BPPJ STANDARD SUBMITTAL FORM
CONSULTANT SERVICES PROPOSAL

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

ENTITY CONTRACT FOR CONG RELIEF WINFIELD ROAD BOSSIER PARISH

Parish Contract No. 2025-118
State Project No. H.003855
Federal Aid Project No. H003855

JUNE 25, 2025

BPPJ Standard Submittal Form

(May 2025)

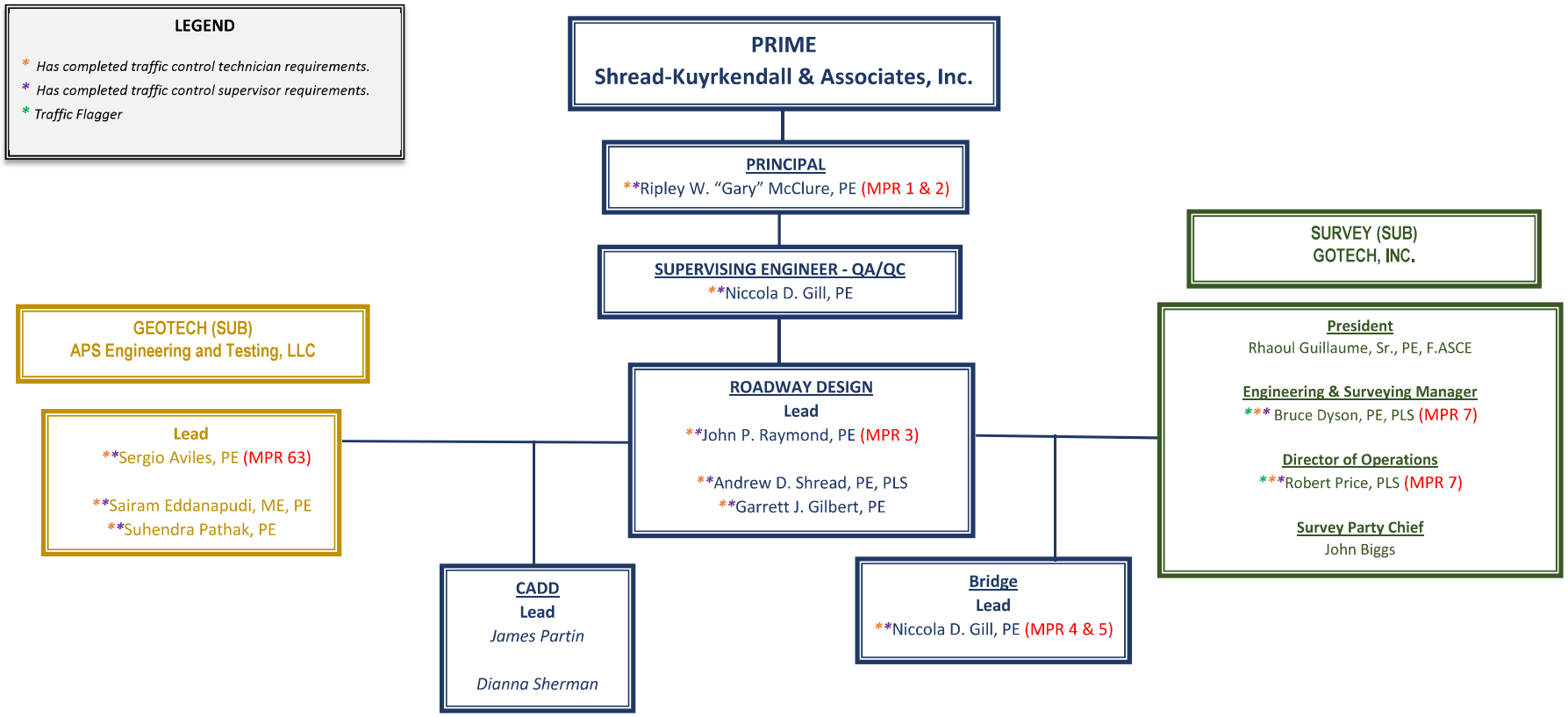
PROPOSAL TO PROVIDE CONSULTANT SERVICES

Firm should fill in the BPPJ Standard Submittal Form provided without altering the text provided in the form. Firm should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

1. Contract title as shown in the advertisement	**ENTITY CONTRACT FOR CONG RELIEF WINFIELD ROAD BOSSIER PARISH**
2. Contract number(s) as shown in the advertisement	PARISH CONTRACT NO. 2025-118
3. State Project Number(s), if shown in the advertisement	H.003855; FEDERAL AID PROJECT NO. H003855
4. Firm name (as registered with the Louisiana Secretary of State where such registration is required by law)	**Shread-Kuyrkendall & Associates, Inc.**
5. Firm license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS or American Institute of Certified Planners (AICP or other professional regulatory board, as applicable) if registration is required under Louisiana law)	EF. 0000767 VF. 0000130
6. Mailing address	13016 Justice Ave., Baton Rouge, LA 70816
7. Name, title, phone number, and email address of firm's Contract Point of Contact.	Ripley W. "Gary" McClure, President (225) 296-1335 shread@skaengr.com
8. Name, title, phone number, and email address of the official with signing authority for this proposal	Ripley W. "Gary" McClure, President (225) 296-1335 shread@skaengr.com
9. This is to certify that all information contained herein is accurate and true, and that I presently have sufficient staff to perform these services within the designated time frame. **In accordance with LA R.S. 39:1602.1**, 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	Signature (shall be the same person as #8):  Date: June 25, 2025

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.**	
10. 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.	Firm(s): — Firm(s)' %: **GOTECH, Inc.** — **20%** **APS Engineering and Testing, LLC** — **20%**

11. Organizational Chart



12. Minimum Personnel Requirements

Requirement (as stated in advertisement	Personnel being used to meet the requirement	Firm employed by	Type of license/ certification required	License / certification expiration date
1	Ripley W. “Gary” McClure, P.E.	**Shread-Kuyrkendall & Associates, Inc.**	PE. 0024035 – Civil and Environmental	9/30/26
2	Ripley W. “Gary” McClure, P.E.	**Shread-Kuyrkendall & Associates, Inc.**	PE. 0024035 – Civil and Environmental	9/30/26
3	John P. Raymond, P.E.	**Shread-Kuyrkendall & Associates, Inc.**	PE. 0027988 - Civil	9/30/26
4	Niccola D. Gill, P.E.	**Shread-Kuyrkendall & Associates, Inc.**	PE. 0032914 - Civil	3/31/27
5	Niccola D. Gill, P.E.	**Shread-Kuyrkendall & Associates, Inc.**	PE. 0032914 - Civil	3/31/27
6	Sergio Aviles, P.E., M.ASCE	**A P S Engineering and Testing, LLC**	PE. 0033571 - Civil	3/31/27
7	Bruce Dyson, P.E., P.L.S.	**GOTECH, INC.**	PE. 0020162 - Civil PLS. 0004670 - Surveyor	3/31/26
	Robert Price, P.L.S.	**GOTECH, INC.**	PLS. 0004889 - Surveyor	3/31/26

13. Staff Experience

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

Name	**Ripley W. "Gary" McClure, P.E.**			Years of experience with this firm/employer	34
Title	PRINCIPAL			Years of experience with other firm(s)/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 and 2** *Mr. McClure's role will be Principal-in-Charge.*	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
	*Mr. McClure has over 42 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.***
05/21-Present	**MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector:** *Ascension Parish* –Mr. McClure serves as *Principal-in-Charge*. 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.
09/20-Present	**H.013284 / Mississippi River Bridge Crossing:** *EBR, WBR, Iberville, Ascension Parish* – Mr. McClure serves as *Principal-in-Charge*. The project will consist of a **new four-lane divided highway** which will transverse from LA 1 to LA 30 via a bridge structure crossing the Mississippi River with controlled access. Full interchanges will be provided at LA 1 and LA 30.
12/20-Present	**MA-22-01/ LA 73 to Bluff Road (LA 928) Connector:** *Ascension Parish* –Mr. McClure serves as *Principal-in-Charge*. This project is **new alignment 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 (MA-22-010.
03/21 – Present	**H.010155 / US 90: Rail Spur Removal SE of LA 85:** *Iberia Parish* – **For the future I-49,** Mr. McClure served as *Lead Bridge Design Engineer*. This project consists of preliminary and final plans for roadway and **two (2) parallel bridge structures** over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction. Mr. McClure was responsible for overseeing the design of the caps, **LG-36 girders**, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements.

10/16-Present	**H.011152 / I-12 Widening (US 190 to LA 59):** *St. Tammany Parish* – Mr. McClure was *Lead Bridge Design Engineer* for this project. This project consisted of a section of I-12 (US 190 to LA 59) being widened from 4 lanes to 6 lanes. Shread-Kuyrkendall designed **the widening of two girder span bridges over US 190** as a subconsultant. Mr. McClure's design includes 3 – 12 foot travel lanes, 12 foot inside shoulder and 12 foot outside shoulder, Type II & Type IV P.S. Girders. Total length of the two bridges is 680 feet each. Mr. McClure is currently providing construction support for the project.
04/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Mr. McClure served as *Engineering Supervisor* and *Lead Bridge Design Engineer*. This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA's contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This **new roadway is a four-lane freeway** with **two new bridges (4 structures total)** will be built for this project to span Bayou Lacombe at two different locations, each approximately 500' long, with Type III Girder Spans. 90% of the project corridor is considered wetland which was considered in hydraulic design of the bridges as well as hydraulic analysis of the roadway. Mr. McClure designed the superstructure and substructure for the two new bridges (4 structures total).
11/13-02/15	**13-BR-LA-0003, 13-BR-LA-0012, 13-BR-LA-0014 / Multiple Bridge Replacements:** *East Baton Rouge Parish* – Mr. MClure served as *Engineering Supervisor* and *Lead Bridge Design Engineer*. Mr. McClure designed **slab span bridges**, with shared use path with pedestrian guardrail. Mr. McClure performed existing bridge inspection, evaluation, and reports for bridges. This project consisted of total removal and replacement of three (3) existing bridges on Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge that were in poor condition. Hydraulic analysis was performed to determine the required bridge opening, any necessary scour protection was identified, and channel improvements were designed as needed. **SKA provided a detailed sequence of construction and detour measures that were accommodating to the local area.**
10/12-Present	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – Mr. McClure serves as *Engineering Supervisor* and *Lead Bridge Design Engineer*. This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including **widening six (6) 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 *Engineer Supervisor* and *Bridge Design Supervisor*. 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 **realigns 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 *Engineering Supervisor* and *Lead Bridge Designer*. 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. ***This project was awarded the DOTD 2016 Transportation Excellence Award.***
06/04- 11/06	**742-17-0147 / Sullivan Bridge and CN & IC Railroad Bridge/Central Thruway:** *East Baton Rouge Parish* – Mr. McClure served as *Lead Bridge Design Engineer*. Mr. McClure designed girders, bents, decks, and guardrail for this project which consisted of **two (2) bridges** along Central Thruway. The Sullivan Bridge is a 2-span continuous unit consisting of 5-75 foot Type III Girder spans on a curve for a total length of 375 feet. The **CN & IC RR Bridge** has 7 continuous units consisting of 18-75 foot Type III Girder spans with 1-110 foot Type BT-63 Girder span over the railroad for a total length of 1,450 feet.
02/04- 11/09	**H.007154, H.007152, H.002303 / Central Thruway:** *East Baton Rouge Parish* – Mr. McClure served as *Lead Bridge Design Engineer*. This project involved the design and construction of a **4-lane divided thruway** for 5.2 miles on a new alignment including **seven bridges**. Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. Mr. McClure designed girders, bents, decks, and guardrail for this project

13. Staff Experience

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

Name	**John P. Raymond, P.E.**	Years of experience with this firm/employer	33
Title	SENIOR ENGINEER	Years of experience with other firm(s)/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** *Mr. Raymond's role will be Lead Roadway Design Engineer*

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
	*Mr. Raymond has been a Project Manager/Road Design Engineer on multiple classes of roadways throughout his 32-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.*
12/22-Present	**H.015056, H.015058, H.015619 / IDIQ Pavement Preservation Contract:** *Vermillion and Evangeline Parishes* – Mr. Raymond serves as *Project Engineer* and is responsible for identification of base failures, recommended repairs, identify drainage improvements, development of typical sections, sequence of construction and quantities. He is responsible for 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-Present	**MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector** *Ascension Parish* – Mr. Raymond is *Project Engineer and Lead Road Design Engineer.* 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.
12/20-Present	**MA-22-01/ LA 73 to Bluff Road (LA 928) Connector:** *Ascension Parish* – Mr. Raymond is *Project Engineer and Lead Road Design Engineer.* Mr. Raymond is responsible for the design of a **new alignment 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 (MA-22-010.

04/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Mr. Raymond served as *Project Manager and Lead Road Design Engineer*. This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA's contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This **new roadway is a four-lane freeway with two new bridges (4 structures total)** 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	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – Mr. Raymond is *Project Manager and Lead Road Design Engineer*. This project involves the **widening of approximately 4.5 miles of Interstate 10** from LA 73 to LA 30, including **widening six (6) 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 *Project Manager* and *Lead Roadway Design Engineer* 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. 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 **realignment** and widening of Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary.
10/07- 01/10	**258-32-0022 / Essen Lane (LA 3064 at Interstate 10):** *East Baton Rouge Parish* – Mr. Raymond served as Lead *Road Design Engineer*. Mr. Raymond designed and managed urban intersection improvements (UA-2) for DOTD and the Baton Rouge Green Light Plan. Designed geometry to implement dual left-turn lanes on Essen Lane and **additional I-10 ramp lanes**. Designed urban drainage, horizontal and vertical alignments, geometrics, joint layouts, graphical grades, sequence of construction, earthwork and quantities. This project is very similar to pavement preservation in that the roadway was widened along with pavement replacement.
10/06- 08/07	**258-31-0015 & 258-33-0006 / Burbank Drive / LA 42 (Bluebonnet to Highland):** *East Baton Rouge Parish* – Mr. Raymond served as *Project Manager and Lead Road Design Engineer*. Mr. Raymond designed and managed the **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 *Project Manager* and *Lead Road Design Engineer* 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 *Project Manager* and *Lead Road Design Engineer* 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.

13. Staff Experience

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

Name	**Niccola D. Gill, P.E.**	Years of experience with this firm/employer	23
Title	SENIOR ENGINEER	Years of experience with other firm(s)/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 role for MPR 4 and 5** *Ms. Gill's role will be Supervising Engineer and Lead Bridge Design Engineer*

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
	*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.*
03/21 – Present	**H.010155 / US 90: Rail Spur Removal SE of LA 85:** *Iberia Parish* – **For the future I-49,** Ms. Gill is the *Project Engineer and Bridge Design Engineer*. This project consisted of preliminary and final plans for roadway and **two (2) parallel bridge structures** over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction. Ms. Gill also designed the roadway approaches for several thousand feet to accommodate the bridge structure and assisting in bridge design. Ms. Gill was responsible for the design of the caps, **LG-36 girders**, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements.
04/19-07/20	**H.000710 / Comite River Diversion / LA 964:** *East Baton Rouge Parish* – Ms. Gill served as the *Bridge Design Engineer.* This project included channel excavation, **roadway realignment** for site distance, and bridge structure. The LA 964 bridge consists of a single bridge approximately 350 feet long, with a finished cross-sectional clear width of 44 feet. Ms. Giil was responsible for the design of a **new bridge designed using AASHTO Type III girders and is in super-elevation**.
06/18-Present	**16-BR-PT-0019 / Port Hickey Road Bridge Replacement:** *East Baton Rouge Parish* – Ms. Gill served as *Project Engineer and Lead Bridge Design Engineer.* The Parish contracted with SKA to evaluate replacing the bridge with a higher elevation, to replace the bridge with reinforced box culverts, or to replace the bridge with a three (3) sided precast concrete bridge structure. Ms. Gill performed the hydraulic analysis for the bridge and determine alternative structures to provide a recommendation to East Baton Rouge City-Parish. Ms. Gill designed the removal and replacement of the existing structure. She was responsible for a **slab span concrete bridge design**, hydraulic analysis and final plans.

04/14 - Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Ms. Gill served as the *Bridge Design Engineer.* This project includes three (3) segments of nearly 20 miles of new roadway to connect Interstate 12 to the southern terminus of LA 21 in Bush, LA. SKA's contracted segment consists of approximately eight miles of a new alignment in St. Tammany Parish. This new roadway is a **four-lane freeway with two new bridges (4 structures total)** will be built for this project to span Bayou Lacombe at two different locations, each approximately 500' long, with Type III Girder Spans. 90% of the project corridor is considered wetland which was considered in hydraulic design of the bridges as well as hydraulic analysis of the roadway. 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 *Bridge Design Engineer*. This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30, including **widening six (6) 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 six (6) existing structure, bridge design calculations, bridge quantities, and hydraulic analysis.
11/13-02/15	**13-BR-LA-0003, 13-BR-LA-0012, 13-BR-LA-0014 / Multiple Bridge Replacements:** *East Baton Rouge Parish* – Ms. Gill served as *Bridge Design Engineer*. This project consisted of total removal and replacement of three (3) existing bridges on Mollylea Drive, Claycut Drive, and Albert Drive in Baton Rouge that were in poor condition. Hydraulic analysis was performed to determine the required bridge opening, any necessary scour protection was identified, and channel improvements were designed as needed. She assisted in the design for the **slab span bridge** replacements, hydraulic analysis was performed to determine the required bridge opening and scour analysis for pile lengths and to determine the type protection needed for the improved channel. **SKA provided a detailed sequence of construction and detour measures that were accommodating to the local area.**
10/10-Present	**H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange:** *East Baton Rouge Parish* – Ms. Gill served as *Environmental Support* and *Hydraulic Design Engineer.* 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 the **realignment** and widening of 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.
04/07- 11/09	**742-17-0148 / Beaver Bayou Bridge No. 2 and Beaver Bayou Bridge No. 3 Bridges / Central Thruway:** *East Baton Rouge Parish* – Ms. Gill served as *Bridge Design Engineer*. This project consisted of **two (2) bridges**. Beaver Bayou Bridge No. 2 has 3 continuous units consisting of 7-40 foot Quad Beam Girder spans over Beaver Bayou with a total length of 280 feet. This **bridge had skewed spans** for its entire length to accommodate the channel crossing. Beaver Bayou Bridge No. 3 has 2 continuous units consisting of 5-75 foot Type III Girder spans over Beaver Bayou with a total length of 375 feet. Ms. Gill designed the bent caps and continuous spans for these bridges. She also performed **hydrologic and hydraulic analyses for the bridges** and evaluated these bridges individually and as a basin. She was instrumental in determining pile spacing and location as well as velocities and scour protection.
06/04- 11/06	**742-17-0147 / Sullivan Bridge and CN & IC Railroad Bridge / Central Thruway:** *East Baton Rouge Parish* – Ms. Gill served as *Bridge Design Engineer*. This project consisted of **two (2) bridges**. The Sullivan Bridge is a 2 span continuous unit consisting of 5-75 foot Type III Girder spans on a curve for a total length of 375 feet. The **CN & IC RR Bridge** has 7 continuous units consisting of 18-75 foot Type III Girder spans with 1-110 foot Type BT-63 Girder span over the railroad for a total length of 1,450 feet. Ms. Gill designed the bents and spans for these bridges. She also performed **hydrologic and hydraulic analyses for the bridges** and evaluated these bridges individually and as a basin.

13. Staff Experience

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

Name	**Andrew D. Shread P.E., P.L.S.**	Years of experience with this firm/employer	17
Title	ENGINEER LAND SURVEYOR	Years of experience with other firm(s)/employer(s)	0

Degree(s) / Years / Specialization			B.S. / 2007 / Civil Engineering
Active registration number / state / expiration date			P.E. 0040351/ LA/ September 30, 2026 P.L.S. 0005087/ LA/ September 30, 2026
Year registered	2015 / 2012	Discipline	Civil Engineering / Land Surveying
Contract role(s) / brief description of responsibilities			*Mr. Shread's role will be Roadway Design*

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
	*Mr. Shread has experience working as Surveyor and Roadway Design Engineer. Mr. Shread's survey projects consist of topographic surveys, boundary surveys, control surveys, right-of-way surveys, and hydrographic surveys working with various municipalities and various agencies including USCOE, LADOTD, Parish Governments, and Police Juries, He is also a registered Professional Engineer with experience in roadway, including roadway widening projects, new alignments, and pavement preservation and reconstruction projects throughout the state and is very knowledgeable of DOTD standards and requirements.*
06/22-Present	**H.014412 / Jean Lafitte Pkwy: LA 39 to Hermitage Dr.:** *St. Bernard Parish* – Mr. Shread serves as *Project Engineer* and *Road Designer* for this project which consists of full reconstruction of the existing roadway, spot replacement of damaged sidewalks, replacement of ADA street corners, and some minor drainage, water and sewer design.
09/21-On-Hold	**H.011706 / Baldwin Railroad Crossing Safety Improvements:** *St. Mary Parish* – Mr. Shread serves as *Project Engineer* and *Road Designer* for this project. This project is currently on hold due to utility conflicts. This project involves designing a **new roadway** parallel to the railroad and will eliminate crossing conflict points in an effort to improve safety. The project is approximately 0.47 miles long. Mr. Shread was involved in the geometric design, hydraulic design, quantities, and sequence of construction of the project.
04/21-08/22	**H.014051 / Lakewood Dr. Reconstruction:** *St. Charles Parish* – The Lakewood Dr. Reconstruction is the reconstruction of an urban minor collector. Mr. Shread performed the survey for the project. Mr. Shread also assisted with the drainage analysis and design. The purpose was to investigate observed insufficiencies in the subsurface drainage system along the Lakewood Dr. corridor. The study used LADOTD HYDRWIN programs to confirm the capabilities of the existing drainage system along Lakewood Dr.
11/20-Present	**Port of South Louisiana Road and Parking Area Improvements:** *St. John the Baptist Parish* – Mr. Shread serves as the *Project Engineer* for this project and performed the topographic survey and design for several roadways and parking area improvements located at the Port of South Louisiana Globalplex facility. Mr. Shread also managed the construction administration for the projects that have been completed thus far. This project, although not a LA DOTD project, was done to the LA DOTD's 2016 Standards and Specifications for Roads and Bridges.

1/20-5/22	**MA-18-08/ Henry Road @ LA 930 Roundabout:** *Ascension Parish* – Mr. Shread provided road design assistance for the Henry Road-LA 930 roundabout project. Mr. Shread's responsibilities included project geometrics and hydraulic design along with coordination between two other intersecting roadway projects. Mr. Shread also completed the right of way maps for the project. The project was a single lane Roundabout to replace a 4-way stop intersection.
12/19-On-Hold	**MA-17-02 / Roddy Road Widening: US 61 To LA 935:** *Ascension Parish* – Mr. Shread performed the topographic survey for the Roddy Road widening project. Mr. Shread also established geometric baselines the project. The project was a reconstruction of the existing roadway that widened the existing section to current design standards.
04/14-Present	**H.004435 / LA 3241: LA 36 TO LA 435:** *St. Tammany Parish* – Mr. Shread performed the field survey, boundary survey, right of way maps, and the geometrics for the new construction project, LA 3241. The project is **new construction of a 4-lane median separated**, rural arterial roadway.
10/10-Present	**H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange:** *East Baton Rouge Parish* – Mr. Shread served as survey project manager and right of way professional land surveyor for Louisiana's first **Diverging Diamond Interchange (DDI)**. Mr. Shread completed the survey for the LA DOTD standards for topographic and right of way surveys. The project was ultimately broken into three separate phases and design plans to facilitate federal redistribution funding requirements. 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.
11/08-11/12	**H.009064, H.009987, H.009717, H.009712 et. al./ LADOTD Submerged Roads Program (Paths to Progress) (Phase A and Phase B):** *Multiple Parishes* – Mr. Shread assisted the professional engineers in the repair of urban roadways damaged during Hurricane Katrina. Identified repairs for 25+ urban streets in Orleans, Jefferson, and St. Bernard Parishes. The field work included identification of base failures, recommended repairs, development of typical sections, sequence of construction and quantities. These roadways were **pavement** preservation/restoration projects.

13. Staff Experience

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

Name	**Garrett J. Gilbert P.E.**	Years of experience with this firm/employer	6
Title	CIVIL ENGINEER	Years of experience with other firm(s)/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	*Mr. Gilbert's role will be Roadway Design*

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
	*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.*
12/22-Present	**H.015056, H.015058, H.015619 / IDIQ Pavement Preservation Contract:** *Vermillion and Evangeline Parishes* – Mr. Gilbert assists in roadway design, which includes 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	**H.009266/ I-10: LA 73 to LA 30:** *East Baton Rouge Parish* – The I-10: LA 73 to LA 30 project is the **addition of a third lane** to the I-10 corridor between LA 73 and LA 30, including the **widening of the bridges** crossing I-10 within project boundaries. Mr. Gilbert has performed quantity calculation and cost estimation for the project. Mr. Gilbert also performed the drainage analysis and joint layout for a portion of the project.
03/21 – Present	**H.010155 / US 90: Rail Spur Removal SE of LA 85:** *Iberia Parish* – **For the future I-49,** this project consists of preliminary and final plans for roadway and **two (2) parallel bridge structures** over an existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage road (South) will be improved to carry US 90 traffic on a diversion road during bridge construction. Mr. Gilbert performed the quantity and cost estimation for the roadway elements of the project with addition of the earthwork.
05/21-Present	**MA-20-01/ LA 73 Roundabout at Bluff Rd. Connector:** *Ascension Parish* – The Bluff connector project is a new construction project for a connector road between LA 73 and Bluff Road. Mr. Gilbert managed vertical alignment and drainage design for the project. Mr. Gilbert also managed quantity and cost estimation for the project. A substantial portion of the project was designed using OpenRoads. This work in OpenRoads was also used to perform an inhouse OpenRoads tutorial presented by Mr. Gilbert.
04/21-Present	**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.
12/20-Present	**MA-22-01/ LA 73 to Bluff Road (LA 928) Connector:** *Ascension Parish* –This project is **new alignment 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 (MA-22-010). 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.
09/20-Present	**H.013284 / Mississippi River Bridge Crossing:** *EBR, WBR, Iberville, Ascension Parish* – Mr. Gilbert serves as *Road Design Engineer.* The project will consist of a **new four-lane divided highway** which will transverse from LA 1 to LA 30 via a bridge structure crossing the Mississippi River with controlled access. Full interchanges will be provided at LA 1 and LA 30. Mr. Gilbert is responsible for the horizontal and vertical grade analysis for three (3) alignments identified with provided topography and LiDAR information. Each alignment was analyzed for drainage followed by recommended improvements.
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.
12/19-On Hold	**MA-17-02/ Roddy Road Widening: US 61 TO LA 935:** *Ascension Parish* – This project was a reconstruction of the existing roadway that widened the existing section to current design standards. Mr. Gilbert performed the quantity and cost estimation for the Roddy Road widening project. Mr. Gilbert also performed the signing, and erosion control for the project. Mr. Gilbert is not currently performing work on this project.
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-Present	**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.
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.

13. Staff Experience

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

Name	**James Partin**	Years of experience with this firm/employer	24
Title	CADD TECHNICIAN	Years of experience with other firm(s)/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			*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.*

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
12/22-Present	**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.
03/21 – Present	**H.010155 / US 90: Rail Spur Removal SE of LA 85:** *Iberia Parish* – Mr. Partin provided *CADD work* 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.
05/21-Present	**MA-22-01/ LA 73 Roundabout at Bluff Rd. Connector** *Ascension Parish* – Mr. Partin provides *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.
12/20-Present	**MA-22-01/ LA 73 to Bluff Road (LA 928) Connector:** *Ascension Parish* – Mr. Partin provides *CADD work* for this project is **new alignment 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 (MA-22-010.
06/20-05/22	**H.012588, H.012169, H.012587/ I-10 (Atchafalaya Basin Bridge to LA 415):** *West Baton Rouge and Iberville Parishes* – Mr. Partin provided *CADD work* for these improvements which involved the overlay and raising of the grade by 8". The asphalt paving was tapered at bridges to allow for smooth transitions. DOTD design guidelines were followed to bring the interstate up to the guideline standards. Fill was used on fore slopes to tie in and match the new 8" overlay. Guardrail was replaced using MASH special details. Existing cable barrier

	was removed and replaced closer to the shoulder to improve maintenance. Underdrains and cross drains were modified as needed. These roadways were pavement preservation/restoration projects.
04/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Currently in the construction phase. Mr. Partin provided *CADD work* for this project which 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.
10/12-Present	**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.
10/10-Present	**H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange:** *East Baton Rouge Parish* – Mr. Partin provided *CADD work* for a **Diverging Diamond Interchange (DDI)**. 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. Mr. Raymond designed the proposed roadway and drainage for Pecue Lane. 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 **realignment** and widening of Pecue Lane to six lanes with a connector to Rieger Road. To accommodate the ramps, widening of I-10 was necessary.
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. ***This project was awarded the DOTD 2016 Transportation Excellence Award.***
10/06- 08/07	**258-31-0015 & 258-33-0006 / Burbank Drive / LA 42 (Bluebonnet to Highland):** East Baton Rouge Parish – Mr. Partin provided CADD work for this project which consisted of **widening** Burbank Drive (LA 42) from a two-lane roadway section to a four-lane roadway section. The roadway section was approximately 2.4 miles long and involved constructing 2 new northbound lanes, tum lanes and improvement to the intersections.
11/04-10/06	**014-04-0028 & 014-04-0029 / US 165 (Oberlin to Oakdale):** Allen Parish – Mr. Partin provided CADD work for 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. Partin provided CADD work 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. Mr. McClure provided engineering design support and he developed all of the multiple alternatives during the environmental Stage 1 phase of the project

13. Staff Experience

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

Name	**Dianna Sherman**	Years of experience with this firm/employer	9
Title	CADD TECHNICIAN	Years of experience with other firm(s)/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	*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.*

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
12/22-Present	**H.015056, H.015058, H.015619 / IDIQ Pavement Preservation Contract:** *Vermillion and Evangeline Parishes* – Ms. Sherman 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.
12/20-Present	**MA-22-01/ LA 73 to Bluff Road (LA 928) Connector:** *Ascension Parish* – Ms. Sherman provides *CADD work* for this project is **new alignment 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 (MA-22-010.
12/19-Present	**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.
04/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Ms. Sherman provided *CADD work* for this project which 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.
10/12-Present	**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. 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.

14. Firm Experience

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

100% of work was performed in Louisiana

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

Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
John P. Raymond, P.E.
Niccola D. Gill, P.E.
James Partin

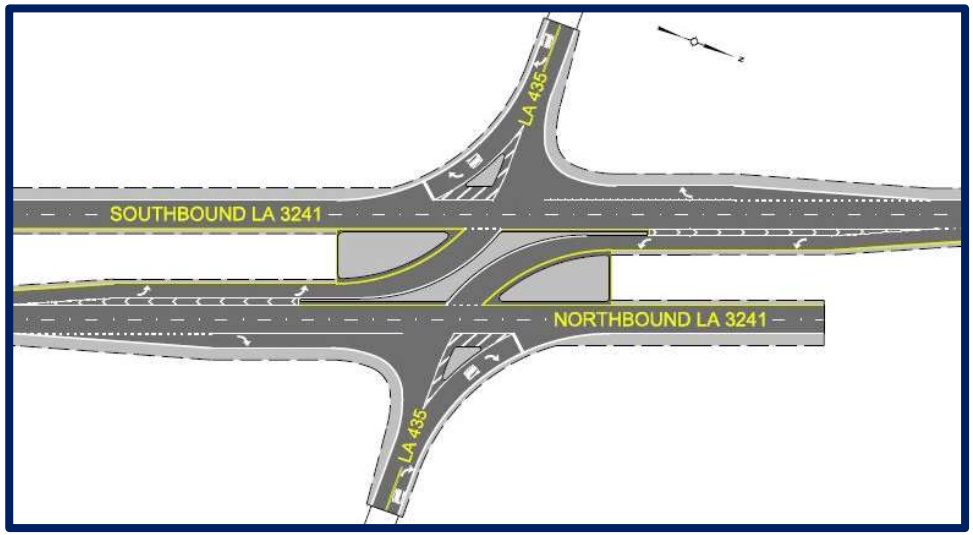
14. Firm Experience

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Firm responsibility (prime or sub?)		Prime
Project name	**LA 3241 (LA 36 to LA 435)**				
Project number	H.004435	Owner's name	LADOTD		
Project location	St. Tammany Parish		Owner's Project Manager	Joe Umeozulu	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Joachim.Umeozulu@la.gov				
Services commenced by this firm (mm/yy)	04/14	Total consultant contract cost ($1,000's)			$ 3,195
Services completed by this firm (mm/yy)	On-Going	Cost of consultant services provided by this firm ($1,000's)			$ 2,127

100% of work was performed in Louisiana

Shread-Kuyrkendall & Associates (SKA) provided topographic services, preliminary and final roadway and bridge design services for LA 3241 a **new four-lane divided Rural Arterial** Roadway proposed to be constructed in St. Tammany Parish, Louisiana. 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 entire section of LA 3241 will be designated as Control of Access with the exception of the last 3500' at the intersection of LA 3241 @ LA 435 in Talisheek, Louisiana. **Two new bridges (4 structures total)** will be built for this project to span Bayou Lacombe at two different locations, each approximately 500' long. The existing topography is heavily wooded and very flat with high percentage of wetland. 90% of the project corridor is considered wetland which was considered in hydraulic design of the bridges as well as hydraulic analysis of the roadway. **Innovative design alternatives were implemented during design as geometry was restricted to Restricted Crossing U-Turns (RCUT) at the major intersections and implementing J-Turns to accommodate U-turns** and intersection thru movements.

A supplemental Traffic Study was conducted to investigate, analyze, and recommend how access is to be managed along the proposed LA 3241 corridor using current LA DOTD Engineering Directives and Standards. The LA 3241 corridor's median openings, driveway connections, as well as the intersection of LA 435 and LA 3241 were analyzed. The majority of the segment is control of access right-of-way, but there was area within the project limits that contains both unlimited and limited (restricted) access right-of-way. That area is located at the northern end of project where LA 435 intersects with the proposed LA 3241. For the intersection control at LA 435 / LA 3241, the J-turn configuration and roundabout were compared considering several factors. An Environmental Impact Statement (EIS) was completed in 2012 prior to design. The alternative selected for design included a full-access intersection at LA 435 / LA 3241, however given the updated LADOTD guidance since the completion of the EIS in 2012, the full-access intersection given in the EIS document was not preferable as the proposed intersection of LA 435 and LA 3241 did not meet the necessary EDSM IV.2.1.4 requirement to have a full access median opening as the intersection did not warrant a traffic signal in the build or design years. The traffic analysis included the evaluation of a J-turn configuration and a roundabout. The roundabout intersection performs slightly better than the J-turn configuration in the design year (2038). The J-turn intersection would likely require less right-of-way, but due to the location of the Talisheek Creek Bridge the northbound U-turn median opening (part of the adjacent project) would be over 2,000 feet from the northernmost driveway. The roundabout intersection would likely require additional property takes on the four quadrants of the intersection of LA 435 and LA 3241. The intersection analysis consisted of Sidra 7 software runs for build and design year in the PM peak period comparing the performance of two alternative intersection designs as specified by EDSM IV.2.1.4: a two-lane roundabout; a J-turn or restricted crossing U-turn (R-CUT) intersection which includes a directional (left turn) median opening with a directional U-turn on both sides of the intersection. This study has presented the comparison of the two intersection alternatives at LA 435 and LA 3241. The impacts considered were Right-of-Way acquisitions, U-turn locations due to the Talisheek Creek Bridge, traffic management during construction, and estimated construction costs. Based on this information LADOTD decided to move forward with the J-Turn alternative.



Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
John P. Raymond, P.E.
Niccola D. Gill, P.E.
James Partin

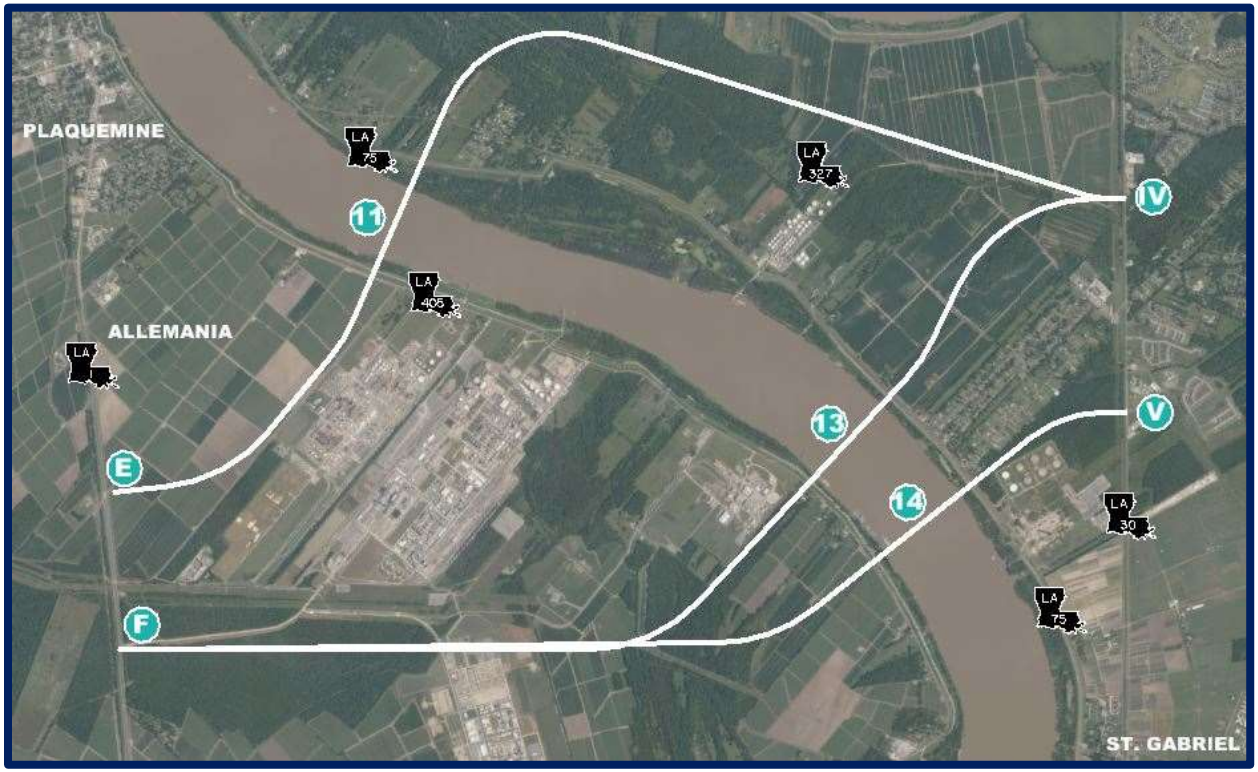
14. Firm Experience

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Firm responsibility (prime or sub?)		Sub
Project name	**Mississippi River Bridge Crossing**				
Project number	H.013284	Owner's name	LADOTD		
Project location	EBR, WBR, Iberville, Ascension Parish		Owner's Project Manager	Christina Brignac, P.E.	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Christina.Brignac@la.gov				
Services commenced by this firm (mm/yy)	09/20	Total consultant contract cost ($1,000's)		$ Unknown	
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm ($1,000's)		$ 462	

100% of work was performed in Louisiana

Currently in Preliminary Design, Shread-Kuyrkendall & Associates (SKA) was contracted to provide a horizontal and vertical grade analysis for three (3) alignments identified with provided topography and LiDAR information. Each alignment was analyzed for drainage followed by recommended improvements. Preliminary rights-of-way will be established based on an earthwork model followed by a detailed cost estimate. Interchange/intersection alternates will be provided with layouts and grades to establish vertical clearances. SKA will assist with public and stakeholder meetings and will provide exhibits as needed.

The project will consist of a **new four-lane divided highway** which will transverse from LA 1 to LA 30 via a bridge structure crossing the Mississippi River with controlled access. Full interchanges will be provided at LA 1 and LA 30



Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
John P. Raymond, P.E.
Garrett Gilbert, P.E.
James Partin

14. Firm Experience

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

100% of work was performed in Louisiana

This project consisted of design and preparation of plans for a **new I-10 Diverging Diamond Interchange (DDI)** at Pecue Lane in East Baton Rouge Parish. This project is one of the most significant projects to be designed and constructed under the MOVEBR program, as providing additional I-10 access on this stretch of I-10 will greatly reduce the queues experienced at adjacent I-10 interchanges. This project also had oversight and funding by LADOTD and was designed in compliance with State and City-Parish guidelines. SKA investigated several design alternatives and alignments, and provided line and grade layouts for all alternatives that were considered. SKA attended several public meetings and was a major player and intricately involved in seeing the environment (NEPA) process its successful completion. This large scale and very public and high-profile project was ultimately broken into three phases to jump start the project in construction and provide more manageable construction funding. SKA managed all phases of the project and led the design team to **successfully meet a shortened design schedule**. In the end, the project will consist of **six bridges**, Mechanically Stabilized Earth (MSE) Retaining Walls, **four interstate ramps** and **realignment** of a six-lane urban arterial section (Pecue Lane) with a Rieger Road connector. This interchange is currently in construction and as previously stated will be an operational Diverging Diamond Interchange (DDI), an innovative approach in interchange design. The Pecue Lane DDI provides a higher level of operational efficiency and is a safer alternative to a conventional diamond interchange. SKA led a design team of seven design consultants and provided lead engineering management and design to the partner team as well as the complete geometric design of the DDI. **Currently in construction.**

Some of the specific project particulars:

- Widening existing Pecue Lane from 2-lane open ditch to 6-lane curb and gutter with subsurface drainage.
- Widening an At-Grade Railroad Crossing
- Implemented sidewalks in non-control-of-access areas including ADA compliance.
- Access Management implemented to reduce conflicts.
- Diverging Diamond Interchange with traffic signals.
- 4 new I-10 ramps with access to Pecue Lane.

Firm Members Involved:

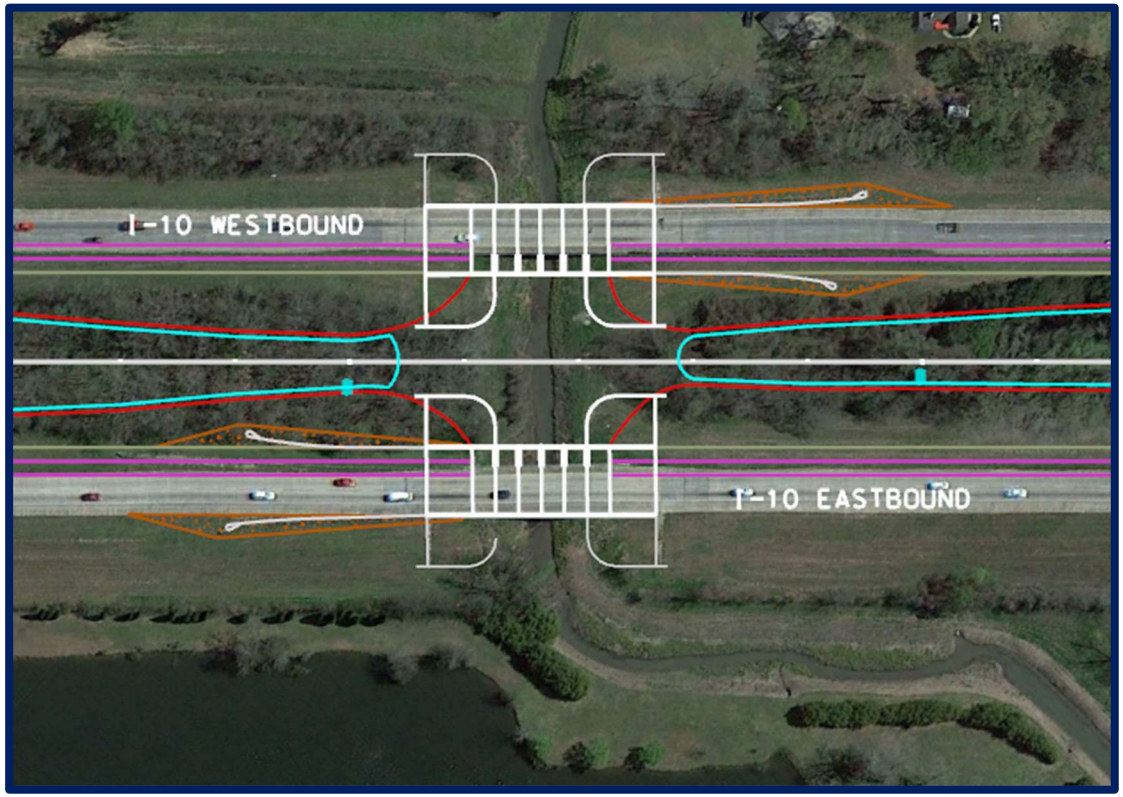
Ripley W. "Gary" McClure, P.E.
John P. Raymond, P.E.
Niccola D. Gill, P.E.
Garrett Gilbert, P.E.
James Partin
Dianna Sherman

14. Firm Experience

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Firm responsibility (prime or sub?)		Prime
Project name	**I-10 Widening (LA 73 – LA 30)**				
Project number	H.009266	Owner's name	LADOTD		
Project location	Ascension Parish		Owner's Project Manager	Kurt Brauner, P.E.	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1933 / Kurt.Brauner@la.gov				
Services commenced by this firm (mm/yy)	10/12	Total consultant contract cost ($1,000's)		$ 1,966	
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm ($1,000's)		$ 1,214	

100% of work was performed in Louisiana

Shread-Kuyrkendall & Associates, Inc. (SKA) was contracted to provide topographic survey services and preliminary and final **roadway and bridge design** services to widen I-10 from a four-lane freeway section to a six-lane freeway section. The roadway section is approximately 4.5 miles long and involves removing the inside shoulder and widening to the inside with a new 12' travel lane and 10' inside shoulder, with center barrier rail where median widths are narrow. The bridge design services include the bridge superstructure replacement of the overpasses at LA 429 and LA 30, as well as the bridges at Bayou Smith including hydrologic/hydraulic analyses, and full replacement (substructure and superstructure) for the LA 73 interchange to accommodate for future LA 73 improvements. The overall project corridor is nearly 16 miles and is being built to widen interstate 10 from Highland Road to LA 22 in East Baton Rouge and Ascension Parishes. SKA is providing project management, as well as design services for all phases of this project, and is working closely with CDCs of adjacent project to ensure corridor continuity. In addition, at the request of LADOTD, SKA had investigated the feasibility of implementing an innovative interchange design in the form of a Single Point Urban Interchange (SPUI) at LA 73. **SKA is currently in Final Design Phase.**



Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
John P. Raymond, P.E.
Niccola D. Gill, P.E.
Garrett Gilbert, P.E.
James Partin
Dianna Sherman

14. Firm Experience

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Firm responsibility (prime or sub?)		Prime
Project name	**LA 73 to Bluff Road (LA 928) Connector**				
Project number	MA-20-01	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)	12/20	Total consultant contract cost ($1,000's)			$ 603
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm ($1,000's)			$ 451

100% of work was performed in Louisiana

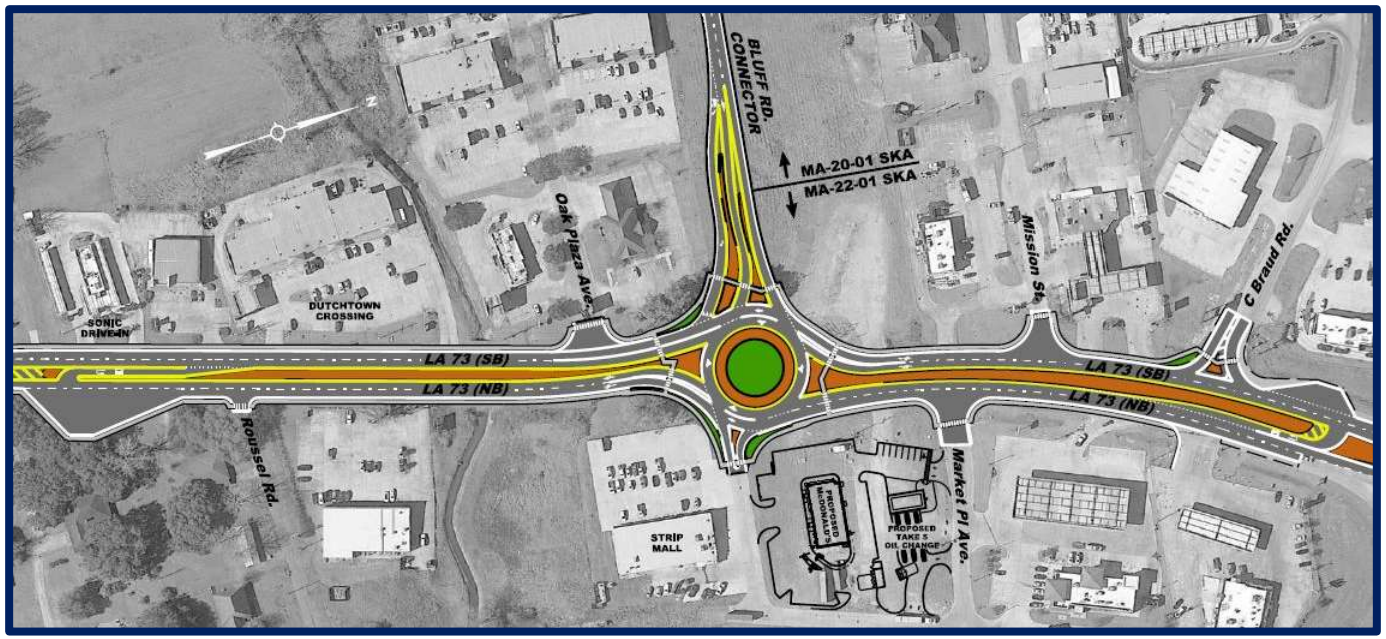
The LA 73 corridor in Ascension Parish is experiencing significant congestion problems due to changes in population and land use in the area resulting in increased traffic volumes. In 2018, a traffic and feasibility study were initiated to improve operations along this corridor from LA 74 to LA 621.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

Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
John P. Raymond, P.E.
Garrett Gilbert, P.E.
James Partin

14. Firm Experience

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

100% of work was performed in Louisiana



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

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

Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
John P. Raymond, P.E.
Garrett Gilbert, P.E.
Dianna Sherman

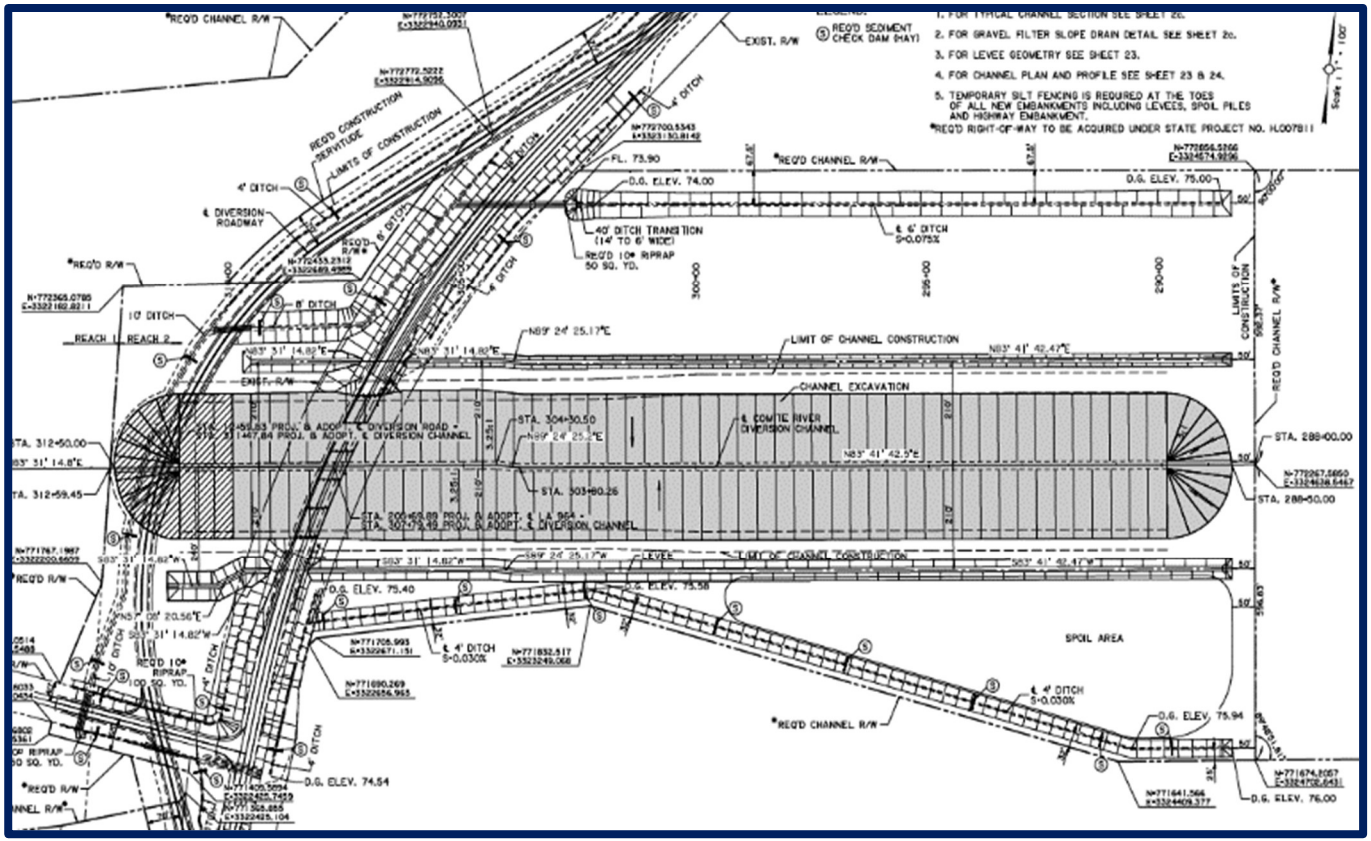
The geometry for construction includes the following approach:

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

14. Firm Experience

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Firm responsibility (prime or sub?)		Prime
Project name	**Comite River Diversion / LA 964**				
Project number	H.000710	Owner's name	LADOTD		
Project location	East Baton Rouge Parish		Owner's Project Manager	Christina Brignac	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Christina.Brignac@la.gov				
Services commenced by this firm (mm/yy)	04/19	Total consultant contract cost ($1,000's)		$ 281	
Services completed by this firm (mm/yy)	07/20	Cost of consultant services provided by this firm ($1,000's)		$ 281	

As part of the Comite River Diversion Project, LA 964 will cross the proposed diversion channel. This project included channel excavation, **roadway realignment** for site distance, and bridge structure. The LA 964 bridge consists of a single bridge approximately 350 feet long, with a finished cross-sectional clear width of 44 feet. The **new bridge is designed using AASHTO Type III girders and is in super-elevation**. The roadway is designed as an Urban Arterial with two 12 foot lanes and 10 foot shoulders. A temporary diversion is used during bridge and canal construction. Coordination with New Orleans Corps of Engineers and other agencies were part of this project.



Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
Niccola D. Gill, P.E.
James Partin

14. Firm Experience

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

100% of work was performed in Louisiana

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

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

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

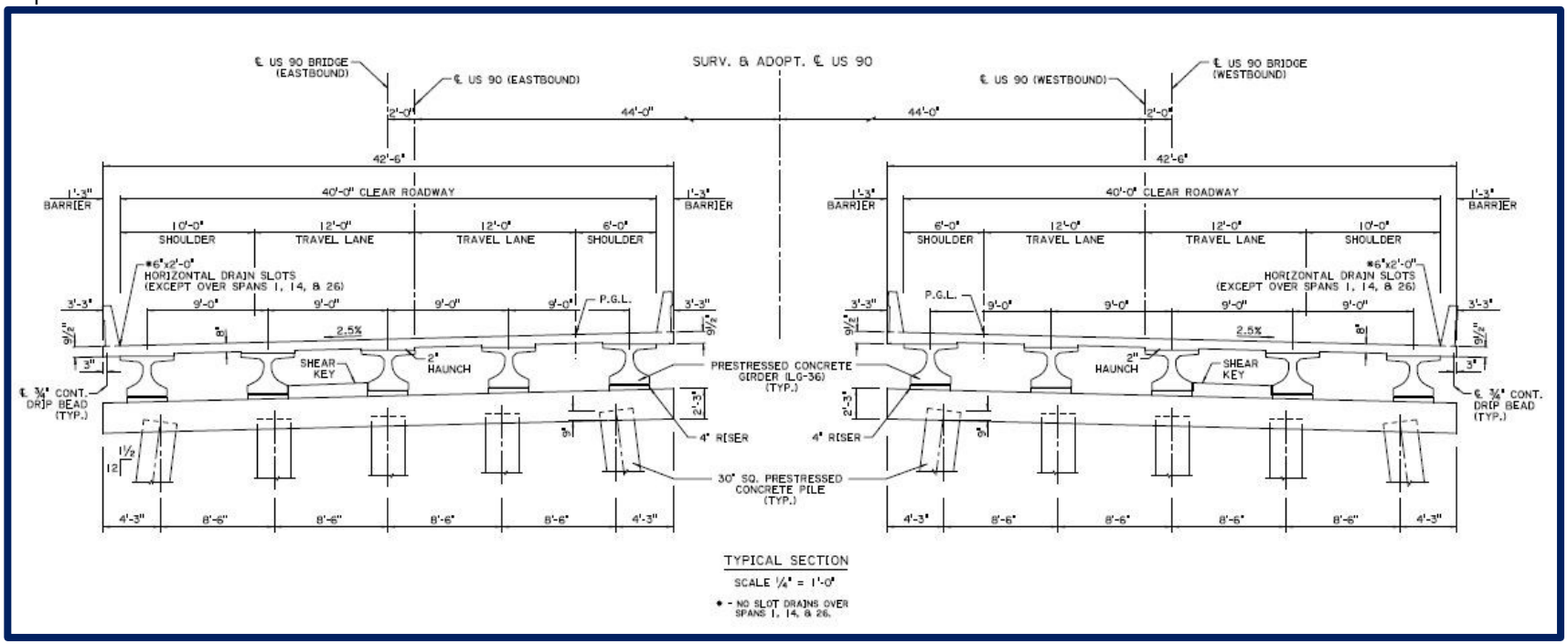
Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
Niccola D. Gill, P.E.
James Partin

14. Firm Experience

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Firm responsibility (prime or sub?)		Prime
Project name	**US 90 Railroad Overpass SE OF LA 85**				
Project number	H.010155	Owner's name	LADOTD		
Project location	East Baton Rouge Parish		Owner's Project Manager	Ryan Morvant	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Ryan.Morvant@la.gov				
Services commenced by this firm (mm/yy)	03/21	Total consultant contract cost ($1,000's)		$ 2,033	
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm ($1,000's)		$ 1,546	

100% of work was performed in Louisiana

Shread-Kuyrkendall & Associates, Inc. (SKA) was contracted to provide 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. SKA designed the roadway approaches for several thousand feet to accommodate the bridge structure and assisting in bridge design. SKA was responsible for the design of the caps, **LG-36 girders**, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements.



Firm Members Involved:
Ripley W. "Gary" McClure, P.E.
Niccola D. Gill, P.E.
Garrett Gilbet, P.E.
James Partin

15. Additional Information

EXPERIENCE

Shread-Kuyrkendall & Associates, Inc. (SKA) has over 30 years of successful DOTD experience and has worked closely with DOTD on multiple types of projects for roadway, bridge, safety, and 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 has selected a successful team to implement the required services as part of this contract, which includes survey services, geotechnical services, preliminary plans, final plans, construction support and any additional items required to provide DOTD with a quality constructible final set of plans.

*SKA is well prepared and has staff available to engage in this type of work along with our Survey sub-consultant **GOTECH** and Geotech sub-consultant **APS** if needed.*

GOTECH, INC. (GEOTECH) a professional engineering and consulting firm, that offers a team equipped with vast knowledge, experience and technical expertise. The survey department has a broad base of experience on topographic, boundary, hydro-graphic, roadway, levee, coastal marsh and other types of surveys. **APS Engineering and Testing, LLC (APS)** specializes in providing Geotechnical Engineering and Construction Materials Testing and offer a wide range of related services which include but are not limited to Geotechnical Engineering Analyses, Laboratory Testing, Environmental, and Construction Materials Testing and Inspection.

SKA Key Personnel Design Experience meeting the Minimum Personnel Requirements

Mr. Ripley W. "Gary" McClure, P.E. is both a registered civil engineer and an environmental engineer in the State of Louisiana. He has over forty years of experience with project management, design and quality control experience on a variety of DOTD projects including roadway design, bridge design, stage 0 studies, environmental assessments, and drainage systems. Mr. McClure will serve as Principal-in-Charge of this project. He has served in this capacity and has kept projects within budget and ahead of schedule. He has knowledge of the latest design criteria and is a proven innovator of roadway design to provide the most cost-effective method for constructing roadways. Mr. McClure is Bridge Engineer Supervisor for all bridge projects for DOTD and other agencies. In addition, Mr. McClure has extensive experience with public meetings and acquiring public input for sensitive projects.

Mr. John Raymond, P.E. is a registered professional civil engineer in the State of Louisiana. Mr. Raymond will serve as the Project Manager and Lead Road Design Engineer for this project and has worked for SKA for 33 years. He has been a Project Manager/Road Design Engineer on multiple classes of roadways throughout his career. He has designed and managed various roadway projects including widening projects, new alignments, and intersection improvements including roundabouts throughout the state. His knowledge of current DOTD design standards is a great asset to the firm. Mr. Raymond is well versed in and has designed or modeled numerous INNOVATIVE TRANSPORTATION PROJECTS, such as Diverging Diamond Interchanges (DDIs), Single and Multilane Roundabouts, and Superstreets that implement Restricted Crossing U-turn Intersections(R-CUTs) and J-turns. His road design experience for both urban and rural roadway includes, geometric design, horizontal and vertical alignments, superelevation, joint layouts, graphical grades, hydraulic design, subsurface design, sequence of construction, earthwork, tabulation of quantities.

Ms. Niccola Gill, P.E. is a registered professional civil engineer in the State of Louisiana. For this project, Ms. Gill will serve as Engineer Supervisor and oversee QA/QC as well as Lead Bridge Design Engineer for this project. Ms. Gill has management and engineering expertise in roadway design, roadway alignments, bridge design, stage 0 studies, environmental studies, drainage systems, and hydrologic and hydraulic analysis. Ms. Gill has been a Project Manager/Design Engineer on multiple classes of various complex bridge structures and roadways for over 20 years. She has designed and managed rural and urban bridges and performed hydraulic analysis for the bridges. She has spent her 23-year career in Baton Rouge and at SKA, has intimate knowledge of LADOTD design requirements, procedures, and standards.

UNDERSTANDING

Having provided roadway and bridge design services to DOTD for well over 30 years, SKA has extensive knowledge and understanding of DOTD's goals and requirements for new and reconstruction of existing roadways and bridges. Additionally, SKA has provided design services on multiple new alignment roadway project with bridges. Our team at SKA employs several experienced engineers for roadway and bridge design with more than 20 years' experience. The proposed project consists of preparing plans, specifications and design documentation for a new four (4) four-lane roadway from Benton Road (LA 3) to 1 mile east of the Swan Lake Road intersection (Phase 1, 2 and 3) and then a new two-lane roadway from 1 mile east of the Swan Lake Road to the intersection of Bellevue and Winfield Road (Phase 4). The design of the project will be in accordance with the Selected Alignment (3R) shown in the approved Environmental Document. The roadway, an off-system route, will consist of a four (4) lane divided highway (four (4) 12ft lanes with 8ft shoulders) for Phase 1-3 and two (2) 12ft lanes with 8ft shoulders with right-of-way clearance sufficient for future widening to a four (4) lane divided highway for Phase 4. In addition to the roadway design, five (5) bridges will be constructed along the route. Services will also include topographic survey, property survey, R/W maps and geotechnical analysis and design. Consultant will design all four phases to sufficient detail for right-of-way acquisition. Based on estimated funding, it is anticipated that final design will be needed for phase 1-3. We understand the importance of providing quality plans for constructability as well as providing a well-established and clear sequence of construction with a well laid out temporary traffic control plan. Our team understands the services that may be required and will be provided will include but not limited to the following:

- Topographic Surveys, Property Surveys, and R/W Maps
- Geotechnical Investigation and Design Services
- Roadway Design
- Hydraulic Analysis and Design
- Bridge Design and Evaluation Criteria
- Assisting DOTD in obtaining Environmental Clearance/Permits
- Plan Quality Reviews
- TMP (if required)
- Construction Support (if required)

15. Additional Information

As previously mentioned, SKA has provided design services on multiple Roadway New Alignment Projects. The following projects similar to this contract are as follows:

- 97-CS-HC-0015 / Central Thruway: East Baton Rouge Parish this project consisted of a new alignment four-lane divided highway including seven bridges ranging from Pre-Stressed Concrete Bulb-Tee Girder Spans, Type III Girder Spans, and Quad Beams.
- H.004435 / LA 3241 (LA 36 to LA 435): St. Tammany Parish this project consisted of new alignment four-lane divided Rural Arterial Roadway including two new bridges (4 structures total) Innovative design alternatives 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.
- H.013284 / Mississippi River Bridge: EBR, WBR, Iberville, Ascension Parish this project currently in preliminary design will consist of a new alignment four-lane divided highway which will transverse from LA 1 to LA 30 via a bridge structure crossing the Mississippi River with controlled access. Full interchanges will be provided at LA 1 and LA 30.
- MA-20-01 / LA 73 to Bluff (LA 928) Connector: Ascension Parish this project is new alignment 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.
- City Parish Multiple Bridge Replacements: East Baton Rouge Parish this project consisted of the replacement of three (3) existing bridges in East Baton Rouge Parish the design of slab span bridges using AASHTO LRFD Bridge Design Specifications with 2013 Interim Revisions and the DOTD LADV-11 vehicular load.
- H.010155 / US 90 Railroad Overpass SE OF LA 85: Iberia Parish this project consisted of design for roadway and two (2) parallel bridge structures over an existing at grade railroad crossing including LG-36 girders, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements.

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. 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 level of experience 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 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 Survey Services, Preliminary Plans, Final Plans, and Construction phases 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. 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.

15. Additional Information

FIELD VISITS Our SKA project team will set up a site visit to obtain a better understanding of the project and to identify any constraints that may cause constructability issues or design exceptions.

SURVEY SERVICES GOTECH will provide topographic surveying and related services for this project contract. These services will include field investigations, office calculations and mapping production. The survey tasks can generally be described as follows:

- **Topographic Surveys:** Field topographic surveys shall serve as the basis for the proper design and layout of DOTD projects. Control for the survey and the following data collection shall be conducted in accordance with DOTD's Location and Survey Manual. Prominent features of the survey will include:
  - Establish control points
  - Preparation of the Control Sketch
  - Staking of the centerline
  - Bench mark establishment
  - Coordinate geometry verification (NAD-83)
  - Utility location and establishment of Owner
  - Topographic point acquisition
  - Drainage Map
- **ROW Property Surveys,**
  - Identify if properties require acquisition
- **Utility Coordination**
  - Identify utilities in conflict with new roadway alignment and assist SKA with Utility Matrix
- **Electronic Deliverables:** GOTECH will submit electronic mapping deliverables in accordance with the DOTD Software and Deliverable Standards for Electronic Plans. Electronic deliverables will be uploaded directly into the DOTD ProjectWise repository for each milestone event. Each milestone event shall include actions such as:
  - Uploading CAD plan deliverables to the discipline "Plans" folder
  - Apply and maintain indexing attributes to CAD plans
  - Publish PDF format plan submittals in ProjectWise using automated tools
  - Digitally sign PDF format plan submittals in ProjectWise according to DOTD standards
  - Electronic files will be submitted in the Bentley software format

GEOTECHNICAL SERVICES APS will continue to utilize our 40 plus years (combined staff) of experience to provide comprehensive Subsurface Geotechnical Investigation in accordance with the standards of DOTD. Our firm will utilize our in-house drill rigs, CPT rigs, and Laboratory equipment, to provide a high-quality Geotechnical Data Report. We will also work closely with the design team members to ensure a seamless transfer of geotechnical data to the designers. APS will provide consultation geotechnical engineering. APS understands that the geotechnical task orders will be assigned by the Prime consultant. APS will work with Project Manager (PM) in Charge from the time the Task Order (TO) is assigned until the TO is complete. The steps for this work include, but are not limited to Boring Request, Drilling Services, Laboratory Services (AASHTO and USACE certified), and all required Geotechnical Services.

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 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. **Garret Gilbert, PE** and **Andrew Shread, PE** will assist in road design under John Raymond's supervision. Mr. Gilbert and Mr. Shread 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.
- Bridge Design will be completed by **Niccola Gill, PE**, she has 20 years of bridge design experience and is very knowledgeable of the latest AASHTO LRFD Bridge Design Specifications, DOTD Bridge Design Manuals, and Bridge Design Technical Memoranda. Ms. Gill has designed bridges for widening, complete replacement and new structures for DOTD, East Baton Rouge City-Parish and local parishes.
- 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 **Niccola 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

PLAN SUBMITTALS are to be determined, however typically SKA utilizes the DOTD Road Design Manual for plan delivery. SKA will submit the based on the scope of work provided at the Kick-Off Meeting or as follows:

- Preliminary Plans: SKA will submit the design criteria and preliminary plans at 30%, 60%, 90%, and 100%. Additionally, the Plan-in-Hand (PIH) Meeting will be held following the 90% submittal. The preliminary hydraulic report will be submitted with the 60% submittal. Also included in the preliminary submittals will be construction cost estimate with each submittal, bridge rating reports for the existing bridge, bridge evaluation report, bridge design criteria, preliminary design reports, and any design exception or waiver requests. Final Plans: Once Environmental Clearance is received, SKA will submit final plans at 60%, 95% (Advanced Check Prints), and 100% (Sealed Final Plans). The final hydraulic report will be submitted with the 60% submittal. Also included in the final submittals will be construction cost estimate with each submittal, the final design reports, final bridge evaluation report, final bridge design criteria, special provisions, NS pay items, and final design calculations.
- Construction: Once final design is complete, SKA will assist DOTD in completing the construction support proposal. SKA works with various entities and has over 30 years of experience with bidding, reviewing shop drawings, responding to RFIs, and all other items associated with construction support.

16. Workload

State Project Number	Project Name and Location	Remaining Unpaid Balance ($1,000's)
H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	$ 14,325
H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	$ 48,814
H.004435	I-12 to Bush, LA 3241 (LA 36 – LA 435), St. Tammany Parish	$ 51,891
H.011152	I-12 Widening (sub to T. Baker Smith), St. Tammany Parish	$ 5,457
H.013284	MRB South GBR: LA 1 to LA 30 Connector (sub to Atlas), EBR, WBR, Iberville, Ascension Parish	$ 25,800
H.013284	MRB South GBR: LA 1 to LA 30 Connector (sub to Atlas) SA#3, EBR, WBR, Iberville, Ascension Parish	$ 154,621
H.000710.6	Comite River Diversion Bridge at LA 964, East Baton Rouge Parish	$ 50,467
H.0148830.5	LA 14 at LA 674 Intersection Improvements, Iberia Parish	$ 34,731
H.0145510.5	Iberia St. Pavement Preservation and Bike Improvements, Iberia Parish	$ 120,264
	Total	$ 506,370

Past Performance Evaluation Discipline Table

Past Performance Evaluation Discipline(s)	% of Overall Contract *	Prime	Survey Sub (DBE)	Geotech Sub (DBE)	Each Discipline must total to 100%
		Shread-Kuyrkendall & Associates, Inc.	GOTECH, INC.	APS Engineering and Testing, LLC	
Road	**60%**	100%			**100%**
Survey	**20%**		100%		**100%**
Geotech	**20%**			100%	**100%**
Identify the percentage of work for the **overall contract** to be performed by the prime consultant and each sub-consultant.					
Percent of Contract	**100%**	**60%**	**20%**	**20%**	

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

PARISH CONTRACT NO. 2025-118
STATE PROJECT NO. H.003855
FEDERAL AID PROJECT NO. H003855
ENTITY CONTRACT FOR CONG RELIEF WINFIELD ROAD
BOSSIER PARISH

Shread Kuyrkendall & Associates, Inc.

June 25, 2025

Table of Contents

Introduction

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

DOTD and Consultant's Role in QC/QA Process

Shread-Kuyrkendall & Associates (SKA) is obliged to provide an extensive and all-encompassing QC/QA Plan for this project and to provide documentation for the LADOTD or stakeholder agencies to verify that an appropriate QC/QA 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.

QC/QA as applied to Bridge Design Projects

Exercising an effective QC/QA 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 QC/QA 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 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.

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.

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 QC/QA 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 QC/QA 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 QC/QA Plan has been followed and that all checks and corrections have been made, to allow for a level of redundancy.

QC/QA Plan and Process for this contract: 2025-118

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
- QC/QA Plan
- Miscellaneous information

Objective: *To ensure the project is being approached and designed in accordance with DOTD requirements. Establish an open channel with DOTD 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 DOTD roadway classification within the project limits. Advise DOTD 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 asses 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 DOTD 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 BPPJ Submittal for qualifications)

Project Manager (PM) – Ripley W. "Gary'' McClure, P.E.

Engineer of Record (EOR) – Ripley W. "Gary" McClure, P.E.

Designer(s) – Niccola D. Gill, P.E.

Checker – Ripley W. "Gary" McClure, P.E., Niccola D. Gill, P.E.

Review(s) – John P. Raymond, P.E.

QC/QA 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.

BPPJ Standard Submittal Form

(May 2025)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

Firm should fill in the BPPJ Standard Submittal Form provided without altering the text provided in the form. Firm should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

1. Contract title as shown in the advertisement	ENTITY CONTRACT FOR CONG RELIEF WINFIELD ROAD BOSSIER PARISH
2. Contract number(s) if shown in the advertisement	PARISH CONTRACT NO. 2025-118
3. State Project Number(s), if shown in the advertisement	H.003855; FEDERAL AID PROJECT NO. H003855
4. Firm name (as registered with the Louisiana Secretary of State where such registration is required by law)	**GOTECH, INC.**
5. Firm license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS or American Institute of Certified Planners (AICP or other professional regulatory board, as applicable) if registration is required under Louisiana law)	Engineering Registration No. EF.0000377; 09/18/1984 Land Surveying Registration No. VF.0000230; 09/18/1984
6. Mailing address	8383 Bluebonnet Boulevard Baton Rouge, LA 70810
7. Name, title, phone number, and email address of firm's Contract Point of Contact	Rhaoul Guillaume, Sr., P.E., F.ASCE, President (225) 766-5358 rhaoul@gotech-inc.com
8. Name, title, phone number, and email address of the official with signing authority for this proposal	Rhaoul Guillaume, Sr., P.E., F.ASCE, President (225) 766-5358 rhaoul@gotech-inc.com
9. This is to certify that all information contained herein is accurate and true, and that I presently have sufficient staff to perform these services within the designated time frame.	Signature (shall be the same person as #8):  Date: 6/25/2025

In accordance with LA R.S. 39:1602.1, 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.**	
10. 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.	SEE PRIME'S BPPJ STANDARD SUBMITTAL FORM

11. Organizational Chart

SEE PRIME'S BPPJ STANDARD SUBMITTAL FORM

12. Minimum Personnel Requirements

Requirement (as stated in advertisement	Personnel being used to meet the requirement	Firm employed by	Type of license/ certification required	License / certification expiration date
SEE PRIME'S BPPJ STANDARD SUBMITTAL FORM				

13. Staff Experience

Firm employed by **GOTECH, INC.**					
Name	**Rhaoul Guillaume, Sr., P.E., F.ASCE**			Years of relevant experience with this employer	44
Title	President			Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			Bachelor-of-Science / 1971 / Civil Engineering; Bachelor of Arts / 1971 / Mathematics		
Active registration number / state / expiration date			P.E. License No. 20083 / LA / 9-30-2026		
Year registered	1982	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities			Principal-in-Charge / Mr. Guillaume, as principal of GOTECH, Inc. supervises all corporate activities to include project management for all contract requirements. Mr. Guillaume's also include client liaison, project budgeting, manpower assignments, contract administration, design supervision, production of contract documents and quality control. Mr. Guillaume is an experienced civil engineer with a background in hydrographic, topographic and control surveying, project management and estimating.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
04/15 - Present	**LADOTD Contract for Engineering and Surveying Services (Contract No. 4400004485; Project No. H.009320) – Acadian Rd Roundabout, Route LA 20 (Canal Blvd) & Local Routes (Back Street, Jackson Street, Thompson Place), Thibodaux, LA:** Mr. Guillaume is overall responsible for providing the required services for the project. GOTECH serves as Sub-Consultant to Hartman Engineering.
05/18 - Present	**LA DOTD Retainer Contract for Electrical Services (Contract No. 4400002746; Project No. H.013442.5) – I-10 at Crowder Blvd Interstate Lighting, Orleans Parish, LA:** Mr. Guillaume is the client liaison and is overall responsible for providing the required engineering and surveying services for the project. GOTECH serves as a Sub-Consultant to GEC, Inc..
01/18 - Present	**LADOTD Prospect Blvd Sidewalks, Terrebonne Parish, (Contract No. 4400010389) – Prospect Blvd Sidewalks, Terrebonne Parish, LA**: Mr. Guillaume is the client liaison and is overall responsible for providing the required engineering and surveying services for this project. GOTECH is the Prime Consultant.
10/14 - Present	**LADOTD Retainer Contract for Construction Engineering Management & Staff Augmentation Services (Contract No. 4400004729) — District 03 (Acadia, Lafayette, Evangeline, Iberia, St. Landry, St. Martin, St. Mary & Vermilion Parishes, LA):** Mr. Guillaume is the client liaison and is overall responsible for providing the required engineering and inspection services for the project. GOTECH is a Sub-Consultant to GEC, Inc.

02/18 - 04/18	**LADOTD North Kenner Pedestrian Improvements, Orleans Parish, LA (Contract No. 4400005891):** Mr. Guillaume was the client liaison and was overall responsible for providing the required engineering and surveying services for the project. GOTECH was a Sub-Consultant to Digital Engineering and Imaging, Inc.
09/07 - 09/13	**LA DOTD New Orleans Submerged Streets Repair, Jefferson & Orleans Parishes, LA (Project No. 704-92-0036 & 704-92-0037):** Mr. Guillaume was the client liaison and was overall responsible for providing the required engineering and surveying services for the project. GOTECH was a Sub-Consultant to HNTB.
02/09 - 08/12	**LADOTD I-12 Widening Design-Build, East Baton Rouge & Livingston Parishes, LA (Project No. 454-01-0047 & 454-02-0025):** Mr. Guillaume was the client liaison and was overall responsible for providing the required engineering, inspection and surveying services for the project. GOTECH was a Sub-Consultant to James Construction Group.
02/06 - 05/11	**LA DOTD John James Audubon Bridge Design / Build Project, St. Francisville, LA (Project No. 052-02-0024):** Mr. Guillaume was the client liaison and was overall responsible for providing the required engineering, inspection and surveying services for the project. GOTECH was a Sub-Consultant to Audubon Bridge Constructors.

13. Staff Experience

Firm employed by **GOTECH, INC.**

Name	**Bruce Dyson, P.E., P.L.S.**	Years of relevant experience with this employer	30
Title	Engineering & Surveying Manager	Years of relevant experience with other employer(s)	17

Degree(s) / Years / Specialization			Bachelor's-of-Science / 1978 / Civil Engineering
Active registration number / state / expiration date			P.E. License No. 20162 / LA / 3-31-2026; P.L.S. License No. 4670 / LA / 3-31-2026
Year registered	1982; 1992	Discipline	Registered Professional Civil Engineer; Professional Land Surveyor
Contract role(s) / brief description of responsibilities			**Meets the roles for MPR 7** Mr. Dyson has been involved in a variety of survey projects. He is experienced in the areas of civil engineering, project management, construction administration and management, and cost estimating. Specific areas of expertise include drainage improvements, land surveying and flood control. Mr. Dyson has supervised up to five survey crews at GOTECH working on a variety of public and private contracts such as contracts with LA DOTD, US Army Corps of Engineers, Federal Aviation Administration, Parish governments, and New Orleans Sewerage & Water Board. ▪ Traffic Control Technician – ATSSA Expires 06/21/2026 ▪ Traffic Control Supervisor – ATSSA Expires 06/22/2026 ▪ Registered Flagger – ATSSA Expires 08/04/2026

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
06/24 - present	**LA DOTD: 4400026910: IDIQ Contract for the Design of Safety Projects with Majority of Work in Districts 02, 61 & 62 Statewide – Judge Tanner Blvd Sidewalk Survey** Mr. Dyson was the project manager for a topographic survey in Slidell, Louisiana. GOTECH survey crews performed a survey of the future sidewalk area between the westbound gutter line and the apparent right-of-way line. The project area was approximately 1,700 feet long. Ground features were surveyed to identify contours at the site, all in accordance with the DOTD survey manual requirements. GOTECH was a Subconsultant to Digital Engineering & Imaging, Inc.
11/22 – 06/23	**LA DOTD: 4400017069: Louisiana Watershed Initiative (LWI) Modeling Contract Region No. 3** Mr. Dyson was the project manager for the Region 3 Master Drainage Plan Project. GOTECH served as a subconsultant to WSP in Region 3. The work included 105 stream cross sections and 164 structure surveys.
09/21 – 08/22	**LA DOTD: 4400017068: Louisiana Watershed Initiative (LWI) Modeling Contract Region No. 2** Mr. Dyson was the project manager for the Region 2 Watershed Initiative Project. GOTECH field crews provided topographic and bathometric surveys in North Louisiana as a part of the master drainage plan work. Over 135 structures were surveyed and over 150 miles of streambeds were surveyed as part of the modeling efforts.
04/15 – 09/19	**LADOTD Contract No. 4400004485; State Project No. H.009320: Acadian Rd Roundabout, Route LA 20 (Canal Blvd) & Local Routes (Back Street, Jackson Street, Thompson Place), Thibodaux, LA** - Mr. Dyson was the Engineering / Survey Manager providing professional supervision and project management oversight for the right-of-way mapping services to support parcel acquisition required for design of a new road roundabout in Thibodeaux, Louisiana. Project included field property surveys performed to DOTD survey standards and parcel title work reviews of affected properties. Final right-of-

	way map and parcel description deliverables, along with MicroStation parcel mapping files, were reviewed and submitted in accordance with established DOTD Location and Survey delivery requirements.
10/17 - 03/18	**LADOTD Contract No. 4400002746; State Project No. H. 012602.5: I-10 at Morrison Rd Interstate Lighting, Orleans Parish, LA –** Mr. Dyson provided project oversight as Engineering / Surveyor Manager with supervision and project management of topographic surveys to support various interstate lighting design projects. The projects included static GPS control surveys and topographic field surveys performed to DOTD survey standards within the full limits of the highway interchange. The survey field information gathered included roadway surface features, drainage structures, designated subsurface utility locations, and structure data on elevated portions of the interstate bridge overpass. Final deliverables, and MicroStation mapping files, were certified and submitted in accordance with established DOTD Location and Survey delivery requirements.
02/14 - 11/16	**LADOTD Project No. H.007855: LA Hwy 431 at LA Hwy 934 Intersection Improvements, Ascension Parish, LA** – Mr. Dyson was the quality control reviewer for the Hwy 431 / 934 Intersection Improvements project. GOTECH provided topographic surveying and mapping services for the project. The work was located in Ascension Parish on what are currently two-lane highways with narrow shoulders and adjacent open ditch drainage. GOTECH field crews obtained field data in a format that was used in MicroStation CADD drawings with Inroad's software. GOTECH also mapped the data in an AutoCAD version for the designers to use. The topographic map showed existing features as pavement, ditches, culverts, lighting, signs, utility poles, traffic controls, driveways, and other utilities. GOTECH also developed an existing drainage map for the project. The watershed covered approximately 25 acres of contributing drainage area.
10/12 - 12/14	**LADOTD Project No. H.009276: I-10 (LA 30 to LA 22), Ascension Parish, LA** – Mr. Dyson was the quality control reviewer for the Interstate 10 project in Ascension Parish. The project included a segment of the Interstate from LA Hwy 30 to LA Hwy 22. Cross Sections were taken from right-of-way line to right-of-way line to provide data for the Interstate widening design. Overpass details were obtained to show bridge details, bent locations, piling spacing and clearance dimensions.
09/07 - 09/13	**LADOTD Project No. 704-92-0036 & 704-92-0037: New Orleans Submerged Streets Repair-Permanent Repair to Federal Aid Eligible Roads as a Result of Damage Due to Hurricane Katrina in 2005** - Mr. Dyson was the Engineering Coordinator for this project. GOTECH provided topographic surveying, preliminary and final roadway plans, and construction support for the project streets located in Jefferson and Orleans Parishes.

13. Staff Experience

Firm employed by **GOTECH, INC.**

Name	**Robert Price, P.L.S.**	Years of relevant experience with this employer	7
Title	Director of Operations	Years of relevant experience with other employer(s)	20

Degree(s) / Years / Specialization	Master of Science / 2009 / Engineering & Technology Management Bachelor of Science / 1997 / Survey & Mapping Bachelor of Science / 1993 / Industrial Technology & Building Construction
Active registration number / state / expiration date	P.L.S. License No. 4889 / LA / 3-31-2026
Year registered: 1992 — Discipline	Professional Land Surveyor
Contract role(s) / brief description of responsibilities	**Meets the roles for MPR 7** Mr. Robert Price is a Licensed Professional Land Surveyor with more than 20 years of experience in land surveying and mapping; project management; and personnel management. He has provided surveying and utility location designation support for pipelines, road improvement, LNG facilities, oil and gas well locations, and private development projects. ▪ Traffic Control Technician – ATSSA Expires 06/21/2026 ▪ Traffic Control Supervisor – ATSSA Expires 06/22/2026 ▪ Registered Flagger – ATSSA Expires 08/12/2026

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
10/17 - Present	**Move Ascension Henry Road Safety Widening (LA 73 Tillotson Road/Akins Road) Ascension Parish, LA** Mr. Price is the project manager providing the topographic surveying and mapping services to support the design and right-of-way acquisition for the Move Ascension - Henry Road widening project. Project surveys were in support of a new design to widen approximately 8-miles of roadway in Ascension Parish. GOTECH is a Sub-Consultant to GSA, Inc.
11/22 – 06/23	**LA DOTD: 4400017069: Louisiana Watershed Initiative (LWI) Modeling Contract Region No. 3** Working as a subconsultant to WSP, GOTECH provided stream cross section data and structure details for the modeling effort. Mr. Price was the survey coordinator for the project providing quality control reviews for the project and providing coordination for the transmittal of raw data to the modelers.
09/21 – 08/22	**LA DOTD: 4400017068: Louisiana Watershed Initiative (LWI) Modeling Contract Region No. 2** Mr. Price was the project survey coordinator for the Region 2 Master Drainage Plan work. The sites were in North Louisiana in the Ouachita Basin and lower Red River Basin. Hundreds of miles of streams were surveyed and hundreds of structures were surveyed to provide the raw data for the Freese & Nichols modeling technicians.

04/15 – 09/19	**LADOTD Contract No. 4400004485; State Project No. H.009320: Acadian Rd Roundabout, Route LA 20 (Canal Blvd) & Local Routes (Back Street, Jackson Street, Thompson Place), Thibodaux, LA** Mr. Price was the Professional Land Surveyor providing professional supervision and project management oversight for the right-of-way mapping services to support parcel acquisition required for design of a new road roundabout in Thibodeaux, Louisiana. Project included field property surveys performed to DOTD survey standards and parcel title work reviews of affected properties. Final right-of-way map and parcel description deliverables, along with MicroStation parcel mapping files, were reviewed and submitted in accordance with established DOTD Location and Survey delivery requirements.
04/18 - 06/18	**LADOTD Contract No. 4400005891; State Project No. H.012479: Local Road Safety Program / Safe Routes to School Peltier Park Sidewalks** Mr. Price was the Survey Project Manager managing the topographic survey to support design for various sidewalk, driveway and handicapped curbed ramp improvements along the perimeter of Peltier Park in Thibodeaux, Louisiana. Project field activities included a 2,400-linear foot existing conditions and utility survey utilizing Louisiana DOTD electronic data collection standards. The final deliverables for the project consisted of detailed plan/profile sheets drawn for the project alignment.
05/17 - 07/17	**LADOTD Contract No. 4400005660; State Project No. H.012874.5: I-55 at Hwy 22 Interchange Lighting, Tangipahoa Parish, LA** As Survey Project Manager, Mr. Price professionally managed the topographic and utility location survey services in support of design plans and specifications for the I-55 at LA Hwy 22 Interchange Lighting in Tangipahoa Parish. Survey crews conducted a complete topographic, elevation and utility survey within the entire limits of the I-55 Interchange with LA Highway 22. The topographic survey included data collected on the highway crossing exit/entrance ramps and elevated overpasses in addition to the location of both above ground and subsurface utilities required to facilitate design of lighting structures. All final deliverables were certified and submitted in strict accordance with DOTD Location and Survey standards.
10/17 - 03/18	**LADOTD Contract No. 4400002746; State Project No. H.012602.5: I-10 at Morrison Rd Interstate Lighting, Orleans Parish, LA** Mr. Price provided project oversight as a Professional Land Surveyor with supervision and project management of topographic surveys to support various interstate lighting design projects. The projects included static GPS control surveys and topographic field surveys performed to DOTD survey standards within the full limits of the highway interchange. The survey field information gathered included roadway surface features, drainage structures, designated subsurface utility locations, and structure data on elevated portions of the interstate bridge overpass. Final deliverables, and MicroStation mapping files, were certified and submitted in accordance with established DOTD Location and survey delivery requirements.
08/03 - 10/07	**LADOTD U.S Hwy 165, Georgetown to Tullos, Grant and LaSalle Parishes, Louisiana** Mr. Price served as the Survey Coordinator responsible for deed research and property monument recovery in connection with the property survey along a six (6) mile section of the existing U.S. Hwy 165 roadway from Georgetown to Tullos. The survey consisted of locating and retracing the boundary lines of approximately 100 property owners. Several restorations of Public Land Survey corners were undertaken as required in the determination of boundary lines.

13. Staff Experience

Firm employed by **GOTECH, INC.**

Name	**John Biggs**	Years of relevant experience with this employer	7
Title	Party Chief	Years of relevant experience with other employer(s)	28

Degree(s) / Years / Specialization	N/A
Active registration number / state / expiration date	N/A
Year registered N/A Discipline	N/a
Contract role(s) / brief description of responsibilities	Mr. Biggs is presently a Survey Party Chief with over 20 years of survey experience. Mr. Biggs has a working knowledge of total station operation, EDM equipment, Fathometer/Hydro equipment, data collection and GPS equipment. He has been involved in nearly every aspect of field surveying to include: - First order baseline traversing - Property boundary surveys - Cadastral layout - Cross section surveys - Topographic surveys - Construction layout - Automated hydrographic surveys - Photogrammetric surveys - Infra-structure surveys - Levee centerline profile surveys ▪ Certified Traffic Control Technician – ATSSA Expires 7/11/2027 ▪ Certified Traffic Control Supervisor – ATSSA Expires 7/12/2027 ▪ Registered Flagger – ATSSA Expires 10/21/2026

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
02/19-Present	**Pointe-Marie: A New Village, Baton Rouge, LA** Mr. Biggs is currently the Lead Survey Technician for the on-going design and construction of Pointe-Marie. This project entails a planned community development of a mixed-use village encompassing over 120 acres. His duties include the layout of roadways, drainage, grading, sanitary sewer system, utility layout and coordination and overseeing construction activities. Phase I is complete and he is working on Phase II. Mr. Biggs also has been responsible for the boundary survey field work on the development. This work includes geometric calculations, property corner setting, elevation surveys and lot layouts. Working to improve drainage across overhead utilities and underground pipelines in the north end of the property to include Entergy Transmission and Distribution, Shell Pipeline, Baton Rouge Sewer Force Main and Entergy Gulf States.
11/22-06/23	**LA DOTD (4400017069) Louisiana Watershed Initiative (LWI) Modeling Contract Region No. 3** **Carroll, West Carroll, Morehouse, Richland, Madison and Tensas Parishes / subconsultant to WSP** Working as a subconsultant to WSP, GOTECH provided stream cross section data and structure details for the modeling effort. Mr. Biggs was the survey technician for the project providing quality control reviews for the project and providing coordination for the transmittal of raw data to the modelers.
09/21-08/22	**LA DOTD (4400017068) Louisiana Watershed Initiative (LWI) Modeling Contract Region No. 2** **Jackson, Lincoln, Caldwell, Franklin and Catahoula Parishes / subconsultant to Freese & Nichols** Mr. Biggs was the survey technician for the Region 2 Master Drainage Plan work. The sites were in North Louisiana in the Ouachita Basin and lower Red River Basin. Hundreds of miles of streams were surveyed and hundreds of structures were surveyed to provide the raw data for the Freese & Nichols modeling technicians.

11/19-05/21	**New Orleans Street Rehabilitation: RR101, RR102 – New Orleans Department of Public Works, Orleans Parish, LA** Mr. Biggs was a Survey Technician providing topographic surveying services for roadway rehabilitation design. The project included static GPS control surveys, elevation level loop runs, and conventional topographic field surveys. Topographic field information gathered included roadway/pavement surface features, drainage structures, both surface and subsurface utilities, and survey data on all features within the apparent right-of-way. All field data was collected in standard DOTD electronic feature code format.
11/19-06/21	**New Orleans Streets Rehab: RR119 RR120 – New Orleans Department of Public Works, Orleans Parish, LA** For the roadway improvement projects in New Orleans, Mr. Biggs was the Lead Survey Technician for GOTECH. He has conducted topographic surveys that were used as the basis for new roadway improvement designs. Gutter line surveys were used for drainage calculation and his pavement surveys were used as the basis for new roadway geometric designs (vertical curves and horizontal geometry). All survey data was compiled in detailed plan/profile sheets resulting in a complete construction document package.

14. Firm Experience

Firm name	**GOTECH, INC.**				
Project name	**IDIQ Contract for Design of Safety Projects Statewide with Majority of Work in District 02, 61 & 62**			Firm responsibility (prime or sub?)	sub
Project number	4400015487	Owner's name	LADOTD		
Project location	Statewide		Owner's Project Manager	Mark Chenevert	
Owner's address, phone, email	1201 Capitol Access Road, Room 405-E, Baton Rouge, LA 70802-4438, 225-379-1591, mark.chenevert@la.gov				
Services commenced by this firm (mm/yy)	01/20	Total consultant contract cost ($1,000's)		$N/A	
Services completed by this firm (mm/yy)	05/20	Cost of consultant services provided by this firm ($1,000's)		$84	

100% of work was performed in Louisiana

GOTECH provided topographic and utility location survey services in support of design plans and specifications for a complete lighting system for the I-10 at Read Boulevard Interchange in Orleans Parish. Survey crews conducted a complete topographic, elevation and utility survey within the entire limits of the I-10 Interchange with Read Boulevard. The topographic survey also included the location of both above ground and subsurface utilities. In addition, gathered survey data included information on the highway crossing exit/entrance ramps and elevated overpasses to facilitate lighting designs under elevated portions of I-10. All final deliverables were certified and submitted in strict accordance with DOTD Location and Survey standards.

GOTECH provided topographic survey in support of design for the closing of an existing ditch and installation of a sidewalk/multi-use path and handicapped ramps on a roadside design project. The survey was along Bootlegger Road (LA Hwy 1085) from Coquille Park to White Chapel Road. The overall length of the survey was approximately 3,600 feet. GOTECH was a subconsultant to Digital Engineering.

Firm Members Involved:
Rhaoul Guillaume, Sr., P.E.
Bruce Dyson, P.E., P.L.S.
Robert Price, P.L.S.

14. Firm Experience

Firm name	**GOTECH, INC.**				
Project name	**MOVEBR's Nicholson - Plank Bus Rapid Transit Corridor Project**			Firm responsibility (prime or sub?)	Sub
Project number	16 CI-US-0032	Owner's name	City of Baton Rouge & Parish of East Baton Rouge		
Project location	Baton Rouge, LA		Owner's Project Manager	Tom Stephens	
Owner's address, phone, email	1100 Laurel Street, Baton Rouge, LA 70802, (225)389-3186, tstephens@brgov.com				
Services commenced by this firm (mm/yy)	3/21	Total consultant contract cost ($1,000's)			Unknown
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm ($1,000's)			$725

100% of work was performed in Louisiana

As part of MOVEBR's Enhancement Program, GOTECH was selected to perform surveying and mapping services for the Nicholson-Plank Bus Rapid Transit Corridor Project. The project footprint extends from Nicholson Drive (LA 30) at Skip Bertman Drive to Plank Road (LA 67) at Airline Highway (US 61 / US190). The scope of work includes a topographic survey, cross section survey, right-of-way survey, utility survey, and mapping services. This 8.2-mile-long corridor survey includes different design elements such as subsurface utilities, subsurface drainage, median cross sections, urban and suburban contexts, pedestrian and transit facilities, and a significant amount of data overall.

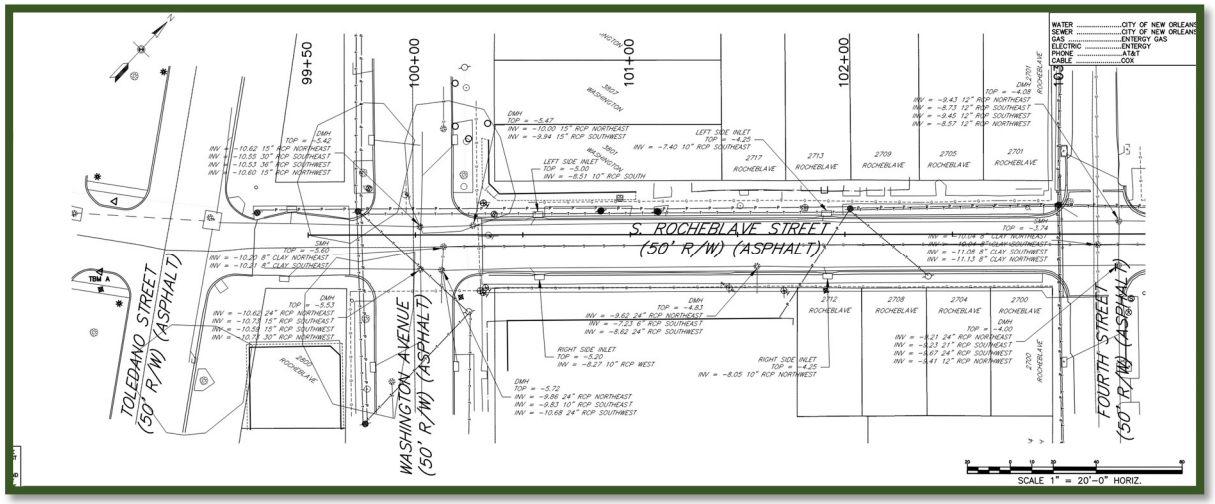
Firm Members Involved:
Rhaoul Guillaume, Sr., P.E.
Bruce Dyson, P.E., P.L.S.
Robert Price, P.L.S.
John Biggs

14. Firm Experience

Firm name	**GOTECH, INC.**				
Project name	**New Orleans Street Rehab (Central City Group A)**			Firm responsibility (prime or sub?)	sub
Project number	PW#7124804	Owner's name	City of New Orleans		
Project location	Orleans Parish, LA		Owner's Project Manager	Francis Berger, P.E.	
Owner's address, phone, email	1300 Perdido Street, Suite 6W03, New Orleans, LA 70112, 225-303-7632, francisb@flymsy.com				
Services commenced by this firm (mm/yy)	01/18	Total consultant contract cost ($1,000's)		$298	
Services completed by this firm (mm/yy)	07/22	Cost of consultant services provided by this firm ($1,000's)		$298	

100% of work was performed in Louisiana

As part of the Capital Improvements Program to restore damaged infrastructure in New Orleans, GOTECH is assisting Fenstermaker in providing topographic surveying, preliminary and final design for streets identified as Central City Group A. Topographic surveys were completed for 2nd Street and South Rocheblave Street. Design services include preliminary and final plans for full roadway reconstruction including new storm drainage, sewer and water line replacements. Final design will include final construction plans, specifications and cost estimates for a complete bid package.



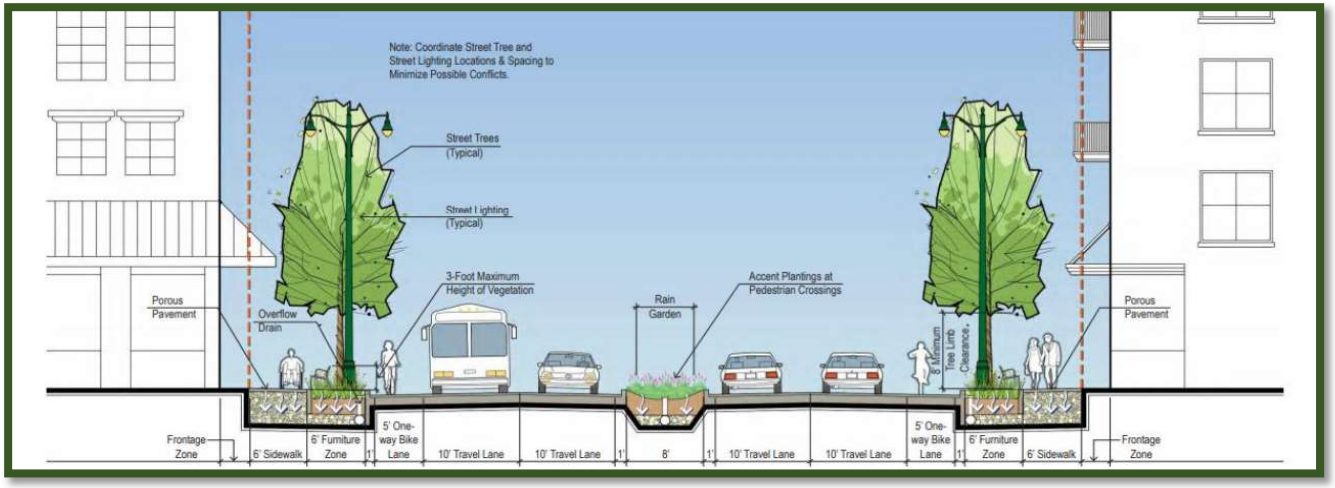
Firm Members Involved:
Rhaoul Guillaume, Sr., P.E.
Bruce Dyson, P.E., P.L.S.
Robert Price, P.L.S.

14. Firm Experience

Firm name	**GOTECH, INC.**				
Project name	**MOVEBR US 61/Scenic Hwy Corridor Enhancement Project**			Firm responsibility (prime or sub?)	prime
Project number	20-EN-HC-0006	Owner's name	City of Baton Rouge & Parish of East Baton Rouge		
Project location	Scotlandville, LA		Owner's Project Manager	Tom Stephens	
Owner's address, phone, email	1100 Laurel Street, Baton Rouge, LA 70802; (225)389-3186; tstephens@brgov.com				
Services commenced by this firm (mm/yy)	10/20	Total consultant contract cost ($1,000's)		$632	
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm ($1,000's)		$569	

100% of work was performed in Louisiana

As part of MOVEBR's Enhancement Program, GOTECH was selected to perform surveying and preliminary engineering services for US 61 / Scenic Highway from LA 408 / Harding Boulevard to Swan Avenue. The scope of work includes a topographic survey, traffic study, existing drainage map, drainage design, green infrastructure report, typical sections, plan and profile sheets, a design study, and preliminary design report. GOTECH interfaces with various stakeholders within the community (e.g. Build Baton Rouge, Southern University, Scotlandville Neighborhood Advisory Committee, the MOVEBR Program Management Team, and LADOTD representatives while producing technical concepts to address the purpose and need of the project. Project concepts are constrained by existing Right-of-Way and limited local dollars but will include ADA compliant sidewalks, on-street bike lanes, traffic calming countermeasures, transit stop improvements, and green infrastructure (e.g. biofiltration swales and curb extensions).



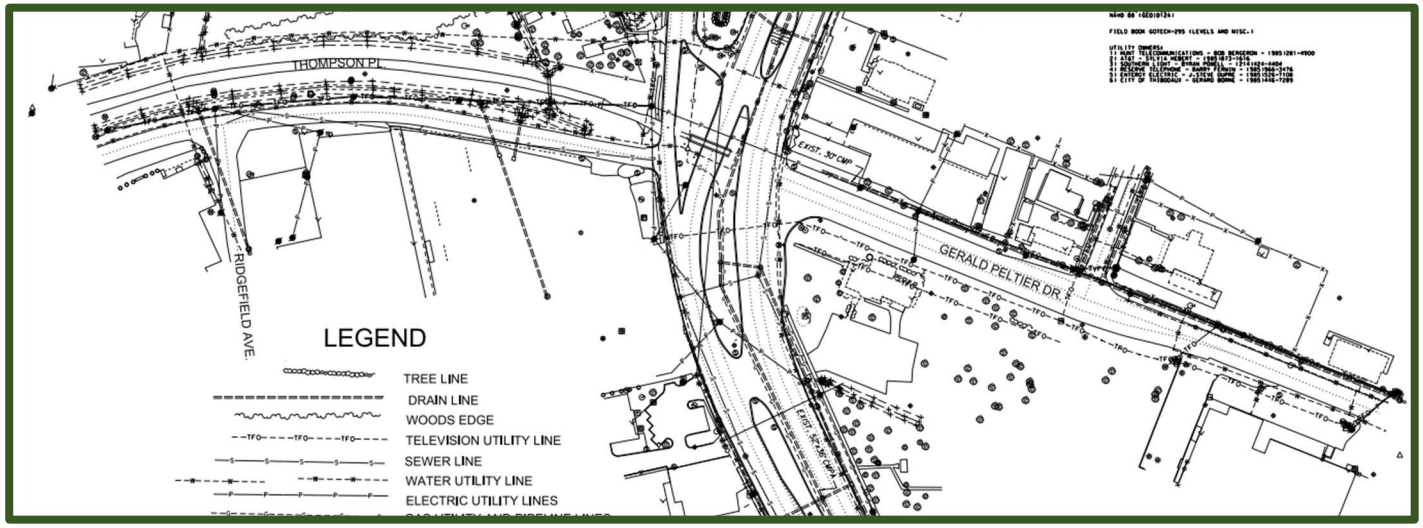
Firm Members Involved:
Rhaoul Guillaume, Sr., P.E.
Bruce Dyson, P.E., P.L.S.
Robert Price, P.L.S.

14. Firm Experience

Firm name	**GOTECH, INC.**				
Project name	**Acadian Rd Roundabout, Route LA 20 (Canal Blvd) & Local Routes (Back Street, Jackson Street, Thompson Place)**			Firm responsibility (prime or sub?)	sub
Project number	4400004485; H..009320	Owner's name	LADOTD		
Project location	Thibodaux, LA		Owner's Project Manager	Mark Chenevert	
Owner's address, phone, email	1201 Capitol Access Road, Room 405-E, Baton Rouge, LA 70802-4438, 225-379-1591, mark.chenevert@la.gov				
Services commenced by this firm (mm/yy)		04/15	Total consultant contract cost ($1,000's)		$204
Services completed by this firm (mm/yy)		09/19	Cost of consultant services provided by this firm ($1,000's)		$195

100% of work was performed in Louisiana

GOTECH, Inc. provided a complete topographic survey required for the design of a roundabout at the existing intersection located in Thibodaux, LA. The survey was completed in accordance with LADOTD Standards and included all utilities with depths, all drainage structures, and DTM for the survey area. The project survey control and horizontal alignment was based on the Louisiana State Plane Coordinate System, (NAD-83-92) as determined by G.P.S. observation. The project also included right-of-way surveys and the preparation of right-of-way maps.



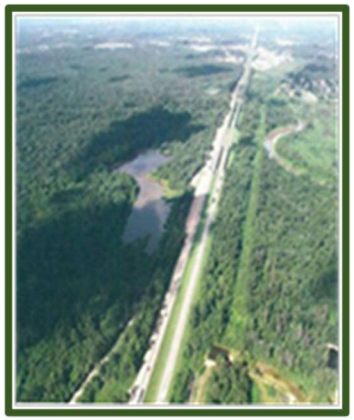
Firm Members Involved:
Rhaoul Guillaume, Sr., P.E.
Bruce Dyson, P.E., P.L.S.
Robert Price, P.L.S.

14. Firm Experience

Firm name	**GOTECH, INC.**				
Project name	**I-12 Widening Design / Build**			Firm responsibility (prime or sub?)	sub
Project number	454-01-0047 & 454-02-0025	Owner's name	LA DOTD		
Project location	East Baton Rouge & Livingston Parishes, LA		Owner's Project Manager	Mark Chenevert / Jeff Burst	
Owner's address, phone, email	1201 Capitol Access Road, Room 405-E, Baton Rouge, LA 70802-4438, 225-379-1591, mark.chenevert@la.gov				
Services commenced by this firm (mm/yy)	02/09	Total consultant contract cost ($1,000's)		N/A	
Services completed by this firm (mm/yy)	08/12	Cost of consultant services provided by this firm ($1,000's)		$2,950	

100% of work was performed in Louisiana

GOTECH provided surveying, utility coordination, and construction inspection. For the I-12 Widening Project, GOTECH provided inspections services during the construction phase of the project. GOTECH provided a certified structural inspector, concrete paving inspection, coordinated the utility relocation work, prepared daily reports, witnessed testing of cylinder strength for early breaks to allow traffic to roll as soon as they obtained minimum strength, monitoring the construction of the roadway bridges and overpasses.



Survey work included the establishment of primary vertical and horizontal control within the project limits that will facilitate construction layout, and any surveying that is required to complete the design phase of the project.

The I-12 widening project consisted of expanding the interstate roadway to three travel lanes in each direction for a distance of approximately nine miles. The project extended from the O'Neal Lane intersection in East Baton Rouge Parish to the Walker exit in Livingston Parish. GOTECH was a Sub-Consultant to James Construction Group.

Firm Members Involved:
Rhaoul Guillaume, Sr., P.E.
Bruce Dyson, P.E., P.L.S.

15. Additional Information

INTRODUCTION

GOTECH, Inc. is a civil engineering and land surveying firm established in Baton Rouge, Louisiana in 1981. The firm is a minority-owned and controlled business organization staffed by a variety of professionals, technicians and administrative workers. GOTECH has provided quality engineering services for over 44 years in the specific areas of design, surveying, construction inspection and program management. Our firm is a certified Disadvantaged Business Enterprise (DBE) and Small Business Element (SBE) as recognized by the Louisiana Unified Certification Program and the Louisiana Department of Transportation and Development. We are also certified as a State/Local Disadvantaged Business Enterprise (SLDBE). This approval represents certification with the New Orleans Aviation Board, City of New Orleans, and Harrah's Casino and the Sewerage and Water Board of New Orleans. GOTECH is a bona fide Minority Business Enterprise as defined by the National Minority Supplier Development Council, Inc. and the Louisiana Minority Supplier Development Council.

GOTECH provides services for a number of public and private clients in Louisiana. Our clients include cities such as Baton Rouge, New Orleans and Shreveport, as well as other State, Federal, and local Governmental bodies such as the Baton Rouge Metropolitan Airport, Louis Armstrong New Orleans International Airport, Jefferson Parish, the U.S. Army Corps of Engineers, the New Orleans Sewerage and Water Board, the Louisiana Dept. of Transportation and Development, Orleans Parish, the New Orleans Department of Streets, the Federal Aviation Administration and others.

FIRM EXPERIENCE

GOTECH's key personnel have expertise in performing engineering services that include civil engineering design, surveying, CADD drafting and construction inspection services. Our firm offers knowledge and technical ability in all fields of civil engineering practice including the design and preparation of construction plans for streets, roads, highways, bridges, drainage and water supply projects. These tasks involve developing plans and layouts, pre-design estimates, plan-profile sheets, geometric designs, drainage designs including subsurface drainage, typical sections, detail sheets, signing and striping details, joint layouts, construction sequencing, cross-sections and quantity calculations. The firm has project experience across Louisiana and the Gulf Coast. GOTECH's main areas of professional services includes: Civil Engineering Design, Surveying, Construction Inspection and Program Management.

SURVEY CAPABILITIES

Our surveying services include boundary, topographic, hydrographic, elevation and site surveys. Our survey equipment features electronic total stations, data connectors, real-time kinomatic global positioning systems (GPS), and fathometer equipment. Field data is brought into the office and downloaded into mapping software programs. Plan view and three-dimensional maps are then produced from raw data.

15. Additional Information

GOTECH, Inc.'s Survey Department is supervised by Bruce Dyson, P.E., P.L.S. with 40 years experience and Robert Price, P.L.S. with 20 years experience in land surveying. The field activities are coordinated by Raymond Belmer, with over 30 years' experience in the survey field. Our survey department has a broad base of experience on topographic, boundary, hydrographic, cadastral, roadway, levee, coastal marsh and other types of surveys. Our survey data is obtained using electronic total stations/data collector sets, Real Time Kinematic (RTK) GPS systems, conventional levels and hydrographic (fathometer) equipment. Data is typically saved in electronic data files for direct download into AutoCAD software, MicroStation software or other mapping programs. Survey projects are carefully planned to utilize proper vertical benchmarks, horizontal reference marks and appropriate datums.

Survey equipment includes (1) Leica GPS 1200 RTK unit, (1) Leica GS14 GPS, (1) Leica TS 15 Robotic Total Station, (1) Leica TS 16 Robot, (3) Conventional Levels, and (2) Data Collectors, (Leica CS 20 Data Collector & Leica CS 15 Data Collector).

CADD CAPABILITIES

GOTECH, Inc. utilizes both AutoCAD and MicroStation for drafting and data management for civil engineering design and mapping. GOTECH is familiar with producing and providing electronic deliverables in conformance with the LA DOTD software and deliverables standards. We have previously uploaded deliverables to Project Wise and understand the CADD conform process and requirements.

16. Workload

State Project Number	Project name and location	Remaining unpaid balance ($1,000's)
H.004100.6	I-10: LA 415 to Essen Ln on I-10 & I-12 (West & East Baton Rouge Parish)	$1,216,546
H.015530	Infrastructure Investment Off-System Bridge Program – Devall Rd over Drainage Ditch District 61 (Ascension Parish)	$3,150
H.015531	Rue De Kajun over Bayou Pierre Part (Ascension Parish)	$3,150
H.015532	Beco Rd over Duckroos Bayou (Ascension Parish)	$3,150
H.015540	Section Rd over Poydras (Point Coupee & WBRP)	$3,150
H.015534	Line Rd over Black Creek (E Feliciana Parish)	$3,150
H.015535	Billy Goat Rd over Palmers Ranch (E Feliciana Parish)	$3,150
H.015533	Midway Rd over Black Creek (E Feliciana Parish)	$3,150
H.015536	Thompson Creek Rd over Shady Grv Bayou (Iberville Parish)	$3,150
H.015538	Callegan Rd over Drainage Bayou (Iberville Parish)	$3,150
H.015542	Highland Rd over Madden Creek (W Feliciana Parish)	$3,150
H.015542	Greenwood Rd over Old Creek (W Feliciana Parish)	$3,150
H.015541	Canfield Rd over West Fork Bayou (W Feliciana Parish)	$3,150
H.015539	Lorio Dairy Rd over Bayou Sere (Point Coupee Parish)	$3,150
H.010673	US90Z: Harvey Canal Tunnel Rehab Route US 90-Z Federal Aid Project (Jefferson Parish)	$166,480
H.008145.6	LA 1: Leeville to Golden Meadow (Lafourche Parish)	$657,432
H.003931.5	Calcasieu River Bridge (Calcasieu Parish)	$48,597
H.001498.6	LA 24 & LA 306: Company Canal Bridge	$399,600
H.011965.6	LA 47: IWGO Bridge Rehab Orleans Parish	$255,000
H.003931.6	Calcasieu River Bridge – Hm & Field	$2,134,826
H.009730.5	Luling Bridge Inspection	$94,555
4400026468	Lafayette Traffic Signals	$79,280
H.014993.6	Lemon Rd Bridge over Drainage Bayou	$114,735
	Total	$5,208,001

LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

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

GOTECH, Inc.

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

NC541330, NC541340, NC541370, NC541618

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

Certificate Eligibility: June 2025 to June 2026

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

Paula Roddy, Compliance Programs Director

Louisiana Department of Transportation & Development

BPPJ Standard Submittal Form

(May 2025)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

Firm should fill in the BPPJ Standard Submittal Form provided without altering the text provided in the form. Firm should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

1. Contract title as shown in the advertisement	**ENTITY CONTRACT FOR CONG RELIEF WINFIELD ROAD**
2. Contract number(s) if shown in the advertisement	PARISH CONTRACT NO. 2025-118
3. State Project Number(s), if shown in the advertisement	H.003855; FEDERAL AID PROJECT NO. H003855
4. Firm name (as registered with the Louisiana Secretary of State where such registration is required by law)	**A P S Engineering and Testing, LLC**
5. Firm license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS or American Institute of Certified Planners (AICP or other professional regulatory board, as applicable) if registration is required under Louisiana law)	EF. 0005198
6. Mailing address	5261 Highland Rd #320, BR, LA 70808
7. Name, title, phone number, and email address of firm's Contract Point of Contact	Sergio Aviles, P.E./ President /225.456.5714 sergio@aps-testing.com
8. Name, title, phone number, and email address of the official with signing authority for this proposal	Sergio Aviles, P.E./ President /225.456.5714 sergio@aps-testing.com
9. This is to certify that all information contained herein is accurate and true, and that I presently have sufficient staff to perform these services within the designated time frame. **In accordance with LA R.S. 39:1602.1**, 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	Signature (shall be the same person as #8):  Date:6/20/25

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.**	
10. 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.	SEE PRIME'S BPPJ STANDARD SUBMITTAL FORM

11. Organizational Chart

SEE PRIME'S BPPJ STANDARD SUBMITTAL FORM

12. Minimum Personnel Requirements

Requirement (as stated in advertisement	Personnel being used to meet the requirement	Firm employed by	Type of license/ certification required	License / certification expiration date
SEE PRIME'S BPPJ STANDARD SUBMITTAL FORM				

13. Staff Experience

Firm employed by **A P S Engineering and Testing, LLC**

Name	**Sergio Aviles, P.E., M.ASCE**	Years of relevant experience with this employer	12
Title	President	Years of relevant experience with other employer(s)	10

Degree(s) / Years / Specialization			BS Civil Engineering/ 2001/ Geotechnical
Active registration number / state / expiration date			0033571/ LA / 03-31-2026
Year registered	2007	Discipline	Civil
Contract role(s) / brief description of responsibilities			**Meets the role for MPR 6** Project Manager/Designer/Field Crew and Lab Management

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/20–Present	**Rural Bridge Replacement Initiative:** The scope includes **geotechnical investigation and design** for the **replacement of 60 structures** on the LA state highway system. Geotechnical investigation consists of **drilling, laboratory testing, soil classification and site characterization**. Engineering analysis includes **slope stability** analysis (when applicable) and **pile capacity** analysis for foundations to support new bridge structures. Mr. Aviles is the Supervisor-Engineer to the Geotechnical Investigations.
09/19–10/24	**Project No. H.0041005.5 and .6: I-10 LA415 to Essen Lane on I-10 and I-12:** The scope included **drilling and sampling** a total of 52 deep borings starting at the Washington Exit and ending at the LSU Lakes. A P S drilled a total of eight (8) over the water borings and 44 land borings. Along with this drilling and sampling, A P S **tested for strength and engineering characteristics of the soils** with approximately 1000 Triaxial Compressions, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits. A P S is currently providing **PDA instrumentation, testing, and CAPWAP analysis**. Mr. Aviles is the Project Manager to the Design Team.
11/22–05/24	**Project No. H.001344 US 190: LA 437 to US 190 BUS:** A P S was selected with the winning team for the **Geotechnical Investigation and Design** of the proposed new bridge. A total of 19 deep borings were drilled and tested for **foundation recommendations**. The scope also includes conducting **testing on the subsurface, base and concrete placement at the site** to enable an evaluation of an acceptable standard for the proposed structures. A P S also provided **PDA instrumentation, testing, and CAPWAP analysis**. Mr. Aviles was the Project Manager for the Project Design Team.
01/22–05/24	**Project No. H.001352.6 and H.002273.5: Comite River Diversion Bridge at LA 67, LA 19, and LA 19 RR Bridge:** A P S was selected with the winning team for the Design of the Diversion CMAR project. A P S performed the **Geotechnical Design** for the project. The scope also included conducting **testing on the subsurface, base and concrete** placement at the site to enable an evaluation of an acceptable standard for the proposed roadway structures. A P S performed a total of 4 PDAs during construction monitoring. Mr. Aviles was the Project Manager for the Project Design team.
09/21–05/24	**Port Hudson-Pride Road (LA-964 – LA-19)-** The scope included **geotechnical investigation** to enable an **evaluation of an acceptable foundation** for the proposed **pavement rehabilitation and new bridge**. A total of 26 borings were drilled and tested for Geotechnical recommendations. Mr. Aviles was the Manager to Design Team.
11/19–12/23	**Project No. H.010155: US 90 Railroad Overpass SE of LA 85-** A P S was selected with the winning team for the **Geotechnical Investigation and Design** for the proposed new overpass. A total of six (6) deep borings were drilled and tested for Geotechnical recommendations. Mr. Aviles was the Manager to Geotechnical Design Team.

12/21–09/22	**Ward Creek at Seigan Ln-** The scope services for this project included **subsurface investigation** to enable an **evaluation of an acceptable foundation** for the proposed Ward Creek Channel Improvements. A P S **drilled two (2) deep borings** and **tested recovered soils for strength and engineering characteristics**. **Geotechnical reporting** included **slope stability analysis** of the proposed channel, as well as **general construction and erosion recommendations**. Mr. Aviles was the Manager to the Geotechnical Team.
03/21–11/22	**Nicholson Drive Segment 2 (Bluebonnet Blvd-Ben Hur Rd.)-** The scope of services for this project included **subsurface exploration** of conditions at the site to enable an **evaluation of an acceptable foundation for the proposed pavement and the new bridge**. A P S **drilled (2) soil borings to 110 feet deep** each at Elbow Bayou Crossing, three **(3) soil borings to 80 feet deep each at highest fill placement locations**, one **(1) soil boring to 20 feet deep at traffic light intersection** and **32 soil borings to six (6) feet deep each for pavement at 700 feet intervals** at selected boring locations. A P S **tested recovered soils for strength and engineering characteristics**. The **geotechnical report** contained **pavement and deep foundation recommendations**, **fill area settlement recommendations**, and general **construction recommendations**. Mr. Aviles was the Manager to the Geotechnical Team.
01/21–04/22	**Bluebonnet Boulevard (Perkins Road-Picardy Avenue)-** The purpose of the project was **widening of Bluebonnet Boulevard** at selected locations, **addition of pedestrian walkways**, **replacement of existing bridge** over Dawson Creek and **addition of green infrastructure**. The scope of services included **subsurface exploration of conditions at the site** to enable an **evaluation for the proposed pavement**. A P S **drilled nine (9) pavement borings to six (6) feet deep** from the top of existing subgrade material, **two (2) soil borings to a depth of 10 feet** each for the green infrastructure, and **two borings to a depth of 100 feet** each for the bridge. The scope of services also included **conducting laboratory tests** on selected samples recovered from the soil borings. The **geotechnical report** contained **rigid pavement recommendations**, **deep foundation recommendations, gree**n **infrastructure recommendations**, as well as **site preparation and general construction recommendations**. Mr. Aviles was the Manager to the Geotechnical Team.
03/15-04/15	**Holly Drive Bridge Replacement- St. Tammany Parish:** The scope included **geotechnical investigation** for the **replacement of a bridge structure in Covington, Louisiana**. A P S performed **piles LRFD vertical resistance analyses** for square PPC piles with sizes ranging 16-inch, 18-inch and 24-inches, **roadway design, and culvert design**. Mr. Aviles was the Principal Engineer for the Geotechnical Investigation.

13. Staff Experience

Firm employed by **A P S Engineering and Testing, LLC**				
Name	**Sairam Eddanapudi, P.E., M.E.**		Years of relevant experience with this employer	12
Title	Chief Engineer		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization			ME/2002/Civil Engineering BE/1999/Civil Engineering	
Active registration number / state / expiration date			0035129/ LA / 03-31-2026	
Year registered	2009	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Design Engineer/Laboratory QA Manager	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/20–Present	**Rural Bridge Replacement Initiative:** The scope includes **geotechnical investigation and design** for the **replacement of 60 structures** on the LA state highway system. Geotechnical investigation consists of **drilling, laboratory testing, soil classification and site characterization**. Engineering analysis includes **slope stability** analysis (when applicable) and **pile capacity** analysis for foundations to support new bridge structures. Mr. Sai is the Chief Engineer to the Geotechnical Investigations.
09/19–10/24	**Project No. H.0041005.5 and .6: I-10 LA415 to Essen Lane on I-10 and I-12:** The scope included **drilling and sampling** a total of 52 deep borings starting at the Washington Exit and ending at the LSU Lakes. A P S drilled a total of eight (8) over the water borings and 44 land borings. Along with this drilling and sampling, A P S **tested for strength and engineering characteristics of the soils** with approximately 1000 Triaxial Compressions, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits. A P S is currently providing **PDA instrumentation, testing, and CAPWAP analysis**. Mr. Sai is the Chief Engineer for the Project Design Team.
11/22–05/24	**Project No. H.001344 US 190: LA 437 to US 190 BUS:** A P S was selected with the winning team for the **Geotechnical Investigation and Design** of the proposed new bridge. A total of 19 deep borings were drilled and tested for **foundation recommendations**. The scope also includes conducting **testing on the subsurface, base and concrete placement at the site** to enable an evaluation of an acceptable standard for the proposed structures. A P S also provided **PDA instrumentation, testing, and CAPWAP analysis**. Mr. Sai is the Chief Engineer for the Project Design Team.
01/22–05/24	**Project No. H.001352.6 and H.002273.5: Comite River Diversion Bridge at LA 67, LA 19, and LA 19 RR Bridge:** A P S was selected with the winning team for the Design of the Diversion CMAR project. A P S performed the **Geotechnical Design** for the project. The scope also included conducting **testing on the subsurface, base and concrete** placement at the site to enable an evaluation of an acceptable standard for the proposed roadway structures. A P S performed a total of 4 PDAs during construction monitoring. Mr. Sai was the Chief Engineer for the Project Design Team.
09/21–05/24	**Port Hudson-Pride Road (LA-964 – LA-19)-** The scope included **geotechnical investigation** to enable an **evaluation of an acceptable foundation** for the proposed **pavement rehabilitation and new bridge**. A total of 26 borings were drilled and tested for Geotechnical recommendations. Mr. Sai was the Chief Engineer for the Project Design Team.
11/19–12/23	**Project No. H.010155: US 90 Railroad Overpass SE of LA 85-** A P S was selected with the winning team for the **Geotechnical Investigation and Design** for the proposed new overpass. A total of six (6) deep borings were drilled and tested for Geotechnical recommendations. Mr. Sai was the Chief Engineer for the Project Design Team.

12/21–09/22	**Ward Creek at Seigan Ln-** The scope services for this project included **subsurface investigation** to enable an **evaluation of an acceptable foundation** for the proposed Ward Creek Channel Improvements. A P S **drilled two (2) deep borings** and **tested recovered soils for strength and engineering characteristics**. **Geotechnical reporting** included **slope stability analysis** of the proposed channel, as well as **general construction and erosion recommendations**. Mr. Sai was the Chief Engineer to the Geotechnical Team.
03/21–11/22	**Nicholson Drive Segment 2 (Bluebonnet Blvd-Ben Hur Rd.)-** The scope of services for this project included **subsurface exploration** of conditions at the site to enable an **evaluation of an acceptable foundation for the proposed pavement and the new bridge**. A P S **drilled (2) soil borings to 110 feet deep** each at Elbow Bayou Crossing, three **(3) soil borings to 80 feet deep each at highest fill placement locations**, one **(1) soil boring to 20 feet deep at traffic light intersection** and **32 soil borings to six (6) feet deep each for pavement at 700 feet intervals** at selected boring locations. A P S **tested recovered soils for strength and engineering characteristics**. The **geotechnical report** contained **pavement and deep foundation recommendations**, **fill area settlement recommendations**, and general **construction recommendations**. Mr. Sai was the Chief Engineer to the Geotechnical Team.
01/21–04/22	**Bluebonnet Boulevard (Perkins Road-Picardy Avenue)-** The purpose of the project was **widening of Bluebonnet Boulevard** at selected locations, **addition of pedestrian walkways**, **replacement of existing bridge** over Dawson Creek and **addition of green infrastructure**. The scope of services included **subsurface exploration of conditions at the site** to enable an **evaluation for the proposed pavement**. A P S **drilled nine (9) pavement borings to six (6) feet deep** from the top of existing subgrade material, **two (2) soil borings to a depth of 10 feet** each for the green infrastructure, and **two borings to a depth of 100 feet** each for the bridge. The scope of services also included **conducting laboratory tests** on selected samples recovered from the soil borings. The **geotechnical report** contained **rigid pavement recommendations**, **deep foundation recommendations, green infrastructure recommendations**, as well as **site preparation and general construction recommendations**. Mr. Sai was the Chief Engineer to the Geotechnical Team.
03/15-04/15	**Holly Drive Bridge Replacement- St. Tammany Parish:** The scope included **geotechnical investigation** for the **replacement of a bridge structure in Covington, Louisiana**. A P S performed **piles LRFD vertical resistance analyses** for square PPC piles with sizes ranging 16-inch, 18-inch and 24-inches, **roadway design, and culvert design**. Mr. Sai was the Project Manager for the Geotechnical Investigation.

13. Staff Experience

Firm employed by **A P S Engineering and Testing, LLC**

Name	**Surendra Pathak, P.E., M.S.**	Years of relevant experience with this employer	11
Title	Geotechnical Engineer	Years of relevant experience with other employer(s)	10

Degree(s) / Years / Specialization			MSCE/ 2013/ Civil Engineering BE/ 2007/ Civil Engineering
Active registration number / state / expiration date			0043487/ LA/ 09-03-2025
Year registered	2019	Discipline	Civil
Contract role(s) / brief description of responsibilities			Design Engineer/QA-QC Field Testing/Laboratory QA

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/20–Present	**Rural Bridge Replacement Initiative:** The scope includes **geotechnical investigation and design** for the **replacement of 60 structures** on the LA state highway system. Geotechnical investigation consists of **drilling, laboratory testing, soil classification and site characterization**. Engineering analysis includes **slope stability** analysis (when applicable) and **pile capacity** analysis for foundations to support new bridge structures. Mr. Pathak is the Project Manager to the Geotechnical Investigations.
09/19–10/24	**Project No. H.0041005.5 and .6: I-10 LA415 to Essen Lane on I-10 and I-12:** The scope included **drilling and sampling** a total of 52 deep borings starting at the Washington Exit and ending at the LSU Lakes. A P S drilled a total of eight (8) over the water borings and 44 land borings. Along with this drilling and sampling, A P S **tested for strength and engineering characteristics of the soils** with approximately 1000 Triaxial Compressions, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits. A P S is currently providing **PDA instrumentation, testing, and CAPWAP analysis**. Mr. Pathak is the Senior Engineer for the Project Design Team.
11/22–05/24	**Project No. H.001344 US 190: LA 437 to US 190 BUS:** A P S was selected with the winning team for the **Geotechnical Investigation and Design** of the proposed new bridge. A total of 19 deep borings were drilled and tested for **foundation recommendations**. The scope also includes conducting **testing on the subsurface, base and concrete placement at the site** to enable an evaluation of an acceptable standard for the proposed structures. A P S also provided **PDA instrumentation, testing, and CAPWAP analysis**. Mr. Pathak is the Senior Engineer for the Project Design Team.
01/22–05/24	**Project No. H.001352.6 and H.002273.5: Comite River Diversion Bridge at LA 67, LA 19, and LA 19 RR Bridge:** A P S was selected with the winning team for the Design of the Diversion CMAR project. A P S performed the **Geotechnical Design** for the project. The scope also included conducting **testing on the subsurface, base and concrete** placement at the site to enable an evaluation of an acceptable standard for the proposed roadway structures. A P S performed a total of 4 PDAs during construction monitoring. Mr. Pathak was the Senior Engineer for the Project Design Team.
09/21–05/24	**Port Hudson-Pride Road (LA-964 – LA-19)-** The scope included **geotechnical investigation** to enable an **evaluation of an acceptable foundation** for the proposed **pavement rehabilitation and new bridge**. A total of 26 borings were drilled and tested for Geotechnical recommendations. Mr. Pathak was the Senior Engineer for the Project Design Team.

11/19–12/23	**Project No. H.010155: US 90 Railroad Overpass SE of LA 85-** A P S was selected with the winning team for the **Geotechnical Investigation and Design** for the proposed new overpass. A total of six (6) deep borings were drilled and tested for Geotechnical recommendations. Mr. Pathak was the Senior Engineer for the Project Design Team.
12/21–09/22	**Ward Creek at Seigan Ln-** The scope services for this project included **subsurface investigation** to enable an **evaluation of an acceptable foundation** for the proposed Ward Creek Channel Improvements. A P S **drilled two (2) deep borings** and **tested recovered soils for strength and engineering characteristics**. **Geotechnical reporting** included **slope stability analysis** of the proposed channel, as well as **general construction and erosion recommendations**. Mr. Pathak was an Engineer to the Geotechnical Team.
03/21–11/22	**Nicholson Drive Segment 2 (Bluebonnet Blvd-Ben Hur Rd.)-** The scope of services for this project included **subsurface exploration** of conditions at the site to enable an **evaluation of an acceptable foundation for the proposed pavement and the new bridge**. A P S **drilled (2) soil borings to 110 feet deep** each at Elbow Bayou Crossing, three **(3) soil borings to 80 feet deep each at highest fill placement locations**, one **(1) soil boring to 20 feet deep at traffic light intersection** and **32 soil borings to six (6) feet deep each for pavement at 700 feet intervals** at selected boring locations. A P S **tested recovered soils for strength and engineering characteristics**. The **geotechnical report** contained **pavement and deep foundation recommendations**, **fill area settlement recommendations**, and general **construction recommendations**. Mr. Pathak was an Engineer to the Geotechnical Team.
01/21–04/22	**Bluebonnet Boulevard (Perkins Road-Picardy Avenue)-** The purpose of the project was **widening of Bluebonnet Boulevard** at selected locations, **addition of pedestrian walkways**, **replacement of existing bridge** over Dawson Creek and **addition of green infrastructure**. The scope of services included **subsurface exploration of conditions at the site** to enable an **evaluation for the proposed pavement**. A P S **drilled nine (9) pavement borings to six (6) feet deep** from the top of existing subgrade material, **two (2) soil borings to a depth of 10 feet** each for the green infrastructure, and **two borings to a depth of 100 feet** each for the bridge. The scope of services also included **conducting laboratory tests** on selected samples recovered from the soil borings. The **geotechnical report** contained **rigid pavement recommendations**, **deep foundation recommendations, gree**n **infrastructure recommendations**, as well as **site preparation and general construction recommendations**. Mr. Pathak was an Engineer to the Geotechnical Team.

14. Firm Experience

Firm name	**APS Engineering and Testing, LLC**		Firm responsibility (prime or sub?)		Sub
Project name	**I-10 Widening LA 415 to Essen LN**				
project number	H.004100	Owner's name	DOTD		
Project location	East Baton Rouge, LA		Owner's Project Manager	Kristy Smith, P.E.	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1100 / Kristy.Smith @la.gov				
Services commenced by this firm (mm/yy)		09/19	Total consultant contract cost ($1,000's)		N/A
Services completed by this firm (mm/yy)		09/24	Cost of consultant services provided by this firm ($1,000's)		$400

100% of work was performed in Louisiana

Scope-Geotechnical investigation to provide the client with necessary information for the planning and design of I-10 widening. A P S drilled and sampled a total of 52 deep borings beginning at the Washington Exit and ending at the LSU lakes. Along with drilling and sampling, A P S tested for strength and engineering characteristics of the soils. The testing program included visual classification, determination of water (moisture) content, ash content, organic material of peat and other organic soils, amount of materials finer that 75-µm (No. 200) sieve in soils by washing, and approximately 1,000 triaxial compression, unconsolidated drained or undrained (UU) and Atterberg limits performed.

Similarities to Professional Geotechnical Services:

- Geotechnical Construction (GC)
- Construction Inspection
- Contract Management (CM)
- Geotechnical Exploration
- Geotechnical Design
- CMAR
- Constructability

Firm Members Involved:
Sergio Aviles, PE.
Sai E. Eddanapudi, ME., PE.
Surendra Pathak, MS., PE.

14. Firm Experience

Firm name	**APS Engineering and Testing, LLC**		Firm responsibility (prime or sub?)		Sub
Project name	**Comite River Diversion Bridge at LA 96, LA 19 and LA 19 RR**				
Project number	H.001352; H.002273	Owner's name	Huval & Associates, Inc.		
Project location	East Baton Rouge, LA		Owner's Project Manager	Thomas M. Gattles III, P.E.	
Owner's address, phone, email	922 West Pont des Mouton Road, Lafayette, LA 70507 / 337.234.3798/ tgattle@huvalassoc.com				
Services commenced by this firm (mm/yy)	11/19	Total consultant contract cost ($1,000's)		N/A	
Services completed by this firm (mm/yy)	06/22	Cost of consultant services provided by this firm ($1,000's)		$150	

100% of work was performed in Louisiana

Scope- Geotechnical investigation to provide the client with necessary information for planning and building of LA-19 bridge (slope- stability/embankment), LA-19 RR bridge (embankment/MSE wall settlement/retaining wall), LA-19 twin bridges (PPC piles), LA-67 bridge (drill shafts). A P S drilled and sampled a total of 19 borings ranging from 50ft - 100ft in depth. Testing of soils was performed in-house by A P S laboratory. The testing schedule included visual classification, standard methods for determining water (moisture) content, liquid limit, plastic limit and plasticity, unconsolidated-undrained triaxial compressions, and one-dimensional consolidations. As the project moved into the construction phase, A P S provided geotechnical and structural construction services including PDA instrumentation, testing, and CAPWAP analysis

Similarities to Professional Geotechnical Services:

- Geotechnical Construction (GC)
- Construction Inspection
- Contract Management (CM)

Firm Members Involved:
Sergio Aviles, PE.
Sai E. Eddanapudi, ME., PE.
Surendra Pathak, MS., PE.

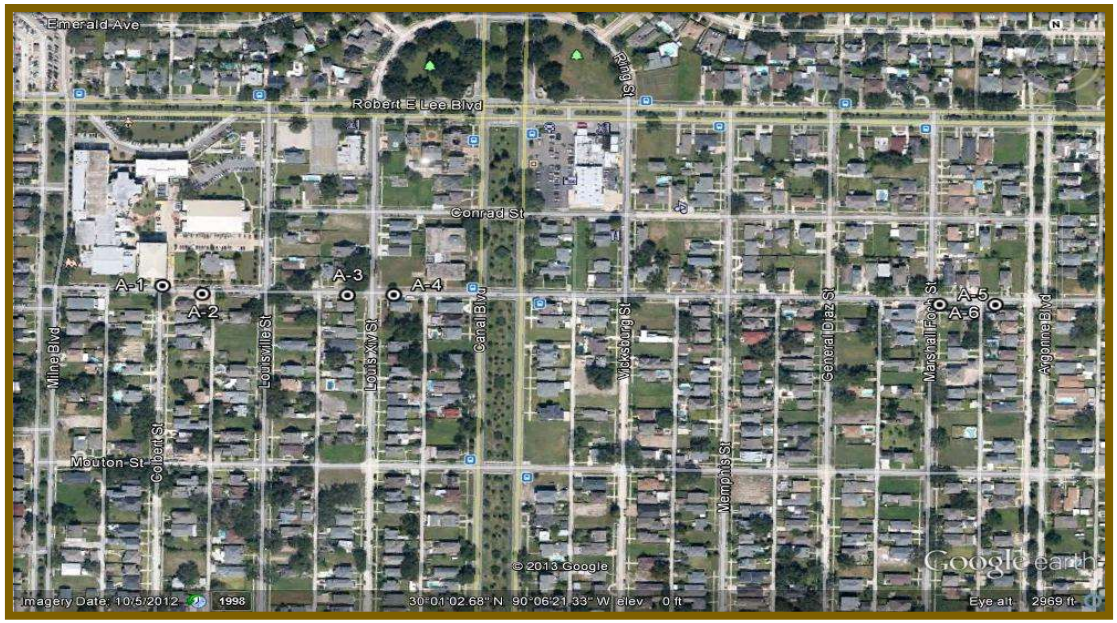
14. Firm Experience

Firm name	**APS Engineering and Testing, LLC**		Firm responsibility (prime or sub?)	Sub	
Project name	**Lakeview Street Reconstruction**				
Project number	N/A	Owner's name	New Orleans Department of Public Works		
Project location	New Orleans, LA		Owner's Project Manager	James R. Kapesis	
Owner's address, phone, email	13000 Perdido Street, New Orleans, LA 70112/ 504-658-8000 / jkapesis@la.gov				
Services commenced by this firm (mm/yy)	10/12	Total consultant contract cost ($1,000's)		N/A	
Services completed by this firm (mm/yy)	09/13	Cost of consultant services provided by this firm ($1,000's)		$240	

100% of work was performed in Louisiana

Scope- Subsurface exploration under the existing concrete pavement to provide geotechnical recommendations for the pavement rehabilitation which encompassed numerous blocks of roadway. A P S drilled and samples 292 borings throughout the Lakeview neighborhood and tested recovered samples for engineering characteristics. These tests included visual description and classification, moisture content, Atterberg limits, and unconfined compressive strength. The reports provided to the client included soil analysis as well as site development recommendations, asphalt and concrete pavement recommendations, and comments regarding factors that would impact construction and performance of the project.

A P S was tasked with the QA for material testing services. As the QA testing lab, A P S conducted the approved soil, compaction and concrete testing



Similarities to Professional Geotechnical Services:

- Geotechnical Explorations (GE)
- Geotechnical Construction (GC)
- Constructability
- Contract Management (CM)

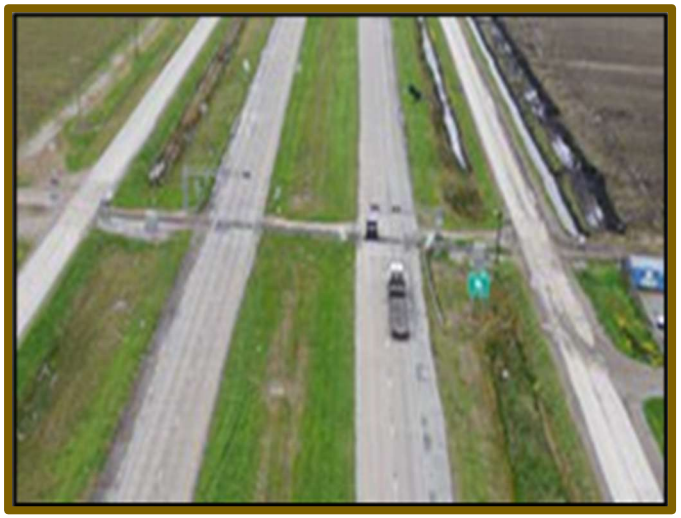
Firm Members Involved:
Sergio Aviles, PE.
Sai E. Eddanapudi, ME., PE.
Surendra Pathak, MS., PE.

14. Firm Experience

Firm name	**APS Engineering and Testing, LLC**		Firm responsibility (prime or sub?)		Sub
Project name	**US 90 Railroad Overpass SE of LA 85**				
Project number	H.010155	Owner's name	Shread-Kurykendall & Associates, Inc		
Project location	Iberia Parish		Owner's Project Manager	Nicci D. Gill, P.E.	
Owner's address, phone, email	13016 Justice Ave. Baton Rouge, LA 70816/ 225-296-1335 / ngill@skaengr.com				
Services commenced by this firm (mm/yy)		11/19	Total consultant contract cost ($1,000's)		N/A
Services completed by this firm (mm/yy)		01/25	Cost of consultant services provided by this firm ($1,000's)		$105K

100% of work was performed in Louisiana

Scope- Geotechnical investigation to provide client with the necessary information for planning and design of a 12 ft. X 10 ft. RCB, 412 ft. In length. A total of six (6) deep borings were completed by A P S. Over 60 Atterbergs and UUs were tested by A P S with 18 consolidation tests. All the necessary testing was performed in house by A P S laboratory. Additionally geotechnical investigation was supplemented for two (2) parallel bridge structures over an existing at grade railroad crossing at US 90 in Iberia Parish.



Similarities to Professional Geotechnical Services:

- Geotechnical Explorations
- Geotechnical Design
- Geotechnical Construction
- Constructability
- Contract Management

Firm Members Involved:
Sergio Aviles, PE.
Sai E. Eddanapudi, ME., PE.
Surendra Pathak, MS., PE.

15. Additional Information

A P S Engineering and Testing, LLC (A P S) Engineers bring a wealth of experience to this job. Our three (3) LA Licensed engineers combined bring over 30 years of engineering experience and construction management. Mr. Sergio Aviles, P.E., the proposed project manager for this contract has gained experience similar to the scope of this project through numerous bridge and roadways projects covering Louisiana. He also worked for the LADOTD for five (5) years in the Pavement & Geotechnical Section.

PERFORMANCE HISTORY

A P S Engineering and Testing, LLC have a combined over 40 years on the industry, the proposed type work, and has overseen hundredths of projects for Public Work entities. Projects ranging from $5k to $800K A P S have the staff to complete small to large jobs on time and on budget.

FIRM OFFICE LOCATION

A P S Engineering and Testing, LLC will perform the all the work associated with this contract out of our Baton Rouge office.

A P S PERSONNEL

The following employees from A P S are Registered Professional Civil Engineers in Louisiana with at least 10 years of geotechnical engineering and construction experience each:

- Sergio Aviles, P.E. – LA License #: PE.0033571; Years of Experience: 22
- Sairam (Sai) Eddanapudi, M.E., P.E.– LA License #: PE.0035129; Years of Experience: 20

Sergio Aviles, P.E., Project Manager for this project, has over seven years experience in geotechnical and civil engineering. Mr. Aviles received project experience throughout Louisiana with the Pavement & Geotechnical Section of Louisiana Department of Transportation and Development (LADOTD). Mr. Aviles' duties for LADOTD included pile foundation design and construction inspection of piles, slope stability design, embankment settlement calculations, design and construction inspection of drilled shafts, MSE wall design, sheet pile design, and testing services that included, PDA, WEAP, and CAPWAP analysis of piles. Prior to signing on with the Pavement & Geotechnical Section of LADOTD, Mr. Aviles participated in the LADOTD Rotational Engineer Intern program developed by the Louisiana Transportation Research Center (LTRC). During the program, Mr. Aviles learned most of the duties and responsibilities of LADOTD main design and construction sections (Bridge Design, Road Design, Hydraulic Design, Head Quarter construction, and district construction). Mr. Aviles was also an Adjunct Faculty Professor at Louisiana State University and Southern University where he teaches Soil Mechanics and Construction Material Testing to under graduate students (2012-2014).

15. Additional Information

Sairam (SAI) Eddanapudi, M.E., P.E, Geotechnical Project Engineer. His geotechnical experience includes field engineering, soils and concrete and also, quality control inspection of shallow and deep foundations. He acted as a field supervisor and coordinator of geotechnical drilling and sampling operations. Sairam's laboratory experience includes performing laboratory tests to determine engineering and physical characteristics of soils and aggregate. He has also has experience in geotechnical analysis of shallow foundations, precast and pre-stressed concrete piles, auger cast piles, drilled shaft foundations, embankment stability and settlement, and retaining walls.

PROFESSIONAL STAFF: A P S has a professional staff consisting of three (3) Professional Engineers and six (6) engineer interns. The entire professional staff of A P S has extensive experience in performing subsurface investigations, geotechnical engineering, environmental site assessment, and construction materials testing services.

SUBPROFESSIONAL EXPERTISE: A P S presently employs approximately a staff of 35 Drillers, inspectors, and technicians with field, laboratory testing, and construction material experience. These technicians are experienced in virtually every aspect of subsurface investigations, construction testing, and environmental services. Our technicians are OSHA Safety Certified and our personnel conform to strict corporate alcohol, drug and safety policies.

WORK ZONE TRAINING REQUIREMENTS

A P S recognizes DOTD's on-going commitment to Work Zone Safety. As evidenced in our submittal, the following staff have the appropriate Work Zone Safety Certifications:

- Manager: Sergio Aviles – Certified Traffic Control Technician and Flagger
- Project Engineer: Sairam Eddanapudi – Traffic Control Technician
- Field Engineer: Surendra Pathak – Traffic Control Supervisor and Flagger
- Senior Technician: Paul Fulcher – Traffic Control Technician and Flagger

LABORATORY

A P S Baton Rouge office has a fully equipped geotechnical laboratory with an integrated data acquisition and management system that reduces data entry errors and speeds data collection and reporting. The lab is staffed full-time by a lab manager, four laboratory technicians. Mr. Eddanapudi provides engineering management and direction for the lab testing procedures. Our in-house laboratory has been completing geotechnical tests expected under LADOTD standards, and we very familiar with LADOTD specifications and requirements.

15. Additional Information

A P S Engineering and Testing, LLC is a geotechnical engineering, environmental, construction engineering, construction materials testing and inspection company that provides a broad range of related services which include but are not limited to:

- Geotechnical Engineering Analyses-Geotechnical investigations and reports, foundation design, pavement design, slope stability analyses, settlement and down drag analyses, marsh creation, dredging, cofferdam and excavation design, bulkheads, docks, wharfs, borrow pits, WEAP, and CAPWAP;
- Laboratory Testing- Strength testing UC, CU, CD, UU, consolidation, and classification testing for soils and aggregates.
- A P S is an AASHTO and USACE certified lab.

16. Workload

State Project Number	Project name and location	Remaining unpaid balance ($1,000's)
H.01254.6	Wiggins Bayou Bridge – Avoyelles Parish, Louisiana	$52,609
H.014247	LA 399 Bridges Near Fullerton Vernon Parish, Louisiana	$24,307
H.014245	LA 119; Bayou Pierre & Creek Bridges Natchitoches Parish, Louisiana	$23,654
H.014982	Marathon Rd over Dry Creek Webster Parish, Louisiana	$46,490
H.012068	LA 1026 Creek Bridge Livingston Parish, Louisiana	$23,519
H.014978	Bellard Loop over Untamed Drainage Ditch St. Landry Parish, Louisiana	$41,723
H.016323	LA 37 Glass Branch Bridge St. Helena Parish, Louisiana	$22,005
H.016326	LA 36 Drain Bridge Pearl St. Tammany Parish, Louisiana	$22,615
H.016322	LA 81: W-11 Lateral & Bayou Black Bridges Pt. Coupee Parish, Louisiana	$39,335
H.016312	LA 3116 Creek Bridges Acadia Parish, Louisiana	$59,216
H. 016321	LA 970 Creek Bridge Pointe Coupee Parish, Louisiana	$21,058
H.016311	LA 1123 Box Culvert Creek Bridge Acadia Parish, Louisiana	$59,399
H.016324	LA 1047: Drain Bridge St. Helena Parish, Louisiana	$22,608
	Total	458,538

RTA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

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

APS Engineering and Testing, LLC

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

NC221310, NC221320, NC541330, NC541370, NC541380, NC541620, NC541690

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

Certificate Eligibility: October 2024 to October 2025

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

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development