This project, although contracted by Ascension Parish, is a state route and is also being coordinated with and reviewed by DOTD in conjunction with other projects on the LA 73 corridor. Special care was considered with the northbound and southbound dual-lane entrances to provide desired offset left alignments and geometry to eliminate vehicle path overlap.

The geometry for construction includes the following approach:

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

Firm Members Involved:

Ripley W. "Gary" McClure, P.E.

John P. Raymond, P.E.

Darrell J. Moore, P.E.

Garrett Gilbert, P.E.

Dianna Sherman

17. Firm Experience

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

**100% of work was performed in Louisiana*

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

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

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



Firm Members Involved:

Ripley "Gary" W. McClure, P.E.

John P. Raymond, P.E.

Garrett Gilbert, P.E.

Dianna Sherman

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

The geometry for construction includes the following approach:

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

17. Firm Experience				
Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Spring Street and Church Street Bridge Replacement (RCB)		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Town of Clinton, LA	
Project location	Clinton, LA		Owner's Project Manager	Lori Ann Bell
Owner's address, phone, email	P.O. Box 513, Clinton, LA 70804 / (225)683-5531 / clerk@townofclinton.com			
Services commenced by this firm (mm/yy)	08/07	Total consultant contract cost (\$1,000's)		\$ 31
Services completed by this firm (mm/yy)	08/08	Cost of consultant services provided by this firm (\$1,000's)		\$ 31

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

Shread-Kuykendall & Associates, Inc. (SKA) provided engineering services for the replacement of two aging timber bridge structures located within the Town of Clinton, Louisiana. The project involved the evaluation and conceptual design for the Church Street Bridge and Spring Street Bridge, both of which had reached the end of their service life due to significant structural deterioration. At the time of the study, the Church Street Bridge had been closed to all traffic, while the Spring Street Bridge was restricted to light vehicular traffic because of safety concerns.

SKA conducted detailed field inspections to evaluate the structural condition of each bridge, documenting extensive deterioration of the timber decks, caps, and substructures. Based on the findings, the firm determined that complete replacement of both structures was more practical and cost-effective than rehabilitation. As part of the conceptual engineering phase, SKA performed preliminary hydrologic and hydraulic analyses using Soil Conservation Service (SCS) methodologies to evaluate 25-, 50-, and 100-year storm events. The analyses assessed the feasibility of replacing the existing bridge structures with **Reinforced Concrete Box Culverts (RCBs)**, which offer reduced maintenance requirements and lower lifecycle costs.

Hydraulic modeling determined that both crossings could be adequately served by triple reinforced concrete box culverts while maintaining acceptable upstream water surface elevations and meeting design criteria for an urban drainage system. The study also identified utility conflicts, including existing water lines crossing the drainage channels at both bridge locations that would require relocation during final design. Recommendations included completion of detailed topographic surveying, utility coordination, and final hydraulic analyses to refine the proposed improvements.

Firm Members Involved:

Ripley "Gary" W. McClure, P.E.

Niccola D. Gill, P.E.

James Partin

17. Firm Experience

Firm name	Shread-Kuyrkendall & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Port Hickey Road Bridge Replacement			Firm responsibility (prime or sub?) Prime
Project number	16-BR-PT-0019	Owner's name	East Baton Rouge City-Parish	
Project location	East Baton Rouge Parish		Owner's Project Manager	Chad Winchester
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)	06/18	Total consultant contract cost (\$1,000's)		\$128
Services completed by this firm (mm/yy)	01/25	Cost of consultant services provided by this firm (\$1,000's)		\$100

**100% of work was performed in Louisiana*

Shread-Kuykendall & Associates, Inc. (SKA) provided engineering services for the evaluation and replacement of the Port Hickey Bridge in East Baton Rouge Parish. The existing bridge crosses a drainage canal that ultimately discharges into swamp lands connected to the Mississippi River and is frequently inundated during periods of elevated river stages. SKA evaluated multiple replacement alternatives, including construction of a higher-elevation bridge, installation of **Reinforced Concrete Box Culverts**, and replacement with a three-sided precast concrete bridge structure. The study included hydrologic and hydraulic evaluations, structural feasibility assessments, and cost comparisons to identify the most practical and resilient solution while maintaining drainage capacity and improving public safety.



Firm Members Involved:

Ripley W. "Gary" McClure, P.E.

Nicola D. Gill, P.E.

James Partin

17. Firm Experience

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Discipline(s)*		Traffic	
Project name	Stage 0 Feasibility Study – US 190/Fremaux Avenue Sidewalk Study			Firm responsibility (prime or sub?)		sub
Project number	H.972462.1	Owner’s name	New Orleans Regional Planning Commission			
Project location	Slidell, LA			Owner’s Project Manager	Nelson Hollings	
Owner’s address, phone, email	10 Veterans Boulevard, New Orleans, LA 70124; 504-483-8523; nhollings@norpc.org					
Services commenced by this firm		12/23	Total consultant contract cost (\$1,000’s)			\$65
Services completed by this firm		07/24	Cost of consultant services provided by this firm (\$1,000’s)			\$30

**100% of work was performed in Louisiana*

Vectura prepared a formal traffic study to determine the feasibility of constructing a sidewalk along US 190 in Slidell, LA. The traffic study examined concepts that improved the safety and efficiency for bicyclists and pedestrians consistent with the latest DOTD policies related to access management and complete streets.

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
- Seven-day pedestrian counts
- 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 the following elements:

- Performed Synchro analyses for existing conditions
- Performed Synchro analyses for implementation and design years
- Developed draft traffic study report

Task 3 Safety Analyses

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

Firm Members Involved:

Kristen Farrington

Gustavo Clavijo

Cade Nelson

Brin Ferlito

Laurence Lambert

17. Firm Experience

Firm name	Vectura Consulting Services, LLC			Past Performance Evaluation Category(ies)*		Traffic	
Project name	I-20: LA 544 Overpass Replacement				Firm responsibility (prime or sub?)		Sub
Project number	H.010616		Owner's name	DOTD			
Project location	Baton Rouge, LA			Owner's Project Manager		Jacob Fusilier	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1185, Jacob.Fusilier@la.gov					
Services commenced by this firm			04/23	Total consultant contract cost (\$1,000's)			Unknown
Services completed by this firm			10/23	Cost of consultant services provided by this firm (\$1,000's)			\$131.973

**100% of work was performed in Louisiana*

Vectura performed a Level 2 **Traffic Management Plan** (TMP) that included the following activities:

- Preliminary and final traffic studies
- Temporary and final traffic signal plans
- Traffic Management Plan (TMP)
 - safety strategy that included a CAT Scan,
 - LOS determination utilizing Citrix data,
 - lane closure recommendations based on a queue analysis,
 - cost estimate,
 - and public information strategies.



Firm Members Involved:

Brin Ferlito

Laurence Lambert

Reece Rodrigue

Kristen Farrington

17. Firm Experience				
Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Category(ies)*	Traffic
Project name	South Range Road Safety and Operational Enhancements Stage 0		Firm responsibility (prime or sub?)	Prime
Project number	T-1.24RR	Owner's name	New Orleans Regional Planning Commission	
Project location	Tangipahoa Parish, LA		Owner's Project Manager	Nelson Hollings
Owner's address, phone, email	10 Veterans Boulevard, New Orleans, LA 70124; 504-483-8523; nhollings@norpc.org			
Services commenced by this firm	12/23	Total consultant contract cost (\$1,000's)		\$55
Services completed by this firm	07/24	Cost of consultant services provided by this firm (\$1,000's)		\$40

**100% of work was performed in Louisiana*

The purpose of this study was to conduct a corridor analysis along this portion of Range Road in the Hammond area of Tangipahoa Parish. This study examined the specific operating conditions of the intersection of Old Covington Highway and Range Road, land uses and operations or nearby trip generating land uses, and to identified conceptual, feasible improvements at and adjacent to the intersection that would enhance the safety and operations of all roadway users of said corridor.

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
- Seven-day pedestrian counts
- 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 the following elements:

- Performed Synchro analyses for existing conditions
- Performed Synchro analyses for implementation and design years
- Developed draft traffic study report

Task 3 Safety Analyses

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

Firm Members Involved:

Kristen Farrington

Gustavo Clavijo

Cade Nelson

Reece Rodrigue

Brin Ferlito

Laurence Lambert

17. Firm Experience

Firm name	Marrero, Couvillon & Associates, L.L.C.		Past Performance Evaluation Discipline(s)*	Road
Project name	I-10 Widening - LA 73 to LA 30		Firm responsibility (prime or sub?)	Sub
Project number	4400013245	Owner's name	Louisiana Department of Transportation	
Project location	Ascension Parish		Owner's Project Manager	John Raymond, P.E. (Shread-Kuyrkendall)
Owner's address, phone, email	1300 Justice Avenue, Baton Rouge, LA 70816, (225) 296-1335; jraymond@skaengr.com			
Services commenced by this firm (mm/yr)	09/22	Total consultant contract cost (\$1,000's)		Unknown
Services completed by this firm (mm/yr)	On-Going	Cost of consultant services provided by this firm (\$1,000's)		\$135

**100% of work was performed in Louisiana*

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

Firm Members Involved:
Christian Schade, P.E.

17. Firm Experience

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

**100% of work was performed in Louisiana*

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

Firm Members Involved:

Christian Schade, P.E.

M. Kimball Schlafly, P.E.

17. Firm Experience

Firm name	Marrero, Couvillon & Associates, L.L.C.		Past Performance Evaluation Discipline(s)*	Road
Project name	Bluebonnet Blvd. Roadway Lighting		Firm responsibility (prime or sub?)	Sub
Project number	19-CP-HC-0034	Owner's name	East Baton Rouge Parish/City of Baton Rouge	
Project location	Baton Rouge, LA		Owner's Project Manager	Kate Brady Prejean, P.E.
Owner's address, phone, email	10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810; 225.368.2818; kbprejean@hntb.com			
Services commenced by this firm (mm/yy)	07/20	Total consultant contract cost (\$1,000's)		Unknown
Services completed by this firm (mm/yy)	12/20	Cost of consultant services provided by this firm (\$1,000's)		\$59

**100% of work was performed in Louisiana*

The scope of work includes additional lane capacity in each direction. Bluebonnet Boulevard is two lanes in each direction currently. Pedestrian facilities are interspersed throughout the corridor and there is commercial development abutting the entire corridor. The project will add an additional travel lane in each direction and provide for connected pedestrian facilities throughout the corridor. Lighting and electrical design is ongoing, and provides new low-mast lighting utilizing LED fixtures on aluminum poles with breakaway bases, and will cover the entire stretch of roadway from Perkins Road to Picardy Ave. All photometric analysis was performed using Agi32 and approved by MoveBR. The lighting level criteria were determined from the traffic analysis and supported the increased pedestrian and bicycle traffic anticipated with the installation of new sidewalks and bike lanes.

Firm Members Involved:

M. Kimball Schlafly, P.E.

17. Firm Experience

Firm name	CARBO Landscape Architecture, L.L.C.			Discipline(s)*	Other (Landscape Architect)
Project name	Bolton Ave. Streetscape Enhancements			Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	City of Alexandria, Louisiana		
Project location	Alexandria, LA			Owner's Project Manager	Darren Green, ASLA
Owner's address, phone, email	915 3 rd St., Alexandria, LA 71301 / (318) 446-2342				
Services commenced by this firm (mm/yy)	05/10	Total consultant contract cost (\$1,000's)			\$283
Services completed by this firm (mm/yy)	05/15	Cost of consultant services provided by this firm (\$1,000's)			\$144

**100% of work was performed in Louisiana*

The City of Alexandria, Louisiana selected a team led by CARBO Landscape Architecture to develop a corridor enhancement plan for Bolton Avenue. The overall goal was to develop strategies that would contribute to the positive redevelopment of the corridor within an under-served area of the city.

The conceptual corridor enhancement plan focused on increasing the walkability and bike-ability of the corridor by providing generous sidewalks and bike lanes, which allowed the surrounding community to more easily navigate the corridor. These enhancements also ensured ADA compliance for the corridor. Rain gardens improve the stormwater drainage and storage capacity within an area that traditionally suffered from localized flooding during heavy rains. Canopy trees and understory plants were incorporated into the rain gardens to filter storm water pollutants, provide shade for pedestrians, and create a softer edge along the street. New lighting, bus shelters and seating areas were integrated into the corridor to provide the community with a safer and more comfortable environment.

Working in coordination with the City of Alexandria and the LaDOTD, Phase I began at the centralized neighborhood Community Center and was completed in 2013. Phase II was completed in April of 2015, extending these design principles toward Bayou Rapides Avenue. The project was completed at an estimated \$1.5 million construction budget with Shannon Blakeman serving as the project manager.



Firm Members Involved:

Shannon Blakeman

Amy Norval

17. Firm Experience

Firm name	CARBO Landscape Architecture, L.L.C.			Discipline(s)*	Other (Landscape Architect)
Project name	Interstate 10-12 Split Planting Strategy			Firm responsibility (prime or sub?)	Sub
Project number	N/A	Owner's name	Baton Rouge Green (Client)		
Project location	Baton Rouge, LA			Owner's Project Manager	Sage Foley
Owner's address, phone, email	2241 Christian St., Baton Rouge, LA, 7808 / (225) 381-0037 / sage@batonrougegreen.com				
Services commenced by this firm (mm/yy)	03/25	Total consultant contract cost (\$1,000's)			Unknown
Services completed by this firm (mm/yy)	02/26	Cost of consultant services provided by this firm (\$1,000's)			Services donated to BRG

**100% of work was performed in Louisiana*

Baton Rouge Green engaged CARBO Landscape Architecture to help develop a strategic tree-planting plan for the newly reconfigured I-10/12 Split. Working closely together, the team conducted site visits, sketched concepts, built a spatial model, and prepared construction documents for a planting scheme that establishes a welcoming gateway into the heart of Baton Rouge. By incorporating a resilient palette of native tree species, the design enhances ecological function and reinforces the region's identity. The approach emphasizes habitat restoration and long-term canopy growth while preserving visual clarity along the corridor. Selected species are well-suited to local soils and interstate conditions, reducing maintenance needs and creating a cohesive, seasonally dynamic landscape and travel experience. The result is a thoughtful, enduring framework that will mature into a defining green corridor that once complete will add 500 trees to East Baton Rouge Parish. Shannon Blakeman and Amy Norval worked with Baton Rouge Green to coordinate the review and approval process with DOTD and to source the native tree species. The first phase of planting was completed in early 2026.



Firm Members Involved:

Shannon Blakeman

Amy Norval

18. Approach and Methodology

EXPERIENCE

Shread-Kuylkendall & Associates, Inc. (SKA) has over 30 years of successful DOTD experience and has worked closely with DOTD on multiple types of projects for roadway, bridge, safety, and pavement preservation for both Interstate and Non-Interstate Roadways. SKA utilizes the DOTD Roadway Design Procedures and Guidelines, DOTD Minimum Design Guidelines, and Pavement Preservation Manual for design references. Other documents that may be used would be AASHTO's Policy on Geometric Design of Highways, AASHTO's Roadside Design Guide, and the Highway Safety Manual. SKA, along with our traffic engineering subconsultant **Vectura Consulting Services, LLC (Vectura)**, provides specialized transportation engineering services for roadway improvement projects throughout Louisiana. The firm specializes in traffic engineering studies, traffic signal design, operational analyses, Complete Streets implementation, pedestrian and bicycle accommodations, and ADA-compliant improvements in accordance with DOTD, MUTCD, and AASHTO standards, supporting multidisciplinary transportation projects through data collection, traffic analysis, signal design, and agency coordination. In addition to our traffic subconsultant SKA has teamed with **Marrero, Couvillon & Associates, LLC (MCA)** to provide specialized roadway and intersection lighting design services. MCA brings extensive experience in lighting system layout, electrical design, and preparation of construction plans in accordance with Louisiana DOTD, AASHTO, and applicable electrical standards, supporting safe, efficient, and reliable transportation corridors. SKA has also partnered with **CARBO Landscape Architecture, L.L.C. (CARBO)** to provide landscape architecture services, including landscape design, streetscape enhancements, planting plans, and aesthetic improvements that complement Complete Streets initiatives and enhance the visual character of the transportation corridor.

UNDERSTANDING

SKA understands that this project involves the development of preliminary design plans for the widening and Complete Streets improvements along LA 384 from Big Lake Road to McNeese Street in Calcasieu Parish. The project includes roadway widening, intersection improvements, access management, replacement of two existing bridges with reinforced concrete box culverts, drainage and hydraulic design, traffic signal evaluations and upgrades, roadway lighting, landscaping, and public involvement to improve safety, mobility, and operational efficiency along this heavily traveled corridor. Initial services include development of plans through the preliminary submittal, with final plans, lighting, and landscaping to be completed through future supplemental agreements. Our team recognizes the importance of developing a coordinated design that satisfies current DOTD design criteria while minimizing impacts to the traveling public, adjacent businesses, utilities, and existing infrastructure. The project requires close coordination with DOTD, local agencies, utility companies, and project stakeholders throughout each phase of design, including plan review meetings, utility coordination, development of right-of-way information, and preparation of comprehensive engineering reports, cost estimates, and project deliverables. SKA has assembled a multidisciplinary team with extensive DOTD experience to successfully deliver each element of the project. Our roadway and drainage engineers will develop efficient roadway and hydraulic improvements, while our bridge specialists will design the reinforced concrete box culvert replacements in accordance with the DOTD Bridge Design and Evaluation Manual. Vectura will provide traffic engineering services, including traffic studies,

signal warrant analyses, traffic signal design, and pedestrian accommodations. Marrero, Couvillon & Associates, LLC will provide roadway lighting design, and CARBO Landscape Architecture, L.L.C. will provide landscape architecture and streetscape enhancements to complement the Complete Streets improvements. Working together, our team will provide a coordinated, quality-controlled design that meets DOTD standards, improves safety for all users, and positions the project for successful advancement through construction. More specifically the services that may be required and will be provided will include but not limited to the following:

- Roadway, Intersection, and Bridge Design
- Temporary Traffic Signal Design,
- Transportation Management Plans (TMP)
- Sequence of Construction
- Cost Estimates
- Hydraulic Analysis and Design
- Utility Conflict Matrix
- Environmental Considerations
- Agency Coordination
- Quality Plan Reviews
- Final Plans (if required)
- Lighting Design (if required)
- Landscape (if required)
- Construction Support (if required)

APPROACH

Our goal is to provide and deliver a quality product that meets the needs of DOTD and project stakeholders. SKA prides itself on its ability to maintain schedules, work closely with DOTD's Project Manager, and to provide a plan set that is ready for construction and minimizes plan changes using a proven QA/QC process. Our current workload allows us the flexibility to provide staff availability as needed to begin work promptly. The majority of our staff has been with SKA for more than 20 years with our managers being with SKA even longer. This clearly indicates the experience level SKA has working with DOTD and our understanding of the Plan Delivery Process. SKA will utilize **Niccola Gill, PE** as Supervising Engineer overseeing QA/QC. Ms. Gill has over 20 years of experience with SKA as well as working with DOTD. SKA's approach for delivering a quality construction set of plans is summarized as follows:

ESTABLISH A CLEAR UNDERSTANDING OF DOTD'S REQUIREMENTS AND GOALS

During the scoping phase, **John Raymond, PE** will establish open communication with the DOTD Project Manager, provide a detailed schedule, and provide a preliminary construction cost to assist DOTD with managing the project. Establishing a clear scope and understanding expectations will assist with maintaining budgets and schedules.

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

STAKEHOLDERS Early in the design phases, DOTD Districts, permitting agencies, utilities, and local government agency will be identified to ensure an open communication is

18. Approach and Methodology (continued)

established which in turn will provide better coordination and will reduce the chance of misunderstandings. During the preliminary phases of the plan development, SKA will propose potential design solutions to solve project design constraints noticed in the site visit.

SKA has coordinated initiation meetings, public meetings and hearing with DOTD on multiple projects. Some of these being the proposed Mississippi River Bridge Crossing, Pecue Lane / I-10 Interchange, and Stage 0 Feasibility Studies. SKA has the ability to create exhibits, provide handouts, and coordinate meetings as needed for this project.

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

MAINTAINING PROJECT SCHEDULE SKA will establish a critical path for activities that may impact the project schedule such as utility relocations, permitting, and any other items that may become apparent during the design process. SKA will always strive to complete the project ahead of the scheduled completion date, but no later than the scheduled date.

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

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

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

METHODOLOGY

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

SCOPING Once a Notice to Proceed is received, our project manager **John Raymond, PE** will request a scoping meeting from the DOTD Project Manager. During this meeting, SKA will establish a Project Management Plan (PMP) and will develop and refine the scope as needed for the project to incorporate any changes that may have occurred. Defining the project scope clearly ensures the project will progress smoothly with Traffic Services, Preliminary Plans, Final Plans (if required), and Construction phases (if required) of the project.

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

- Pavement Design, Existing Utility Information, Traffic Assignments, Studies, As-Builts, Geotechnical Data, Environmental Documents, and/or any other additional items

The project kickoff meeting will be used to (1) establish project design criteria, (2) determine the frequency for project coordination meetings, (3) coordinate an on-site meeting with DOTD/District to discuss project concerns and constructability, (4) discuss

and review any questions that may have been revealed after reviewing existing documents, and (5) to revise and update our PMP as needed. SKA will develop a progress schedule depicting milestones and incorporate any needed items that were discussed during the Kickoff Meeting.

FIELD VISITS Our project team will conduct field visits throughout the project corridor to obtain a comprehensive understanding of existing site conditions and identify potential constraints that may impact design development, constructability, traffic operations, drainage, utilities, right-of-way, and maintenance of traffic. These site evaluations will allow the team to observe existing roadway characteristics, intersection operations, access patterns, adjacent land uses, utility conflicts, drainage features, and other field conditions that may not be fully evident through available mapping or survey data. The field review will identify any potential constructability concerns, phased construction challenges, and any design exceptions or special considerations that may require coordination with DOTD during project plan development.

TRAFFIC SERVICES Vectura will provide traffic engineering services for the project, including traffic data collection, operational analyses, signal warrant evaluations, traffic signal design, pedestrian and bicycle accommodations, marked crosswalk studies, and traffic engineering report preparation. Vectura will support the design of new and upgraded traffic signals, ADA-compliant pedestrian facilities, and Complete Streets improvements while maintaining safe and efficient traffic operations along the LA 384 corridor. The team will evaluate existing traffic conditions, roadway operations, intersection performance, crash history, and pedestrian activity to develop practical engineering solutions that improve safety, mobility, and operational efficiency in accordance with Louisiana Department of Transportation and Development (DOTD) standards, the Manual on Uniform Traffic Control Devices (MUTCD), the DOTD Traffic Signal Manual, and applicable Engineering Directives and Standards Manuals (EDSMs). Vectura will coordinate closely with SKA, DOTD, and project stakeholders throughout the design process to ensure that all traffic engineering elements are fully integrated with the roadway, bridge, drainage, lighting, and Complete Streets improvements. The team will prepare traffic signal inventories, signal timing plans, traffic signal equipment layouts, signal warrant reports, crosswalk studies, and supporting documentation required for each design milestone. Vectura's experience with multidisciplinary transportation projects and DOTD traffic engineering requirements will help deliver a coordinated, constructible design that enhances safety and improves operations for motorists, pedestrians, and bicyclists along the LA 384 corridor.

ROADWAY LIGHTING SERVICES MCA will provide specialized roadway and intersection lighting design services to support the proposed improvements along LA 384. MCA will evaluate existing lighting conditions, roadway geometry, intersection configurations, pedestrian facilities, and project-specific safety needs to develop an efficient lighting system that enhances visibility and improves safety for motorists, pedestrians, and bicyclists. Lighting designs will include analysis, luminaire selection, pole placement, electrical distribution design, and preparation of construction plans, and cost estimates in accordance with Louisiana Department of Transportation and Development (DOTD) standards, AASHTO guidance, the National Electrical Code (NEC), and applicable industry standards.

18. Approach and Methodology (continued)

MCA will coordinate closely with SKA, DOTD, utility providers, and the project team throughout the design process to ensure the lighting system is fully integrated with the roadway, bridge, traffic signal, drainage, landscaping, and Complete Streets improvements. The team will consider constructability, utility coordination, maintenance accessibility, and long-term operational efficiency while developing lighting layouts that support phased construction and provide a safe, reliable, and aesthetically compatible transportation corridor. Since roadway lighting will be incorporated through a future supplemental agreement, MCA will remain engaged throughout project development to facilitate a seamless transition into the lighting design phase.

LANDSCAPE ARCHITECTURE SERVICES CARBO will provide landscape architecture services to support the Complete Streets improvements along the LA 384 corridor. CARBO will evaluate existing corridor conditions, roadway geometry, available right-of-way, utilities, drainage features, and surrounding land uses to develop a landscape design that enhances the corridor's aesthetics while complementing the proposed roadway, pedestrian, bicycle, and intersection improvements. Landscape design services will include streetscape planning, planting plans, landscape details, plant selection, irrigation considerations (if required), and preparation of construction plans, and cost estimates in accordance with Louisiana Department of Transportation and Development (DOTD) requirements, AASHTO guidance, and industry best practices. CARBO will coordinate closely with SKA, Marrero, MCA, Vectura, DOTD, and project stakeholders throughout the design process to ensure the landscape improvements are fully integrated with the roadway, drainage, lighting, traffic signal, and Complete Streets elements of the project. The team will emphasize sustainable, low-maintenance landscape solutions that improve the visual character of the corridor, enhance pedestrian comfort, and support long-term maintenance objectives while avoiding conflicts with utilities, drainage infrastructure, sight distance requirements, and roadway operations. As landscaping is anticipated to be authorized through a future supplemental agreement, CARBO will remain engaged throughout project development to ensure a seamless transition into the landscape design phase.

PUBLIC MEETINGS Our team will provide comprehensive support for public involvement activities associated with the project to ensure effective communication, transparency, and stakeholder engagement throughout the project development process. We will coordinate with DOTD, local agencies, elected officials, stakeholders, and the public to develop meeting strategies, prepare presentation materials, and facilitate public meetings in accordance with DOTD requirements and project objectives. Services will include preparation of meeting exhibits, display boards, handouts, sign-in materials, comment forms, and presentation materials; coordination of meeting logistics; attendance and facilitation of public meetings; documentation of public comments and concerns; and preparation of meeting summaries and response documentation. Our team will proactively identify and address community concerns while providing clear technical information in an accessible format to support informed public participation and successful project delivery.

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

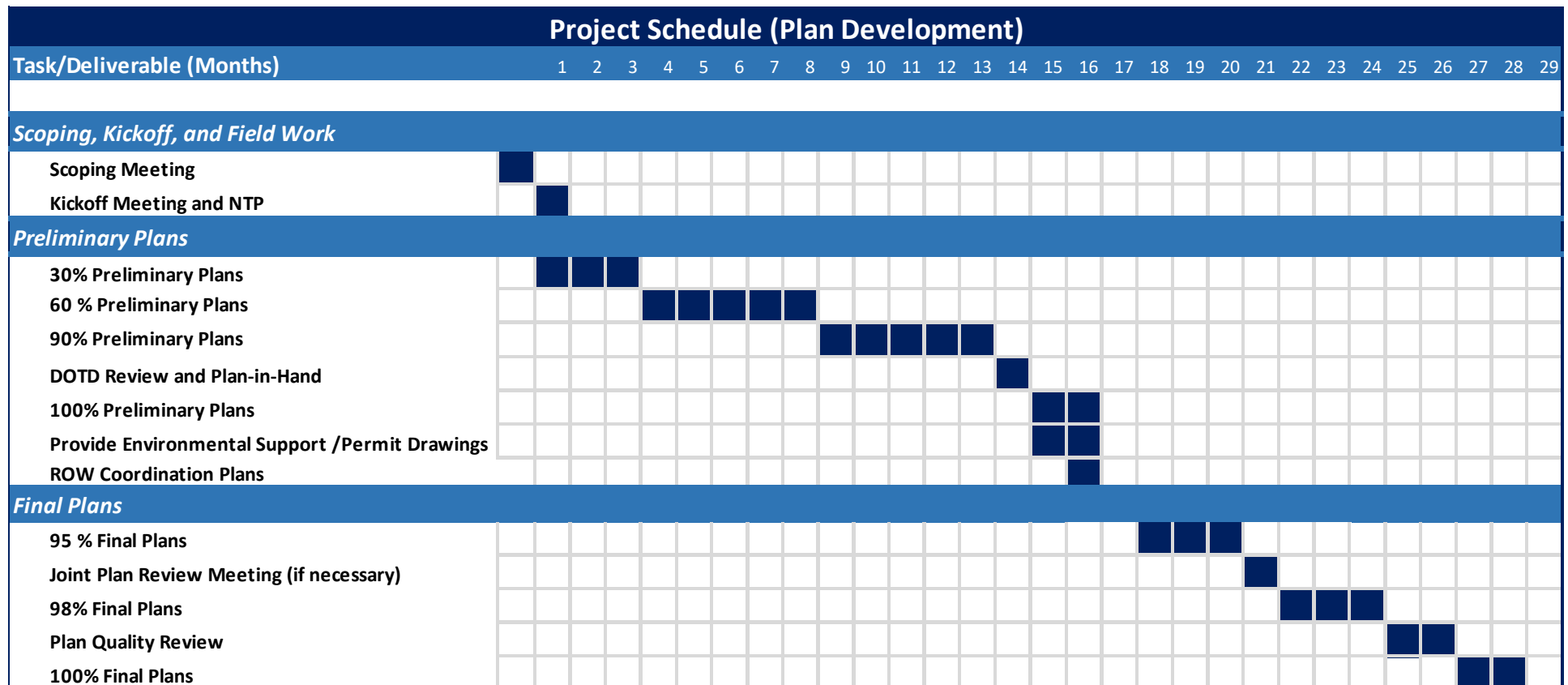
- **John Raymond, PE** will be project manager and lead road designer for this project. He has over 30 years of roadway and DOTD project experience. He is very knowledgeable of DOTD standards and requirements as well as roadway plan preparation. He will work closely with DOTD Road Design during the preliminary phase. **Darrell Moore, PE** and **Garret Gilbert, PE**, will assist in road design under John Raymond's supervision. They have worked on numerous roadway projects as well as pavement preservation contracts with DOTD. Mr. Gilbert will also work on any drainage design needed for this project.
- **Nicola Gill, PE** will be lead bridge designer if needed, she has over 20 years of bridge design experience ranging from local to interstate consisting of new construction and widening. She is very knowledgeable of the Bridge Design and Evaluation Manual (BDEM), Open Roads and Open Bridge modeling software.
- SKA's CADD Technicians are very proficient using MicroStation and CADD Conform to meet the requirements for DOTD plan development. As noted in the staff resumes, our CADD staff has worked on many DOTD projects. Using CADD Technicians on DOTD projects aids in design effort manhours for engineers.
- QA/QC will be completed by **Nicola Gill, PE**. She has over 20 years of roadway and bridge design experience and is very knowledgeable of the latest DOTD Roadway Design Procedures, Guidelines and DOTD Minimum Design Guidelines, and Pavement Preservation Manual for design references, AASHTO's Policy on Geometric Design of Highways, AASHTO's Roadside Design Guide, and the Highway Safety Manual

PRELIMINARY PLAN SUBMITTALS SKA will utilize the latest edition of the DOTD Road Design Manual and applicable DOTD plan delivery requirements for preparation and submission of preliminary plans. SKA will provide progressive plan submittals at the 30%, 60%, 90%, and 100% design stages to allow for review and coordination throughout the project development process. A ROW Coordination Plan package, which is typically submitted at 60% Final Plans will be prepared and submitted incorporating all Joint Plan Review (JPR) comments and required comprehensive estimate of probable cost. Each preliminary plan submittal will include updated construction cost estimates, preliminary design reports, and any required design exception or waiver requests. SKA will coordinate with DOTD throughout the review process and incorporate applicable comments into subsequent submittals to ensure the project progresses in accordance with DOTD standards, project requirements, and schedule milestones.

18. Approach and Methodology (continued)

FINAL PLAN SUBMITTALS (IF REQUIRED) SKA will utilize the latest edition of the DOTD Road Design Manual and applicable DOTD plan delivery requirements for preparation and submission of project plans. SKA will provide staged plan submittals, including 95% (Advanced Check Prints), 98%, and 100% (Sealed Final Plans), following receipt of Environmental Clearance. As part of the final submittal, an as-designed bridge rating table will be prepared documenting structural capacity, load ratings, and applicable rating criteria in accordance with current DOTD and AASHTO requirements. All plans, calculations, and supporting documentation will undergo SKA's internal quality control/quality assurance review process to verify accuracy, constructability, and compliance with applicable DOTD standards prior to submission. The final deliverable package will include the hydraulic report, construction cost estimate, final design reports, special provisions, non-standard pay items (NS items), and final design calculations required for project advertisement and construction.

SCHEDULE SKA will prepare and submit preliminary plans in accordance with the established interim submittal dates and project schedule milestones. Preliminary plans will be developed and submitted at the required design stages to provide DOTD with opportunities for review, coordination, and comment incorporation throughout the project development process. SKA will complete and deliver each preliminary plan package during the designated months identified in the project schedule, ensuring all required plans, supporting documentation, cost estimates, preliminary reports, and applicable design documentation are provided in a timely manner. If supplemental services are authorized to advance the project through final plan development, SKA will prepare and submit final plans in accordance with the DOTD Road Design Manual, applicable DOTD standards, and project-specific requirements. The final design package will incorporate all approved preliminary design comments, environmental commitments, utility coordination, right-of-way requirements, and stakeholder input received throughout the project development process. SKA will provide final plans at the required submittal milestones along with supporting documentation necessary for project advertisement and construction. Although the contract duration is established as three (3) years, SKA will prioritize efficient project delivery and intends to complete and submit plan packages earlier than the maximum allowable schedule, where feasible.



19. Workload

Firm(s)	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
Shread-Kuyrkendall & Associates, Inc.	Road	44-8671 H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	\$ 14,325
	Bridge	44-8671 H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	\$ 48,814
	CE&I/OV	44-4665 H.004435	I-12 to Bush, LA 3241 (LA 36 – LA 435), St. Tammany Parish	\$ 47,037
	CE&I/OV	No Contract No. H.011152	I-12 Widening (sub to T. Baker Smith)	\$ 5,457
	CE&I/OV	44-14913 H.010155	US 90: Railroad Overpass SE of LA 85	\$ 93,848
	Road	44-17438 H.013284	MRB South GBR: LA 1 to LA 30 Connector (sub to Atlas)	\$ 61
	Road	44-17438 H.013284	MRB South GBR: LA 1 to LA 30 Connector (sub to Atlas) SA#3	\$ 44,693
	CE&I/OV	44-5615 H.000710.6	Comite River Diversion Bridge at LA 964	\$ 50,467
	Road	44-27211 H.0145510.5	Iberia St. Pavement Preservation and Bike Improvements	\$ 2,316
	Road	44-30051 H.016535.5	LA 29: US 167 - LA 182	\$ 5,456
	Road	44-30051 H.016536.5	LA 363: St. Landry P/L – LA 1169	\$ 4,474
	Road	44-31651 H.016390.5	LA 16 Road Diet	\$ 233,808
	Road	44-31650 H.009552.5	LA 16: LA 1034 – US 190	\$ 152,191
	Road	44-31650 H.016792.5	LA 447: LA 1019 to LA 63	\$ 141,716
	Road	44-31650 H.016305.5	LA 16: LA 449 to LA 441	\$ 180,804
	Road	44-31650 H.014785.5	LA 16: LA 441 to McDaniel Rd	\$ 147,307

19. Workload (continued)

Vectura Consulting Services, LLC	Traffic	44-31331 H.016365	LA 1 Caddo Lake Bridge to Donna Annete Road	\$ 14,886
	Traffic	44-25299 H.01564.5	LA 47 Hayne Blvd Safety Improvements	\$ 9,437
	Traffic	44-18271 H.014746.5	LA 383 Stage 0 Corridor Study	\$ 20,146
	Traffic	44-25299 H.014305	US 61: Cardinal Dr to Bert St	\$ 6,203
	Traffic	44-26026 H.016037	LA 1138-1 & LA 1138-2: Corridor Improvements	\$ 129,310
	Traffic	44-25299 H.016437.5	US 190: Wooddale to Livingston P/L Study	\$ 17,460
	ITS	44-29436 H.015136.1	Monroe Regional ITS Architecture Update	\$ 11,488
	ITS	44-29436 H.006474.5	Shreveport Immediate ITS Phase 2B	\$ 27,561
	ITS	44-29436 H.013711.1	Northshore Phase 3 ITS Deployment	\$ 8,594
	ITS	44-29583 H.015137.5	Bonnet Carre ITS Upgrades	\$ 76,076

Marrero, Couvillon & Associates, L.L.C.	Road	44-29441 H.011446.6	Mound Rest Area CRES	\$ 18,450
	Road	44-29441 H.015218	Grand Prairie Safety Rest Area Lighting	\$ 29,843
	Bridge	44-21513 H.011973	Dularge Bridge Inspection Rehabilitation	\$ 18,981
	Bridge	44-21513 H.011969	Ted Hickey Bridge Inspection Rehabilitation	\$ 20,160

CARBO Landscape Architecture, L.L.C.				N/A
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DO NOT SUM

20. Certifications/Licenses

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

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
SHREAD-KUYRKENDALL & ASSOCIATES, INC.	Business Corporation	BATON ROUGE	Active

Previous Names

STEWART-KUYRKENDALL AND ASSOCIATES, INC. (Changed: 10/24/1990)

Business: SHREAD-KUYRKENDALL & ASSOCIATES, INC.

Charter Number: 31602440D

Registration Date: 10/7/1976

Domicile Address

13016 JUSTICE AVENUE
BATON ROUGE, LA 70816

Mailing Address

C/O RIPLEY W MCCLURE
13016 JUSTICE AVENUE
BATON ROUGE, LA 70816

Principal Office Address

13016 JUSTICE AVENUE
BATON ROUGE, LA 70816

Status

Status: **Active**

Annual Report Status: **In Good Standing**

File Date: 10/7/1976

Last Report Filed: 9/9/2024

Type: Business Corporation

Registered Agent(s)

Agent:	RIPLEY MCCLURE
Address 1:	13016 JUSTICE AVENUE
City, State, Zip:	BATON ROUGE, LA 70816
Appointment Date:	2/19/2024

Officer(s)

Additional Officers: No

Officer:	MIGNONNE GUTIERREZ
Title:	Secretary
Address 1:	13016 JUSTICE AVENUE
City, State, Zip:	BATON ROUGE, LA 70816

Officer:	RIPLEY MCCLURE
Title:	President, Treasurer
Address 1:	13016 JUSTICE AVENUE
City, State, Zip:	BATON ROUGE, LA 70816

Amendments on File (6)

Description	Date
Name Change	10/24/1990
Disclosure of Ownership	1/23/1998
Disclosure of Ownership	3/8/2001
Disclosure of Ownership	1/11/2005
Disclosure of Ownership	2/19/2024
Domicile, Agent Change or Resign of Agent	2/19/2024

Print

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Louisiana
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COMMERCIAL DIVISION
225.925.4704

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

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

Previous Names

Business: VECTURA CONSULTING SERVICES, LLC

Charter Number: 41994609K

Registration Date: 8/24/2015

Domicile Address

4467 BLUEBONNET BLVD.
SUITE A
BATON ROUGE, LA 708099639

Mailing Address

PO BOX 14269
BATON ROUGE, LA 70898

Status

Status: **Active**

Annual Report Status: **In Good Standing**

File Date: 8/24/2015

Last Report Filed: 7/28/2026

Type: Limited Liability Company

Registered Agent(s)

Agent:	SHEELAGH BRIN FERLITO
Address 1:	4467 BLUEBONNET BLVD
Address 2:	SUITE A

City, State, Zip: BATON ROUGE, LA 708099639

**Appointment
Date:** 8/15/2018

Officer(s)

Additional Officers: No

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

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

Amendments on File (1)

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

Print

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COMMERCIAL DIVISION
225.925.4704

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

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

Previous Names

Business: MARRERO, COUVILLON & ASSOCIATES, L.L.C.

Charter Number: 34604188K

Registration Date: 12/31/1997

Domicile Address

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

Mailing Address

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

Status

Status: **Active**

Annual Report Status: **In Good Standing**

File Date: 12/31/1997

Last Report Filed: 12/1/2025

Type: Limited Liability Company

Registered Agent(s)

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

Appointment Date:	6/29/2026
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Officer(s)

Additional Officers: No

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

Amendments on File (10)

Description	Date
Amendment	1/16/2001
Domestic LLC Agent/Domicile Change	1/16/2001
Amendment	9/19/2001
Domestic LLC Agent/Domicile Change	6/11/2010
Domestic LLC Agent/Domicile Change	7/16/2013
Domestic LLC Agent/Domicile Change	10/4/2013
Amendment	4/14/2016
Amendment	12/1/2017
Domestic LLC Agent/Domicile Change	8/4/2023
Domestic LLC Agent/Domicile Change	6/29/2026

Print

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
CARBO LANDSCAPE ARCHITECTURE, L.L.C.	Limited Liability Company	BATON ROUGE	Active

Previous Names

JEFFREY CARBO, FASLA, LANDSCAPE ARCHITECTS, L.L.C. (Changed: 7/5/2022)

JEFFREY CARBO, ASLA, L.L.C. (Changed: 3/22/2007)

Business: CARBO LANDSCAPE ARCHITECTURE, L.L.C.

Charter Number: 34920483K

Registration Date: 4/4/2000

Domicile Address

6633 GOVERNMENT STREET

BATON ROUGE, LA 70806

Mailing Address

6633 GOVERNMENT STREET

BATON ROUGE, LA 70806

Status

Status: **Active**

Annual Report Status: **Not In Good Standing for failure to file Annual Report**

File Date: 4/4/2000

Last Report Filed: 3/5/2025

Type: Limited Liability Company

Registered Agent(s)

Agent:	WILLIAM BLAKEMAN
Address 1:	6633 GOVERNMENT STREET

City, State, Zip: BATON ROUGE, LA 70806

**Appointment
Date:** 4/26/2022

Officer(s)

Additional Officers: No

Officer: WILLIAM BLAKEMAN
Title: Manager, Member
Address 1: 6633 GOVERNMENT STREET
City, State, Zip: BATON ROUGE, LA 70806

Officer: ZACHARY BROUSSARD
Title: Member
Address 1: 6633 GOVERNMENT STREET
City, State, Zip: BATON ROUGE, LA 70806

Officer: MICHAEL PERCY
Title: Member
Address 1: 6633 GOVERNMENT STREET
City, State, Zip: BATON ROUGE, LA 70806

Amendments on File (4)

Description	Date
Name Change	3/22/2007
Domestic LLC Agent/Domicile Change	4/26/2022
Name Change	7/5/2022
Domestic LLC Agent/Domicile Change	7/12/2023

Print

Certificate of Completion

presented to

Brin Ferlito

for completing the

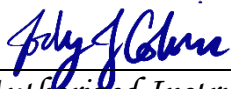
Traffic Engineering Analysis Process & Report Module 1

Date: June 4, 2018

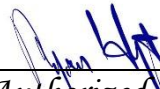
Location: Baton Rouge, Louisiana

Professional Development

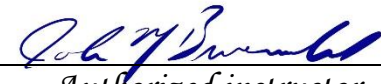
Hours (PDHs) Awarded: 4



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Brin Ferlito

for completing the

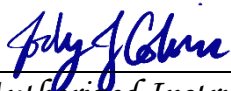
Traffic Engineering Analysis Process & Report Module 2

Date: June 11, 2018

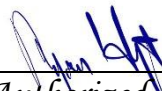
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 4



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: September 10, 2018

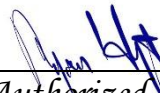
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Laurence Lambert

for completing the

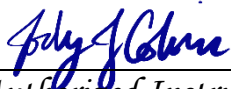
Traffic Engineering Analysis Process & Report Module 1

Date: July 16, 2018

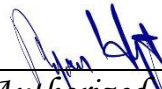
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 2



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Laurence Lambert

for completing the

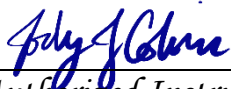
Traffic Engineering Analysis Process & Report Module 2

Date: July 23, 2018

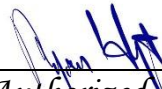
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Laurence Lambert

for completing the

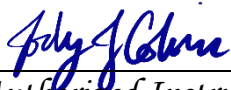
Traffic Engineering Analysis Process & Report Module 3

Date: October 15, 2018

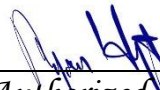
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Reece Rodrigue

for completing the

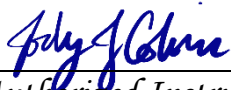
Traffic Engineering Analysis Process & Report Module 1

Date: November 5, 2018

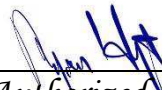
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 2



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: November 26, 2018

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Reece Rodrigue

for completing the

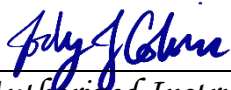
Traffic Engineering Analysis Process & Report Module 3

Date: December 3, 2018

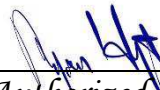
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July 30, 2018

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 2.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: August 6, 2018

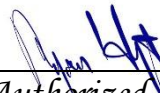
Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Kristen Gahagan

for completing the

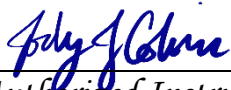
Traffic Engineering Analysis Process & Report Module 3

Date: October 29, 2018

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



21. QA/QC Plan

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

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

**CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
FEDERAL AID PROJECT NO. H011242
LA 384 (BIG LAKE RD TO MCNEESE ST)
ROUTE: LA 384
CALCASIEU PARISH**

Shread Kuyrkendall & Associates, Inc.

August 5, 2026

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QA/QC as applied to Bridge Design Projects	3
Responsibilities of Team Members.....	3
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Task 3.....	5
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Introduction

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

DOTD and Consultant's Role in QA/QC Process

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

QA/QC as applied to Bridge Design Projects

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

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

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

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

Responsibilities of Team Members

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

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

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

QA/QC Plan and Process for this contract: 4400035806

Task 1

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

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

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

Task 2

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

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

Task 3

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

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

Task 4

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

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

Task 5

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

Objective: *To create redundancy in the decision making.*

Task 6

Revise as needed for final bridge plans

QC procedures

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

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

QA procedures

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

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

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

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

Project Manager (PM) – John P. Raymond, P.E.

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

Designer(s) – Niccola D. Gill, P.E.

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

Review(s) – John P. Raymond, P.E.

QA/QC Tools

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

22. Sub-Consultant Information

Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s)</u> from SOS at the end of Section 20)	Address	Point of Contact and email address	Phone Number
Vectura Consulting Services, LLC	PO Box 14269 Baton Rouge, LA 70898	Sheelagh Brin Ferlito, P.E., PTOE bferlito@vecturacs.com	(225) 223-6685
Marrero, Couvillon & Associates, L.L.C.	3525 Hessmer Ave, Suite 304 Metairie, Louisiana 70002	M. Kimball Schlafly, P.E. kschlafly@mca-llc.com	(504) 834-3448
CARBO Landscape Architecture, L.L.C.	6633 Government St. Baton Rouge, LA 70806	W. Shannon Blakeman, FASLA, PLA sblakeman@carbo-LA.com	(225) 302-7452

23. Location

Location:

If location is an evaluation criterion for this advertisement (see page 2) and the prime consultant intends to establish a local presence, describe the plan for doing so. **Otherwise, leave this section blank. Any information included in this section will be redacted if not required by the Evaluation Criteria section of the advertisement.**