DOTD FORM: 24-102

(Revised March 1, 2022)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

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

1. Contract title as shown in the advertisement	**CONTRACT FOR LA 385: RYAN STREET INTERSECTION IMPROVEMENTS**
2. Contract number(s) as shown in the advertisement	4400024461
3. State Project Number(s), if shown in the advertisement	H.012685
4. Prime consultant name (as registered with the Louisiana Secretary of State where such registration is required by law)	Shread Kuyrkendall & Associates, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	P.E. 0000767 P.L.S. 0000130
6. Prime consultant mailing address	13016 Justice Ave., Baton Rouge, LA 70816
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	13016 Justice Ave., Baton Rouge, LA 70816
8. Name, title, phone number, and email address of prime consultant's contract point of contact	**Richard R. Shread**, President (225) 296-1335 Shread@skaengr.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	**Richard R. Shread**, President (225) 296-1335 Shread@skaengr.com
10. This is to certify that all information contained herein is accurate and true, and that the team presently has	

	sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel, and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.	Signature (shall be the same person as #9): Richard R Shread Date: 8/1/22
11.	If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	Firm(s): Vectura Consulting Services, Inc. Firm(s)' %: 10%

12. Past Performance Evaluation Discipline Table:

Sub-consultants are allowed to be used for this proposal. Fill in the table by identifying only those evaluation disciplines consistent with the approach and methodology proposed in Section 18 of the DOTD Form 24-102*, the name of each firm that is part of the proposal, and the percentage of work in each past performance evaluation discipline to be performed by that firm. The percentage estimated for each evaluation discipline is for evaluation purposes only and will not control the actual performance or payment of the work. The percentages for prime and sub-consultants must total 100% for each past performance evaluation discipline, as well as the overall total percentage of the contract.

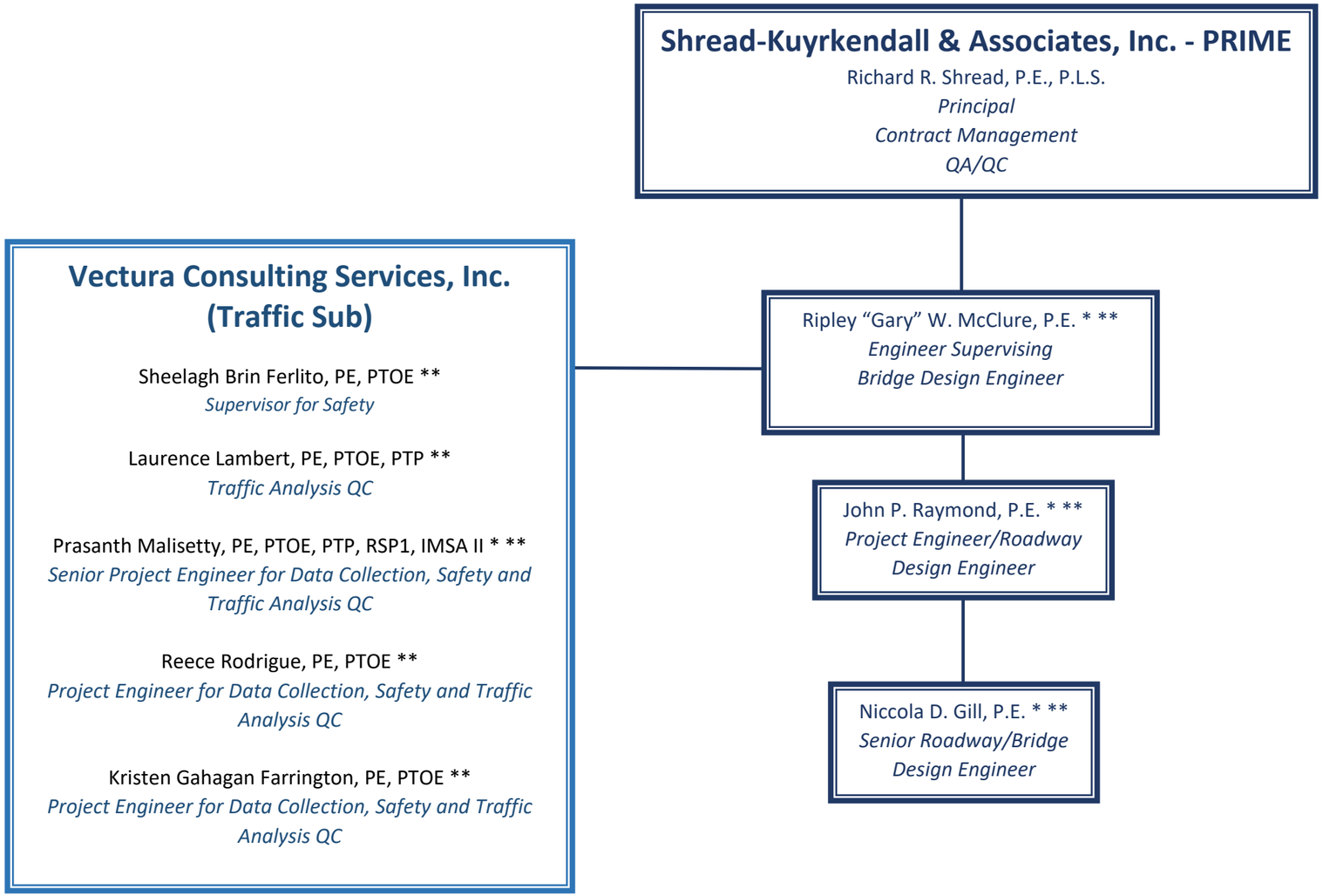
Evaluation Disciplines	% of Overall Contract	Prime **Shread-Kuyrkendall & Associates, Inc.**	Firm B **Vectura Consulting Services, Inc.**	Firm C	Firm D	Firm E	Each Discipline must total to 100%
Road	90%	100%					100%
Traffic	10%		100%				100%
Identify the percentage of work for the **overall contract** to be performed by the prime consultant and each sub-consultant							
Percent of Contract	100%	90%	10%				100%

*The past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other. The crosswalk from the old categories to the new categories can be found at the link below:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/General%20Information/CPPR%20Crosswalk%20to%20New%20Evaluation%20Disciplines.pdf.

13. Firm Size:

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Shread-Kuyrkendall & Associates, Inc.	Principal	1	1
Shread-Kuyrkendall & Associates, Inc.	Supervisor-Eng	1	1
Shread-Kuyrkendall & Associates, Inc.	Engineer	2	6
Shread-Kuyrkendall & Associates, Inc.	CADD Technician	2	2
Shread-Kuyrkendall & Associates, Inc.	CADD-Operator	0	2
Vectura Consulting Services, LLC	Supervisor-Eng	2	2
Vectura Consulting Services, LLC	Engineer	3	5

14. Organizational Chart:

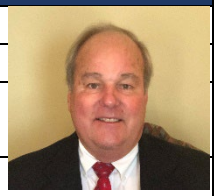


** Has completed traffic control technician requirements.*
** Has completed traffic control supervisor requirements.

15. Minimum Personnel Requirements:

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license / certification & number	State of license	License / certification expiration date
1	Richard R. Shread	**Shread-Kuyrkendall & Associates, Inc.**	P.E. (Civil) 18983	LA	9/30/22
2	Richard R. Shread	**Shread-Kuyrkendall & Associates, Inc.**	P.E. (Civil) 18983	LA	9/30/22
3	Ripley W. "Gary" McClure	**Shread-Kuyrkendall & Associates, Inc.**	P.E. (Civil) 24035	LA	9/30/22
3	John P. Raymond	**Shread-Kuyrkendall & Associates, Inc.**	P.E. (Civil) 27988	LA	9/30/22
3	Niccola D. Gill	**Shread-Kuyrkendall & Associates, Inc.**	P.E. (Civil) 32914	LA	3/31/23
4	Sheelagh Brin Ferlito, PE, PTOE	**Vectura Consulting Services, Inc**	P.E.(Civil) 25383	LA	9/30/23
4	Laurence Lambert, PE, PTOE, PTP	**Vectura Consulting Services, Inc**	P.E. (Civil) 29901	LA	3/31/24
4	Prasanth Malisetty, PE, PTOE, PTP, RSP1, IMSA II	**Vectura Consulting Services, Inc**	P.E.(Civil) 35792	LA	3/31/23
4	Reece Rodrigue, PE, PTOE	**Vectura Consulting Services, Inc**	P.E. (Civil) 42074	LA	3/31/24
4	Kristen Farrington, PE, PTOE	**Vectura Consulting Services, Inc**	P.E. (Civil) 42785	LA	3/31/23
5	Prasanth Malisetty, PE, PTOE, PTP, RSP1, IMSA II	**Vectura Consulting Services, Inc**	P.E.(Civil) 35792	LA	3/31/23

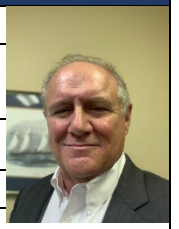
16. Staff Experience:

Firm employed by: Shread-Kuyrkendall & Associates, Inc.					
Name	**Richard R. Shread, P.E., P.L.S.**		Years of relevant experience with this employer	34	
Title	PRINCIPAL		Years of relevant experience with other employer(s)	14	
Degree(s) / Years / Specialization			B.S. / 1974 / Civil Engineering MBA / 1979 / Business Admin		
Active registration number / state / expiration date			18983 / LA / September 30, 2022 PLS. No. 4695 / LA / September 30, 2022		
Year registered	1980/1993	Discipline	Civil Engineering / Land Surveyor		
Contract role(s) / brief description of responsibilities			Mr. Shread, principal managing officer, is responsible for overall financial, personnel and policy management. In addition, he shares responsibility for business development and continues to serve as Principal-in-Charge for contract administration on specific projects. Mr. Shread's role will be Principal and in charge of QA/QC. **Meets MPR 1 & 2**		

Experience dates	Experience and qualifications relevant to the proposed contract.
Mr. Shread has been designing roadways, bridges, and corridor studies for well over 48 years. During this period, Mr. Shread has been in charge of design and construction which gives him the experience necessary to provide the necessary QA/QC.	
Bridge & Roadway Design	
4/14-Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Currently in the construction phase, Mr. Shread served as Principal in responsible charge. This project consists of approximately eight (8) miles of a new alignment in St. Tammany Parish. This new roadway is a four-lane divided rural freeway. **With limited access, R-Cuts and J-Turns were used at several intersections.**
10/10 to Present	**H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange:** *East Baton Rouge Parish* – Mr. Shread served as independent QA/QC reviewer. Although the major aspect of this projects was the full access interchange, Pecue Lane was widened from a 2-lane rural with open ditches to a six (6) lane arterial with access management applied.
01/03 to 12/04	**02-CS-HC-0003/ Lobdell Avenue (Jefferson Hwy. to Goodwood Blvd.):** *East Baton Rouge Parish* - Mr. Shread served as Project Manager for this project. Similar to the intersections in this RFQ, Lobdell Avenue was a reconstruction of an urban arterial roadway located in the mid-city area of Baton Rouge. It consisted of a continuous

	left turn lane, curb and gutter, sidewalks, ADA ramps, and a tinted pavement bike lane for delineation. Due to the street's location, maintaining traffic was a priority requiring innovative construction sequencing.
6/22 to Present **Cont'd**	**MA-22-01/ Bluff Road Roadway and Roundabout @ LA 73:** *Ascension Parish* – Mr. Shread served as supervisor and in charge of QA/QC. Access Management is being implemented due to the proximity of the roundabout to I-10 @ LA 73. LA 73 will connect to the four lane divided Bluff Road via a multi-lane roundabout. Bulb outs will be used for U-turns near I-10.
10/12 - Present	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – Our firm was contracted to provide topographic survey services and preliminary and final roadway and bridge design services to widen I-10 from a 4-lane freeway section to a 6-lane freeway section. The roadway section is approximately 4.5 miles long. The bridge design services include the widening or replacement of the overpasses at LA 429 and LA 30, as well as the bridges at Bayou Smith. Mr. Shread serves as principal in responsible charge, overseeing implementation of the design for this project.
06/18-Present	**H.001799 / LA 531 Overpass:** *Webster Parish* – As principal, Mr. Shread served as principal in responsible charge. This project is complete and ready for construction. This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass.
06/04 -11/06	**H.007154, H.007152, H.002303 / Central Thruway:** *East Baton Rouge Parish* – This project involved the design and construction of a 4-lane divided highway implementing access management with a raised median for 5.2 miles on a new alignment including seven bridges. Also included in the scope of this project was a corridor study, an environmental assessment, topographic surveys, right-of-way maps and property surveys. Mr. Shread served as project manager from the start of the project until its completion.
06/04 - 11/06	**742-17-0147 / Sullivan Bridge and CN & IC Railroad Bridge/Central Thruway:** *East Baton Rouge Parish* – The Sullivan Bridge is a 2-span continuous unit consisting of 5-75 foot Type III Girder spans on a curve for a total length of 375 feet. The **CN & IC RR Bridge** has 7 continuous units consisting of 18-75 foot Type III Girder spans with 1-110 foot Type BT-63 Girder span over the railroad for a total length of 1,450 feet. Mr. Shread served as project manager from the start of the project until its completion.
05/13 – 06/22	**H.002825 / Nicholson Drive (LA 30) Brightside Lane to Gourrier Ave (Stage 1):** *East Baton Rouge* – As principal, Mr. Shread was responsible for ensuring the development of design alternatives in addition to the preparation of a Line and Grade Study and an Environmental Assessment was in accordance with the National Environmental Policy Act (NEPA), the Federal Highway Administration (FHWA), and Louisiana Department of Transportation and Development (LADOTD). This project consisted of a 2-lane roadway divided with directional median openings and left turn lanes at signals to provide access management. The roadway will have 8 foot shoulder with a shared use path on the northbound side of the road.

16. Staff Experience:

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

06/18-Present	**H.001799 / LA 531 Overpass:** *Webster Parish* – Mr. McClure provided engineering supervision and QA/QC. This project is complete and ready for construction. This project involved plans for roundabouts at the interstate ramp termini and the corresponding roadway tie-ins for the LA 531 bridge replacement. The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass.
6/22 to Present	**MA-22-01/ Bluff Road Roadway and Roundabout @ LA 73:** *Ascension Parish* – Mr. McClure will provide engineering supervision for this project. Access Management is being implemented due to the proximity of the roundabout to I-10 @ LA 73. LA 73 will connect to the four lane divided Bluff Road via a multi-lane roundabout. Bulb outs will be used for U-turns near I-10.
01/03 – 12/04	**02-CS-HC-0003/ Lobdell Avenue (Jefferson Hwy. to Goodwood Blvd.):** *East Baton Rouge Parish* - Mr. McClure served as Project Engineer for this project. Similar to the intersections in this RFQ, Lobdell Avenue was a reconstruction of an urban arterial roadway located in the mid-city area of Baton Rouge. This roadway consisted of a continuous left turn lane, curb and gutter, sidewalks, ADA ramps, and a tinted pavement bike lane for delineation. Due to the street's location, maintaining traffic was a priority requiring innovative construction sequencing.
04/12-Present	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. This project had been on hold due to funding but has recently been fully funded with design underway. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications. Bridge replacement and widening will be for I-10 over LA 73, LA 429, Smith Bayou, and LA 30. Mr. McClure is the lead bridge engineer for this project.
05/13 – 06/22	**H.002825 / Nicholson Drive (LA 30) Brightside Lane to Gourrier Ave (Stage 1):** *East Baton Rouge* – As Project Engineer, Mr. McClure was responsible for the development of design alternatives in addition to the preparation of a Line and Grade Study and an Environmental Assessment. The final alternative was a 2-lane roadway and raised median. Directional median openings and left turn lanes at signals were used for access management. The roadway will have 8 foot shoulder with a shared use path on the northbound side of the road.

16. Staff Experience:

Firm employed by: Shread-Kuyrkendall & Associates, Inc.				
Name	**John P. Raymond, P.E.**		Years of relevant experience with this employer	30
Title	SENIOR PROJECT ENGINEER /DESIGNER		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			B.S. / 1992 / Civil Engineering	
Active registration number / state / expiration date			27988 / LA / September 30, 2022	
Year registered	1998	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Mr. Raymond's role will be Roadway Design and Project Manager. **Meets MPR 3**	

Experience Dates	Experience and qualifications relevant to the proposed contract.
Mr. Raymond has been a Project Manager/Design Engineer on multiple classes of roadways throughout his 30 year career with Shread-Kuyrkendall & Associates.	
Roadway Design	
06/18-Present	**H.001799 / LA 531 Overpass:** *Webster Parish* – This project has been completed and is ready for construction. This project involved plans for **roundabouts at the interstate ramp termini** and the corresponding roadway tie-ins for the LA 531 bridge replacement. The project is approximately 0.3 miles long along LA 531. Roundabouts will be constructed at the I-20 entrance/exit ramp intersections with LA 531 both to the north and south of the LA 531 overpass. Mr. Raymond served as project manager and road design engineer for this project.
6/22 to Present	**MA-22-01/ Bluff Road Roadway and Roundabout @ LA 73:** *Ascension Parish* – Mr. Raymond will serve as design engineer for this project. **Access Management is being implemented due to the proximity of the roundabout to I-10 @ LA 73**. LA 73 will connect to the four lane divided Bluff Road via a **multi-lane roundabout**. Bulb outs will be used for U-turns near I-10. Mr. Raymond is also designing the widening of Bluff Road for Ascension Parish.
6/18 – 7/20	**MA-18-08/ Henry Road @ LA 930 Roundabout:** *Ascension Parish* – Mr. Raymond served as Project Engineer and designer for the conversion of a stop condition intersection to a roundabout. This project required coordination with DOTD for the route LA 930.

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

16. Staff Experience:

Firm employed by: Shread-Kuyrkendall & Associates, Inc.				
Name	**Niccola D. Gill, P.E.**		Years of relevant experience with this employer	20
Title	SENIOR PROJECT ENGINEER /DESIGNER		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			B.S. / 2002 / Civil Engineering	
Active registration number / state / expiration date			32914 / LA / March 31, 2023	
Year registered	2007	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Ms. Gill's role will be Roadway Design. **Meets MPR 3**	

Experience dates	Experience and qualifications relevant to the proposed contract.
Ms. Gill has been a Project Manager/Design Engineer on multiple classes of roadways and various complex bridge structures for over 20 years with Shread-Kuyrkendall & Associates. She has designed and managed rural and urban Interstate, Arterials, and local roads as well as Interstate and Arterial Bridges. Her experience is expansive with transportation projects.	
Roadway and Bridge Design	
05/13 – 06/22	**H.002825 / Nicholson Drive (LA 30) Brightside Lane to Gourrier Ave (Stage 1):** *East Baton Rouge* – As Design Engineer, Ms. Gill assisted with the development of design alternatives in addition to the preparation of a Line and Grade Study and an Environmental Assessment. The final alternative was a 2-lane roadway and raised median. Directional median openings and left turn lanes at signals were used for access management. The roadway will have 8 foot shoulder with a shared use path on the northbound side of the road.
09/19 - Present	**H.010155 / US 90: Rail Spur Overpass SE of LA 85:** *Iberia Parish* – For the future I-49**,** Ms. Gill is the Project Engineer and Lead Design Engineer for this project which consists of preliminary and final plans for roadway and structure improvements at the existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage roads will be used for traffic diversion during bridge construction. Ms. Gill is also designing the roadway approaches for several thousand feet to accommodate the bridge structure.
10/12-Present	**H.009266 / I-10 (LA 73 to LA 30):** *Ascension Parish* – Ms. Gill is designing the bridges for the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. Project scope includes widening the interstate from two lanes in each direction to three lanes in each direction. This project involves the widening of approximately 4.5 miles of Interstate 10 from LA 73 to LA 30. This project had been on hold due to funding but has recently been

Cont'd.	fully funded with design underway. Phased construction of bridges at the LA 73 interchange with I-10 requires diversion crossovers and ramp modifications.
06/20-05/22 **Cont'd.**	**H.012588, H.012169, H.012587/ I-10 (Atchafalaya Basin Bridge to LA 415):** *West Baton Rouge and Iberville Parishes* – Ms. Gill was lead design engineer for these improvements which involved the overlay and raising of the grade for I-10 by 8". The asphalt paving was tapered at bridges to allow for smooth transitions. DOTD design guidelines were followed to bring the interstate up to the guideline standards. Fill was used on fore slopes to tie in and match the new 8" overlay. Guardrail was replaced using MASH special details. Existing cable barrier was removed and replaced closer to the shoulder to improve maintenance. Underdrains and cross drains were modified as needed.
08/10-01/15	**H.003107 / French Branch Bridge – West Pearl River Bridge (I-10/I-12/I-59):** *St. Tammany Parish* - This project included the pavement preservation of the I-10/I-12/I-59 interchange. The improvements and repairs included rubblization, pavement replacement, and overlay for cross slope correction. Ms. Gill performed roadway design and traffic control for the design of this project.
03/21-Present	**20-CS-HC-0015 / Hennessey Blvd. – Perkins Rd. Connector Railroad Bridge:** *East Baton Rouge Parish* Presently, an existing at grade rail crossing with two (2) tracks. EBR has contacted with SKA to build an underpass of the roadway beneath the existing railroad. This project involves a steel girder railroad bridge overpass of an arterial road in Baton Rouge. This bridge will be constructed with the railroad remaining live which requires significant shoring with temporary sheeting, waler, and rakers to build one track at a time. Steel girders are the design preference by KCS with a concrete deck and ballast for the railway. Ms. Gill is Project Engineer and Lead Design Engineer for this project.
04/14 - Present	**H.004435 / LA 3241 (LA 36 to LA 435):** *St. Tammany Parish* – Currently in construction, Ms. Gill was the bridge design engineer for this project and was responsible for the design of the caps, Type III girders, deck, and other parts of the bridges in accordance with the most recent AASHTO LRFD requirements. Ms. Gill utilized LEAP software for all aspects of the bridge such as girders and caps. Additionally, she performed **hydraulic analysis** for the bridges using HEC-RAS software to establish the pile spacing and location of the bridges as well as velocities and scour potential.
10/10-Present	**H.013579, H.003047, & H.012290 / Pecue Lane / I-10 Interchange:** *East Baton Rouge Parish* – Mr. McClure served as Project Manager. Although the major aspect of this projects was the full access interchange, Pecue Lane was widened from a 2-lane rural with open ditches to a six (6) lane arterial with access management applied.

16. Staff Experience:

Firm employed by	Vectura Consulting Services, LLC			
Name	Sheelagh Brin Ferlito, PE, PTOE		Years of experience with this firm/employer	7
Title	Supervisor		Years of experience with other firm(s)/employer(s)	27
Degree(s) / Years / Specialization			B.S. / 1988/ Civil Engineering	
Active registration number / state / expiration date			PE.0025383 / LA 9/30/2023	
Year registered	1993	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Supervisor for Safety **Meets MPR 4**	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
07/21 - Current	**H.007160 - EBR Computerized Traffic Signal, Phase VB (Baton Rouge, LA)** Brin is the task leaders for Vectura for the **Construction Engineering and Inspection** of 24 traffic signals. Brin oversaw the review of signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Brin and Reece, with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.
07/19 – current	**H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement PPP (Belle Chasse, LA)** Brin is the project manager for the **temporary and permanent traffic signal plans** for the intersections of LA 23 at Burmaster St and at Engineers Rd. She based her traffic signal plans on design year volumes that were developed using growth rates from the New Orleans Regional Planning Commission Travel Demand Model. This project is the first ever Public-Private-Partnership performed by Louisiana DOTD. She coordinated the detour plans based on the sequence of construction as part of the **Level 2 Transportation Management Plan (TMP)**.
09/20 – 12/21	**H.010960.5 LA 30 Roundabouts at Tanger I-10 (Ascension Parish, LA)** Brin is the project manager for the design of temporary traffic signal plans that will be implemented during the roundabout construction along LA 30 in Gonzales, LA. The project involves replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at the Tanger Boulevard. Vectura also developed **signal timing plans** for each phase of the construction to maintain progression along LA 30.
02/20 – 11/21	**H.010616 DOTD I:20 LA 544 Overpass Replacement (Ruston, LA)** Brin is the project manager for the **Transportation Management Plan (TMP)** as part of a design for a bridge replacement and three roundabouts in Ruston, LA. The TMP was a **Level 2** and included evaluation of 10 Sequence of Construction Phases. Detours included rerouting traffic to other interchanges at nighttime only, rerouting traffic from I-20 to the off ramp and on ramp at nighttime only, and rerouting traffic to service roads in vicinity of the project. Brin coordinated the queue analysis with DOTD to determine when lane closures would be allowed utilizing 24-hour tube counts. She will also coordinate the development of temporary traffic signal plans for this project as well.
07/18 – 04/19	**LA 1 Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Design (Addis, LA)** Brin developed a Pedestrian Crosswalk Study and **Traffic Signal Construction Plans** for the intersection of LA 1 at LA 990 in Addis, LA. The study was based on DOTD Traffic Engineering Manual Crosswalk Guidelines followed by traffic signal design plans based on DOTD requirements. The study included traffic and pedestrian traffic data collection, a speed study, crash analyses, intersection analyses and progression analyses. The signal plans included pedestrian signal equipment, signal timing parameter calculations, crosswalk striping, signs, DOTD pay items, estimated quantities, and construction cost. Brin also assisted with the Parish with the DOTD Permit Request for Intersection Control Devices on a State Right of Way.
09/17 - 04/18	**US 11 at US 190 Bus. (Fremaux Ave.) Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Equipment Design (Slidell, LA)** Brin developed a formal traffic study for a proposed crosswalk with pedestrian traffic signal equipment and pedestrian clearance

	timings based on DOTD requirements. Brin assisted with vehicle and pedestrian data collection, **analyzed 3-year intersection crash data,** and developed signal timing for pedestrians to cross the street. Her report included **alternative analyses** options for intersection improvements. The recommended alternative was advanced through the development of traffic signal upgrade plans.
09/16 - 04/17	**H.004957.5 I-12 To Bush - LA 3241 (I-12 – LA 36) Corridor Study (St. Tammany Parish, LA)** Brin was the project manager of a DOTD traffic study for the new alignment of LA 3241 with the purpose of obtaining both existing and projected future traffic variables in accordance with standard operating procedures typically performed in these types of analyses. The traffic study included **alternative analyses** to improve the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management and complete streets. Specific access management features examined included intersection improvements, median openings, and U-turns, spacing and type of openings, signalization of intersections and roundabouts. Brin developed the **safety analyses report** for the project.
06/16 - 09/17	**H.004490 Stage 0 Roundabout Studies (Lafayette Parish, LA)** Brin developed sections of a **Stage 0 Feasibility Study** for roundabouts the conformed to DOTD EDSMs and Traffic Engineering Manual Section 20.2 at ten intersections in the Lafayette area. Brin, along with Laurence, collected 7-day, 24-hour counts w/ classification, turning movement counts for AM and PM peak periods and speed data for mainlines. Brin provide a QC review of the Sidra analyses and developed traffic signal timing for 3 intersections for Years 2019 and 2039, AM & PM peak hours and **developed a crash analysis** as defined in Section 20.2 of TEM. CMF factors were identified for the preferred alternative to predict the number of crashes that could be eliminated. Brin provided a QC review of the final draft.
08/12 - 05/13	**H.009998 LA 935 Safety / Stage 0 Study (Ascension Parish, LA)** Brin developed the safety analyses report for the **Stage 0 Study**. She coordinated and collected existing traffic data using Jamar equipment. She used HCS and **Interactive Highway Safety Design Model** (IHSDM) Software for the analyses. She developed MicroStation drawings with scaled aerials to show crash diagram locations as well as proposed alternate layouts. Histograms developed in Excel were used to show the comparison of various crash conditions with statewide averages. Crash records for 3 years were obtained from crash1 database.
01/09 – 03/12	**S.P. No. 700-99-0332 US 165 Corridor Study (Pineville, LA)** Brin was the Senior Project Engineer for a corridor traffic study in Pineville, LA. The project included traffic data collection, forecast traffic volume development, existing analyses and proposed **alternative analyses** that included improved traffic signal timings. She used Highway Capacity Manual software, Sidra software and VISSIM traffic simulation software to evaluate existing and proposed alternative conditions. Access management principles were applied to the proposed alternatives.
02/08 – 04/16	**CE&I for EBR Traffic Signal Systems Phase IV and Phase VA Construction SPN 013-05-0043 and H.001609.6 (Baton Rouge, LA)** Brin was the project resident engineer for the construction of **66 traffic signals**. She maintained records of the contractor's daily operations and recorded significant events that affected construction progress. She coordinated included all utility issues, shop drawing submittal review, schedule review, monthly progress meetings, daily installed quantities, concrete sampling for DOTD materials lab, change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into interstate fiber backbone and ATM / EOC building. Daily logs, quantities, change orders, pay estimates were recorded in DOTD Site Manager.
03/05 – 11/05	**Airline Hwy Widening SPN 700-99-0332 (Baton Rouge, LA)** Brin designed 8 traffic signals as part of the Airline Hwy. widening project in Baton Rouge. Her design included traffic signal equipment, **signal synchronization timing**, fiber communication, storage length calculations based on queues analyses, special provision specifications, quantities, and cost estimate. This project included fiber design to be the first Baton Rouge project to connect video surveillance images and traffic controller information to the ATM / EOC.

16. Staff Experience:

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

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
02/21 - 03/21	**H.013256.5 I-10 ITS Scott to Lake Charles (Southwest Louisiana)** Laurence was the lead traffic engineer for a Level 2 **Traffic Management Plan** (TMP) for the construction of ITS equipment along I-10. The plan included a safety strategy that included a CAT Scan, LOS determination utilizing Citrix data, lane closure recommendations based on a queue analysis and public information strategies.
02/21 – 01/22	**LA 67 (Plank Rd) Corridor Enhancement – Dawson Street to Harding Blvd (Baton Rouge, LA)** Laurence was the principal in charge for the MOVEBR project on a state route (LA 67). Laurence in cooperation with DOTD and the City-Parish of East Baton Rouge wrote the scope for a bicycle and pedestrian enhancement project. The scope was written to conform to the TEPR process. Laurence provided all **Quality Control (QC)** and project management functions of the project.
02/21 - 03/21	**H.013256.5 I-10 ITS Scott to Lake Charles (Southwest Louisiana)** Laurence was the lead traffic engineer for a Level 2 **Traffic Management Plan** (TMP) for the construction of ITS equipment along I-10. The plan included a safety strategy that included a CAT Scan, LOS determination utilizing Citrix data, lane closure recommendations based on a queue analysis and public information strategies.
10/17 - 10/18	**H.013025 LA 182 (University Avenue) Corridor Planning Study (Lafayette, LA)** Laurence was the lead transportation engineer for a **Corridor Planning Study** for LA 182. The scope focused on improving safety and mobility for pedestrian, bicycle, and transit users. Laurence collected AM & PM peak vehicle turning movement counts as well as pedestrian and bicycle counts. Laurence coordinated with the Acadiana Planning Commission to **develop growth rates and design year volumes**. Laurence then **performed Highway Capacity Manual analysis** for 5 intersections along the intersection analyses for the signalized and roundabout controlled alternatives. Included in the study was a safety analyses of five intersections and the intermediate segments. Based on the results of the safety analysis, Laurence provided design criteria to the design team for improving safety of pedestrians, bicycles, and vehicles.
02/17 - 10/17	**STPN 17-023 Stage 0 Judge Tanner Boulevard at N. Causeway Roundabout Study (St. Tammany Parish, LA)** Laurence developed a **Stage 0** Feasibility Study for roundabouts at 4 intersections in Mandeville area. Laurence, along with Brin, collected 7-day, 24-hour counts w/ classification on mainlines, turning movement counts for peak periods and speed data for mainlines. Laurence coordinated with the New Orleans Regional Planning Commission to develop growth rates and design year volumes from the TransCAD model. He performed traffic signal warrants analyses, performed a Sidra unsignalized, signalized and roundabout analyses.
06/16 - 09/17	**H.004490 Stage 0 Roundabout Studies, (Lafayette Parish, LA)** Laurence performed a **Stage 0 Feasibility Study** for roundabouts at ten intersections in the Lafayette area. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual Section 20.2. Laurence, along with Brin, **collected 7-day, 24-hour counts w/ classification, turning movement counts for peak periods and speed data for mainlines**. Once the traffic data was collected, Laurence performed **traffic signal warrants analyses**,

	performed a Sidra unsignalized, signalized and roundabout analyses. After the analyses were completed, Laurence developed a report that captured the results.
09/16 - 04/17	**H.004957.5 I-12 To Bush - LA 3241 (I-12 – LA 36) Corridor Study (St. Tammany Parish, LA)** Laurence was the lead traffic engineer for a **DOTD traffic study** for the new LA 3241 alignment with the purpose of obtaining both existing and projected future traffic variables in accordance with standard operating procedures typically performed in these types of analyses. Laurence worked closely with the NORPC and District 62 to develop design year volumes using data the TransCAD model. The traffic study examined concepts that improved the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management. Laurence, along with Brin, **collected 7-day, 24-hour counts** w/ classification on mainlines, turning movement counts for morning and evening peak periods and speed data for mainlines. Laurence also developed a VISSIM **traffic simulation model** of the preferred alternative.
01/17 – 07/17	**Stage 0 Feasibility Minnesota Park Road Improvements (Tangipahoa Parish, LA)** Laurence was the task leader for traffic data collection and intersection analyses of a **Stage 0 Feasibility Study**. Laurence utilized the Highway Capacity Manual Analyses software Sidra software to perform an alternative analysis. Laurence was the principal author of the traffic study for the **Stage 0**.
03/10 - 11/11	**S.P. No. 700-09-0171 Stage 0 and 1 Study I-49 Inner City Connector (Shreveport, LA)** This 3.5-mile route will connect existing I-49 / I-20 interchange to the proposed I-49 / I-220 interchange. After completing the **Stage 0**, Laurence was the project manager for the traffic analyses for the EA phase. The total traffic analyses effort included over 30 TransCAD Models, 20 interchanges and 70 intersections. Analyses included signalized and unsignalized intersections, basic freeway segments, freeway merge / diverge segments and freeway weaving segments at the studied intersections and interchanges. This project included performing both Interchange Modifications Reports (IMRs) and Interchange Justification Reports (IJRs).
11/09 – 08/10	**I-12 at Millerville Road Interchange Modification Request (Baton Rouge, LA)** The scope of this project consisted of preparing and obtaining environmental clearance for the proposed future roadway and signal improvements at the I-12 / Millerville Road Interchange. Laurence prepared documents and obtained environmental clearance for all on-site work and held public meetings. Laurence developed all HCS analyses and a micro-simulation model. Laurence also participated in several public meetings to satisfy the environmental clearance requirements.
09/06-09-07	**EBR 06-CS-HC-00012 Downtown Baton Rouge Signal Project, (Baton Rouge, LA)** Laurence was the Project Manager to develop construction plans to upgrade 29 signals in downtown Baton Rouge as part of the EBR Green Light Plan. **He coordinated numerous utility conflicts during construction** since current utility plans were not readily available in an old part of town. He made several signal pole foundation location adjustments based on numerous field visits with utility companies.
04/04 - 09/06	**Stage 0 I-10 at Pecue Lane Interchange Justification Study (Baton Rouge, LA)** Laurence was the lead traffic engineer for a **Stage 0** traffic study analyzing the proposed interchange at I-10 and Pecue Lane. Laurence developed current and future traffic volumes based on the CRPC **TransCAD model** growth rates. Using HCS, Laurence **analyzed signalized and unsignalized intersections**, basic freeway segments, freeway merge / diverge segments and freeway weaving segments. Laurence also developed a micro-simulation model in both VISSIM and TSIS.
04/04 - 12/04	**I-10 Frontage Roads, Picardy Interchange, Bluebonnet Siegen (Baton Rouge, LA)** Laurence provided the traffic analysis for a highly unique reconfiguration of interstate ramps that included frontage roads and an overpass of I-10 for new an interchange at Picardy. HCS and VISSIM were the primary analysis tools for the analysis. As part of the design team that developed the concept for this project, Laurence performed **feasibility studies**, developed design criteria, and coordinated with city, state and federal agencies for approvals as well as gathered public input. Laurence prepared traffic signal timings and designs that included cost estimates for the project.

16. Staff Experience:

Firm employed by	Vectura Consulting Services, LLC			
Name	Prasanth Malisetty, PE, PTOE, PTP, RSP1, IMSA II		Years of experience with this firm/employer	2
Title	Senior Project Engineer		Years of experience with other firm(s)/employer(s)	17
Degree(s) / Years / Specialization			B.E. / 2003/ Civil Engineering; M.S. / 2004/ Civil Engineering	
Active registration number / state / expiration date			PE.0035792 / LA / 3/31/2023	
Year registered	2010	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Senior Project Engineer for Data Collection, Safety and Traffic Analysis QC **Meets MPR 4 & 5**	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
04/21 - current	**CP No. 16 CI-US-0032 Bus Rapid Transit (BRT) Improvement Project, Baton Rouge, LA** The BRT limits of study span 5 miles over four different corridors and 19 traffic signals through the core of Baton Rouge. Prasanth was the lead traffic for the traffic study that included data collection, safety analysis, Existing and Build Condition analyses, transit signal priority timing analysis and handicap ramp design. Once the traffic study was accepted by Baton Rouge and DOTD, Prasanth developed 60% complete signal plans. Most of the intersections were in right-of-way constrained intersections. Prasanth worked closely with Baton Rouge and DOTD to resolve the numerous field conflicts.
09/20 – 12/21	**H.010960.5 LA 30 Roundabouts at Tanger I-10A, Ascension Parish, LA (9/20 – 12/21).** Prasanth was the **lead designer of temporary traffic signal plans** that will be implemented during the roundabout construction along LA 30 in Gonzales, LA. The project involves replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at Tanger Boulevard. Prasanth performed a detailed study of the sequence of construction plans to develop temporary traffic signal plans with the optimal signal equipment layout to address different stages of construction. Prasanth developed multiple traffic signal timing plans by the time of day for each sequence of the construction phase to maintain progression along the main corridor.
12/18 – 7/20	**H.012018 LCG Adaptive Traffic Signal System (Lafayette, LA)** The project was to develop an Adaptive Traffic Signal network for the Lafayette Consolidated Government, which involved upgrading 190 traffic signal controllers. In addition, 79 traffic signals will be upgraded to become adaptive traffic signals. This will be the largest adaptive traffic signal system installed within the state of Louisiana. Prasanth was the project engineer responsible for overseeing field inspection and **develop signal design plans**
12/18 – 7/20	**H.002297 LA 37 Sullivan Road to Liberty Road (Baton Rouge, LA)** Prasanth was the project manager to develop feasible roadway improvement that will improve operation and increase safety along the LA 37 corridor. The project included **data collection, development of growth rates, existing and future traffic analyse**s. Prasanth was responsible for traffic forecasting for no-build and future alternatives using the CRPC travel demand models. Also, performed the **existing and future traffic analysis** and propose potential alternatives to mitigate existing deficiencies.
11/17 – 12/18	**H.013264 District 08 Safety Investment Plan.** Prasanth was the project engineer responsible for preforming districtwide **safety analysis** and preliminary engineering studies for various locations considered high potential for safety improvements. Responsible for evaluating crash statistics to identify possible roadway issues by using appropriate safety analysis tools and recommend potential operation safety countermeasures. Developed Countermeasure Evaluation Tool (CET) tool which aid in determining total crash reduction for each proposed countermeasure with associated cost savings and perform benefit / cost analysis.

10/16-12/18	**H.012685 LA 385 Ryan Street Feasibility Study, Lake Charles, LA.** Prasanth was the project engineer responsible for **developing feasible alternatives** to preserve / enhance mobility and safety along the corridor. The 1.8-mile corridor study area includes 22 intersections and 133 driveways. The project included **data collection, safety / crash review, traffic forecasting, developing alternatives, analysis of existing and proposed conditions and benefit / cost analysis**. The future year traffic for the proposed roadway alternatives was forecasted utilizing IMCAL travel demand model.
8/10 – 2/18	**LADOTD Traffic Engineering Contracts (Statewide, LA).** As a project engineer for numerous task orders for Signal Timing Studies and Designs, Prasanth was responsible for coordinating **data collection tasks, intersection analysis, crash analysis,** developing coordinated signal timing plans and field implementation / fine tuning along 27 corridors throughout statewide which involved 264 intersections. Following are the list of corridors: • District 04; LA 1, LA 526 & US 171, Shreveport, LA; LA 3, LA 3105 & LA 72, Bossier, LA – 110 intersections, 7 corridors • District 02; LA 3040 & LA 57, Houma, LA; LA 20, Thibodaux, LA; US 61, New Orleans, LA – 44 intersections, 4 corridors • District 62; US 11, Slidell, LA; LA 19, Baker, LA; LA 44, Gonzales, LA; LA 3124 & LA 60, Bogalusa, LA; LA 10 Franklinton, LA; LA 16, Amite, LA; LA 38, Kentwood, LA; LA 25, Folsom, LA – 68 intersections, 9 corridors • District 58; US 425, Vidalia & Ferriday, LA – 11 intersections, 2 corridors • District 08; LA 1208-03, US 71 & LA 28 – 21 intersections, 3 corridors • District 07; US 190 & US 171, DeRidder, LA – 10 intersections, 2 corridors
01/16 – 11/17	**H.012307 LA 6 Stage 0 Feasibility Study (Natchitoches, LA)** Prasanth was the project engineer for a **Stage 0** Feasibility study and develop short-term and long-term solutions to improve safety and mobility along the corridor. Responsible for safety analysis and alternatives analyses which includes roundabouts, R-CUT and signalized intersection using Synchro, Sidra and Vissim software.
02/15-12/16	**H.011403 LA 1208-3 Corridor Study (Alexandria, LA)** Prasanth was the project engineer responsible for developing and examining the concepts that shall improve the safety and efficiency of the corridor. The **proposed alternatives** included modifying roadway characteristics, intersection capacity improvements and roundabouts. Responsible for **safety analysis and alternatives analyses** that included roundabouts, and signalized intersection using Synchro and Sidra.
6/11 – 8/12	**H.002397 LA 16 – I-12 Interchange (Livingston Parish, LA)** Prasanth was the project engineer responsible for traffic forecasting, interchange analysis using **HCM and intersection analysis** using Synchro. Responsible for developing multiple interchange alternative concepts and analysis. The regional impact on the roadway network for the proposed interchange alternatives was determined utilizing CRPC travel demand model.
01/11 – 04/12	**H.005734 LA 447 Corridor Study (Walker, LA)** Prasanth was the project engineer responsible for **developing alternatives** to mitigate existing corridor congestions and enhance safety and mobility along the corridor. Developed microsimulation models using Vissim to perform alternative analyses which includes eight roundabout geometry intersections. The 10.2-mile study area includes 60 intersections and 64 driveways.
09/10 – 2/12	**S.P. No. 700-99-0447 US 190 Superstreet Study (Covington, LA)** Prasanth was the project engineer responsible for **performing corridor study** and develop solutions to improve mobility along the corridor. The alternatives analyses included R-CUT and signalized intersection using Synchro and SimTraffic. Responsible for data collection, travel time runs and intersection analysis.

16. Staff Experience:

Firm employed by	Vectura Consulting Services, LLC				
Name	Reece Rodrigue, PE, PTOE		Years of experience with this firm/employer	2	
Title	Project Traffic Engineer		Years of experience with other firm(s)/employer(s)	7	
Degree(s) / Years / Specialization			B.S. / 2013/ Civil Engineering		
Active registration number / state / expiration date			PE.0042074 / LA / 3/31/2024		
Year registered	2017	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Project Engineer for Data Collection, Safety and Traffic Analysis QC **Meets MPR 4**		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
02/21 – 01/22	**LA 67 (Plank Rd) Corridor Enhancement – Dawson Street to Harding Blvd (Baton Rouge, LA)** Reece performed the geometric field checks along with Prasanth. Reece then captured the geometric field data in figures developed in CAD per the **TEPR process**.
02/21 – Current	**College Drive Corridor Enhancement – I-10 to Perkins Road (Baton Rouge, LA)** Reece is the task leader for developing the raw and final volumes in conformance with **TEPR** since the I-10 interchange ramp intersections are part of the project limits. The Vectura team collected 7-day, 24-hour counts, turning movement counts with queue observations, travel time runs and geometric field checks. Reece assembled the raw counts from the team members and applied the unmet demand volumes to develop the final volumes. He also checked the final volumes against the 48-hour tube counts. Reece also developed figures that reported the geometric field checks.
4/20 - Current	**H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership Project (Belle Chasse, LA)** Reece was responsible for the production of the permanent signal plans for the LA 23 intersections at Engineers Road and at Burmaster Street. He evaluated stop bar locations, calculated vehicle, and pedestrian clearance intervals, designed the railroad preemption sequence for both at-grade crossings, designed the wiring layout, and developed the interconnect plan. He assisted Brin with the **traffic study** that formed the basis of the design report. Reece assisted with the development of forecast volumes and HCM intersection analyses.
04/16 – 09/17	**H.011670.1 & H.011670.2 Loyola Interchange Modification Request (Kenner, LA)** Reece was a team member in the production of an Interchange Modification Report (IMR) for the I-10 at Loyola Dr. Interchange. He was an active member in collecting vehicle travel time data and processing the data. He also aided in collecting vehicle queues at the study intersections. He also assisted in the Vissim model calibration.
11/15 – 12/16	**H.011849 Veterans Boulevard Corridor Stage 0 Feasibility Study (Jefferson Parish, LA)** Reece was the project manager for the **Stage 0** Corridor Retiming Study along Veterans Blvd from Lake Ave to Massachusetts Ave. He evaluated turning movement counts and the existing traffic signal timings and plans for the 31 signalized intersections along the corridor. He conducted travel time analyses through the corridor during morning, midday, and afternoon peak periods to determine the current flow of traffic through the corridor. He used calculations recommended by ITE to determine the clearance intervals of each intersection along the corridor. For the purposes of analyzing each intersection along the corridor, he assisted in producing a model of the corridor using the traffic signal timing optimization software Synchro 8. He assisted in implementing the new signal timings into the traffic signal controllers of the intersections. Once implementation was complete, he conducted travel time analyses using the new traffic signal timings. He also assisted in drafting the final report.

16. Staff Experience:

Firm employed by	Vectura Consulting Services, LLC			
Name	Kristen Gahagan Farrington, PE, PTOE		Years of experience with this firm/employer	1
Title	Project Traffic Engineer		Years of experience with other firm(s)/employer(s)	7
Degree(s) / Years / Specialization			B.S. / 2014/ Civil Engineering	
Active registration number / state / expiration date			PE.0042785 / LA / 3/31/2023	
Year registered	2016	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Project Engineer for Data Collection, Safety and Traffic Analysis QC **Meets MPR 4**	

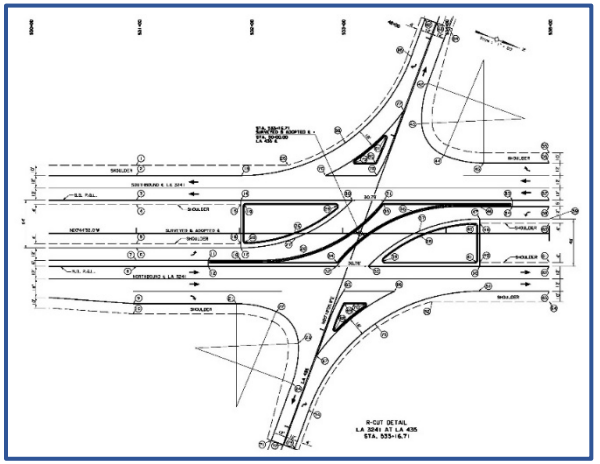
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
04/21 - current	**CP No. 16 CI-US-0032 Bus Rapid Transit (BRT) Improvement Project, Baton Rouge, LA** Kristen assisted Prasanth with the development of the traffic study and 60% signal plans.
06/21 – 02/22	**H.013267 Capital Area Pathways Project (Baton Rouge, LA)** Kristen was a project engineer for a traffic study to evaluate trail crossings at three state routes that required DOTD approval. The **traffic design study** included traffic data collection, safety analysis, existing conditions analysis and alternative analysis. Laurence used the DOTD Traffic Engineering Manual, MUTCD, and FHWA guidance to develop the most effective trail crossing alternatives.
02/21 – 01/22	**LA 67 (Plank Rd) Corridor Enhancement – Dawson Street to Harding Blvd (Baton Rouge, LA)** Kristen developed **crash diagrams** in CAD to identify any correctable crash types for the project limits on LA 67 (Plank Road).
03/19 – 11/19	**H.012311 LA 429 Connector Stage 0 (Ascension Parish)** Kristen was the task leader for the preparation of a **Stage 0** study to evaluate alignments for a limited-access corridor (LA 429) near I-10, between LA 30, LA 73, and US 61. Two alternatives for the widening and reconstruction of LA 429 were evaluated. The scope consisted of stakeholder and public meetings, site visits and data collection, phasing of alternative development for the corridor, scope and budget checklists, and an opinion of probable cost to prepare the **Stage 0** Report. Kristen served as the civil engineer responsible for designing high level concept exhibits and comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes, coordinated with interchange study consultants for a cohesive project, and wrote report.
09/17 – 09/18	**H.011160 LA 73 Corridor Study Stage 0 (LA 74 to LA 621) (Ascension Parish)** Kristen was the designer responsible for concept development, report writing, and impact analysis for a **Stage 0** study. The purpose of the study was to evaluate conceptual alternatives to improve capacity and operations along the LA 73 corridor and its connecting transportation network. The scope included the evaluation of three interchange configurations for the interchange of I-10 at LA 73 in conjunction with two corridor alternatives for LA 73, resulting in six different alternatives for which line and grade, impacts, and high-level cost estimates were prepared.
04/18 – 04/19	**H.011243.1 I-49 at US 190 and LA 31 Interchange Improvements Stage 0 (St. Landry Parish, LA)** Kristen was the project engineer responsible for crash and safety analysis, report writing, planning, and designing for this **Stage 0** Study to evaluate alternatives to improve traffic operations and safety at the I-49 interchanges with US 190 and LA 31. Crash and safety analysis was performed using the LADOTD CAT Scan tool and IHSDM, and line and grade was prepared to DOTD Design Standards for various corridors, including arterial collectors and freeway ramps. Close coordination with traffic engineer ensured maximum improvement of safety and operations given limited right-of-way and utility conflicts along the corridors.

04/19 – 6/21	**H.013817.1 A 117 Improvements Stage 0 (Vernon and Natchitoches Parishes, LA)** Kristen served as project engineer responsible for a **Stage 0** study for 18 miles of two-lane LA 117 from LA 8 to LA 118. The study evaluated the impacts of correcting deficient vertical and horizontal geometry along the corridor, widening for the addition of shoulders, and adding passing lanes and turn lanes at strategic locations along the corridor. Kristen was responsible for performing the safety analysis including crash rate number method, over-representation, CAT Scan quality assurance, HSM existing safety analysis, and No-Build Analysis. Kristen designed high-level concept exhibits, evaluated environmental impacts, and prepared high level cost estimates and comparison matrices to determine which preliminary alternatives best meet the purpose and need of the project. Kristen compiled all findings in the **Stage 0** report and coordinated with stakeholders and local agencies to ensure purpose and need of project is met.
03/19 – 11/19	**H.012311 LA 429 Connector Stage 0 (Ascension Parish, LA)** Kristen was the task leader for the preparation of a **Stage 0** study to evaluate alignments for a limited-access corridor (LA 429) near I-10, between LA 30, LA 73, and US 61. Two alternatives for the widening and reconstruction of LA 429 were evaluated. The scope consisted of stakeholder and public meetings, site visits and data collection, phasing of alternative development for the corridor, scope and budget checklists, and an opinion of probable cost to prepare the **Stage 0** Report. Kristen served as the civil engineer responsible for designing high level concept exhibits and comparison matrix to determine best preliminary alternatives moving forward to meet the purpose and need of the project. Compiled meeting agenda materials and minutes, coordinated with interchange study consultants for a cohesive project, and wrote report.

17. Firm Experience:

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

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



Firm Members Involved:

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

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

17. Firm Experience:

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

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

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

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

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

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

17. Firm Experience:

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

The Central Thruway is an Urban Arterial (UA-2) located in the northeast quadrant of East Baton Rouge Parish that was completed with construction in 2013. It was a new alignment that connected O'Neal Lane at US 190 (Florida Boulevard) to LA 37 (Greenwell Springs) near Wax Road in the City of Central. Nearly four miles in length, this four lane divided highway crossed the Comite River, Beaver Bayou, and passed around wetlands, floodplains, and the Waddill Wildlife Refuge. **The Central Thruway consisted of seven bridges ranging from Pre-Stressed Concrete Bulb-Tee Girder Spans, Type III Girder Spans, and Quad Beams. Hydrologic and hydraulic analyses** were performed and evaluated for the bridges individually and as a basin

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.

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

17. Firm Experience:

Firm name	**Shread-Kuyrkendall & Associates, Inc.**		Past Performance Evaluation Discipline(s)*	Road/Bridge	
Project name	**US 90 Rail Crossing**		Firm responsibility (prime or sub?)	Prime	
Project number	H.010155	Owner's name	LADOTD		
Project location	Iberville Parish		Owner's Project Manager	Ryan Morvant	
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, LA 70804 / (225)379-1067 / Ryan.Morvant@la.gov				
Services commenced by this firm (mm/yy)	04/14	Total consultant contract cost ($1,000's)		$ 1,501	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)		$ 1,243	

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 Lead Design Engineer for this project which consists of preliminary and final plans for roadway and structure improvements at the existing at grade railroad crossing at US 90 in Iberia Parish. The existing at-grade railroad crossing will be replaced with a bridge structure crossing the railroad. The existing frontage roads will be used for traffic diversion during bridge construction. Ms. Gill is also designing the roadway approaches for several thousand feet to accommodate the bridge structure.

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

100% of work will be performed in Louisiana

17. Firm Experience:

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

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

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

100% of work was performed in Louisiana

17. Firm Experience:

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Category(ies)*	TM	
Project name	I-12 To Bush - LA 3241 (I-12 – LA 36) Corridor Study		Firm responsibility (prime or sub?)	sub	
Project number	H.004957.5	Owner's name	DOTD		
Project location	Lacombe, LA		Owner's Project Manager	Joachim C Umeozulu, P.E	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1386, Joachim.Umeozulu@la.gov				
Services commenced by this firm		09/16	Total consultant contract cost ($1,000's)		$1,895.000
Services completed by this firm		05/17	Cost of consultant services provided by this firm ($1,000's)		$84.000

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

Task 1 Data Collection

Vectura collected the following traffic data for 10 intersections:

- 7-day (mainlines) and 2-day (side streets) 24-hour tube counts with vehicle classification
- Turning movement counts for morning and evening peak periods
- 15-minute driveway counts
- Traffic Signal warrants, radar speed studies and sight distance evaluation
- Developed growth rate methodology and AM and PM peak forecast traffic volumes

Task 2 Traffic Study

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

- Performed Vistro and Sidra analyses for existing conditions
- Performed Vistro and Sidra analyses for Implementation and Design Years.
- Intersection alternatives included restricted median openings, signalized and unsignalized intersections, median U-turns at existing signal locations, restricted crossing U-turn (RCUT) intersections, and roundabouts
- Developed Vissim model of the preferred corridor layout
- Developed Draft Traffic Study Report (3 copies)

Task 3 Safety Analyses

- Developed 3-year crash analyses report as per DOTD standards

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

17. Firm Experience:

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Discipline(s)*	Traffic & CE&I	
Project name	Belle Chasse Bridge & Tunnel Replacement PPP		Firm responsibility (prime or sub?)	sub	
Project number	H.004791	Owner's name	DOTD		
Project location	Belle Chasse, LA		Owner's Project Manager	Nickolas Olivier, PE	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1133, Nicholas.olivier@la.gov				
Services commenced by this firm (mm/yy)		04/19	Total consultant contract cost ($1,000's)		unknown
Services completed by this firm (mm/yy)		current	Cost of consultant services provided by this firm ($1,000's)		211.890

Vectura is providing the traffic engineering services for the Belle Chasse Bridge & Tunnel Replacement Project for improvements along LA 23. Vectura is responsible for the following tasks:

- Preliminary and final traffic studies
- Temporary and final traffic signal plans
- Assist the Prime with Traffic Management Plan (TMP)
- Response to request for information (RFI's)
- As-built plans for the traffic signals

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

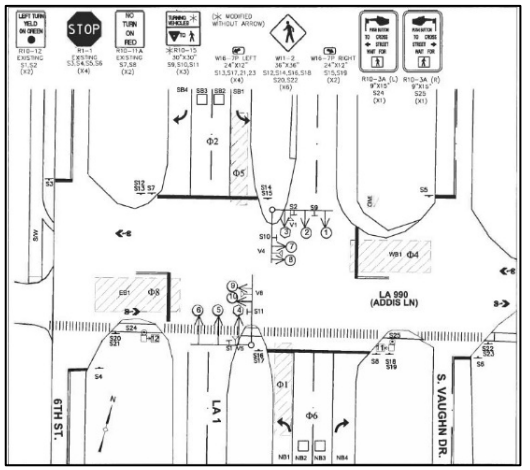
17. Firm Experience:

Firm name	Vectura Consulting Services, LLC		Past Performance Evaluation Category(ies)*	TM	
Project name	LA 1 at LA 990 Crosswalk Study and Traffic Signal Design		Firm responsibility (prime or sub?)	Prime	
Project number	H.011558	Owner's name	West Baton Rouge Parish Government		
Project location	Slidell, LA		Owner's Project Manager	Kevin Durbin, PE, AICP	
Owner's address, phone, email	880 N. Alexander Avenue Port Allen, LA 70767 (225) 336-2434 Kevin.Durbin@wbrcouncil.org				
Services commenced by this firm		11/20	Total consultant contract cost ($1,000's)		$22.000
Services completed by this firm		12/21	Cost of consultant services provided by this firm ($1,000's)		$22.000

Vectura was hired by West Baton Rouge Parish to perform a Crosswalk Traffic Engineering study and to develop Traffic Signal Design plans for the intersection of LA 1 and LA 990 (Addis Lane) in Addis, LA. The crosswalk was first conceptualized as part of a trail that connects the Mississippi River Trail to points west of LA 1 in the West Baton Rouge Parish Comprehensive Plan (PlanWEST) dated 9/22/11 as well as included in a Stage 0 report titled CMAQ Proposal WBR-2 dated 04/30/14.

A Crosswalk Traffic Engineering Study was performed based on the Traffic Engineering Manual (TEM) Section 3B.2.9, Section 20.2 & EDSM VI.3.1.6 Section 5 and included the following elements:

- Collected 24-hour traffic approach volumes, speed data, crash history and sight distance
- Collected AM and PM peak hour vehicle and pedestrian turning movement counts
- Developed **safety analyses** using 3-year crash data from Crash1 as per DOTD standards
- Performed pedestrian crosswalk warrants as per TEM Section 3B.2.9
- Performed AM and PM Peak **signal timing and progression** for existing conditions
- Performed AM and PM Peak **signal timing and progression** for future conditions



Traffic Signal Construction Plans was performed for LA 1 at LA 990 based on the latest DOTD Traffic Signal Inventory v3.2, DOTD Signal Design Manual, MUTCD & EDSM VI.3.1.6 Section 5. This task included signal timing parameter calculations, signal equipment layout, wiring diagram, DOTD pay items, estimated quantities, and construction cost.

Vectura also assisted with the DOTD **Permit** Request for Intersection Control Devices on a State Right of Way

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

18. Approach and Methodology:

Our Team

Shread-Kuyrkendall & Associates (SKA) along with Team member, ***Vectura Consulting Services***, bring years of successful DOTD experience similar to this project and has the ***Team advantage of having worked together on multiple projects including Stage 0 Feasibility Studies, Rural and Arterial roadways, and Interstate highways.*** ***The RFQ has a DBE goal of 2%. SKA will use Vectura (DBE) with a 10% participation.***

CONTRACT SCOPING MEETING

After selection, the SKA Team will request a scoping meeting with the DOTD Project Manager (PM) and other appropriate DOTD staff to establish a Project Work Plan developing and refining the scope for the designated intersections along Ryan Street and the intersection at LA 3186 and Kirkman Street. If available, the SKA Team would like to meet with the District Office to discuss their proposed median locations and get their input for the Supplement to the existing Traffic Study/Stage 0 as well as make a site visit.

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

KICKOFF MEETING FOR THE CONTRACT

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

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

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

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

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

TRAFFIC ENGINEERING STUDY UPDATE

The existing LA 385 Ryan Street Feasibility study included traffic and safety analysis for four (4) alternatives. Of these proposed alternatives, Alternative 1 with Corridor Access Management and Capacity improvements at Sale Road was selected to proceed forward with Stage 3 design. In addition to Alternative 1 improvements from the study, District 07 proposed installing raised medians thought out the project limits. The signalized intersections with proposed raised medians and other District's concerns along the corridor will be determined during the Kick-off meeting. Based on input from the District, the raised median extents will be determined for each location. A raised median will also aid in access management along the corridor.

One of the considerations from implementing access management is the rerouting of traffic to and from adjacent streets or U-turns along the corridor. The initial study included an alternative with raised medians and roundabouts to accommodate the U-turn movements along the corridor. Considering the right-of-way constraints along the corridor, the roundabouts were considered not to be a viable improvement. Therefore, the rerouted traffic from the impacted driveways and side streets due to the proposed medians will be evaluated.

Vectura staff-member, Prasanth Malisetty, worked as the Lead Traffic Engineer for the initial LA385 Ryan Street Feasibility Study during his previous employment. Prasanth was responsible for developing optimal alternatives that can improve mobility and safety along the corridor. Prasanth will lead the same effort to evaluate additional improvements proposed by District and update the existing traffic study. Assuming no new data will be collected, the data from the existing traffic study will be used for operation analysis. The evaluation efforts include determining the required raised median extents for each signalized intersection, the impacts of the vehicle rerouting to / from driveways, and determining any additional measures needed to incorporate these improvements.

The project limits include 11 signalized intersections. Two of the traffic signals are proposed for a full replacement. The remaining nine signalized intersections will be evaluated for any Systemic Signal Improvements that can assist in improving the safety of the corridor. The identified improvements will be designed during the Traffic Signal Development phase.

Deliverables:

1. Revised volumes of re-routed traffic due to raised medians
2. Initial findings
3. Revised Stage 0 Report

TRAFFIC SIGNAL IMPROVEMENTS

Vectura staff has extensive knowledge and experience in developing traffic signal plans utilizing LADOTD *Traffic Signal Manual*, LADOTD *Traffic Engineering Manual*, and EDSMs. This experience will be utilized to develop traffic signal plans that include current LADOTD specifications at the intersections of LA 385 (Ryan Street) at Sale Road, and LA 3186 (McNeese Street) at Kirman Street. As per the RFQ, four (4) of the remaining nine (9) intersections are to be upgraded to include pedestrian heads and push buttons. However, three (3) intersections have recently been upgraded with pedestrian devices, which will be confirmed during the Kick-off meeting. The intersection of LA 385 (Ryan Street) at I-210 Westbound Exit Ramp will be upgraded to include pedestrian heads and push buttons. In addition, any Systemic Signal Improvements identified in the earlier phase will be designed for each intersection. If needed, all signalized intersections will be upgraded to be compatible and included in to District 07's existing Adaptive Traffic Signal System.

Currently, District 07 utilizes Synchro Green, an adaptive traffic control system module, for its traffic signals. One of the primary components for the effective implementation of this system is reliable and functioning vehicle detection equipment at the intersections. All traffic signals will be inventoried for the existing traffic equipment provided in the cabinet, the condition of the equipment operation, and compatibility with the preferred

adaptive traffic control system. Vectura staff-member, Prasanth Malisetty, is IMSA Level II certified and has extensive experience in performing these tasks and designing traffic signal plans to include the adaptive traffic control system. ***The IMSA Level II certification (attached) supersedes the IMSA Level I. Therefore, Prasanth satisfies both of the IMSA I and II requirements.*** During his previous employment, Prasanth was the lead project engineer on project H.012018 LCG Adaptive Traffic Signal System (Lafayette, LA). This was the largest adaptive traffic signal system installed within the state of Louisiana, which involved upgrading 79 traffic signals to become adaptive traffic signals.

QUALITY CONTROL/QUALITY ASSESSMENT (QA/QC)

Our Team strives to provide a comprehensive QA/QC for all aspects of our projects; bridge or roadway. Ultimately, SKA is responsible for the checking, control, and assurance of all aspects of the project with the expectation to provide plan clarity for construction and to reduce conflicts during construction. SKA will provide QA/QC independent from the design team utilizing the experience of Richard R. Shread, P.E., P.L.S.

Our QA/QC follows DOTD guidelines and policies. **All deliverables submitted will be transmitted with a DOTD Quality Assurance/Quality Control Checklist and a certification that the deliverables meet DOTD's quality standards.**

The following list of submittals are a highlight of items specific to this project. For conciseness, it does not include all information that will be submitted in accordance with the DOTD Design Preparation Manual for all required submittals for Stage 3 Projects.

PRELIMINARY PLANS

30% Preliminary Plans:

SKA's Team will begin developing proposed geometric horizontal alignments, vertical profiles, and typical sections. ***We will begin initial geometric layouts of intersections, sidewalks, ADA ramps, and pedestrian crossings for coordination with DOTD Traffic, Geometric Section, and the District.***

60% Preliminary Plans:

Horizontal and vertical alignments will be complete on plan/profile sheets showing intersection improvements, sidewalks, ramps, etc. Geometric details of intersection improvements will be complete and submitted for review. Any drainage improvements will be complete and submitted for review.

90%, 95%, and 100% Preliminary Plans:

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

Traffic Signals - Signal layouts that include the proposed hardware locations to include, but not be limited to, controller/cabinet, power source, signal support poles, signal heads, lane configuration and signal phasing.

FINAL PLANS

30% Final Plans:

Roadway - Once an NTP is received for final plans, SKA will begin development of construction plans. SKA will finalize roadway typical sections, intersection configurations, sidewalk placement, ADA Ramps, and all other geometry.

Traffic Signals – 30% Final plans will include the previously defined signal layout, the proposed new signal timing including coordination parameters for this project, as well as any associated calculations and/or analysis files.

60% Final Plans:

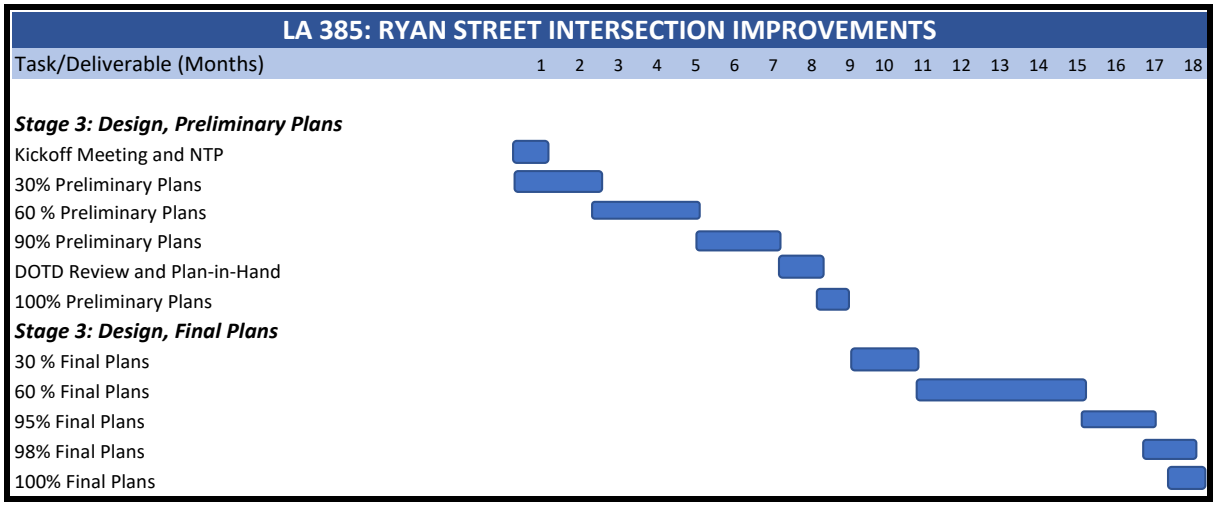
Roadway - SKA will finalize the Hydraulic Design Report.

Traffic Signals – Vectura will include the signal wiring diagram, signage, striping detection, pre-emption where applicable, estimated traffic volumes, pay items and special foundation designs (if needed).

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

Roadway & Traffic - Our team will submit joint layout details, graphical grades, complete summary of quantities sheets, the Summary of Estimated Quantities, and final estimated construction costs

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



19. Workload:

Firm(s)	Past Performance Evaluation Discipline(s) *	State project number	Project name	Remaining Unpaid Balance**
Shread-Kuyrkendall & Associates, Inc.	Survey, Road, Bridge	S.P. No. H.009266	I-10 (LA 73 to LA 30) Route I-10, Ascension Parish	$ 274,785
Shread-Kuyrkendall & Associates, Inc.	Survey, Road, Bridge	S.P. No. H.004435	I-12 to Bush, LA 3241 (LA 36 – LA 435), St. Tammany Parish	$ 97,777
Shread-Kuyrkendall & Associates, Inc.	Road, Bridge	S.P. No. H.000710.1	Comite River Diversion Bridge – LA 964	$ 77,802
Shread-Kuyrkendall & Associates, Inc.	Bridge	H.011152	I-12 Widening (sub to T. Baker Smith)	$ 5,457
Vectura Consulting Services, LLC	Traffic	H.010616	I-20: LA 544 Overpass Replacement	$ 131,973
Vectura Consulting Services, LLC	Traffic	H.005168.2	New Orleans Rail Gateway Jefferson Highway EA	$ 52,436
Vectura Consulting Services, LLC	Traffic	H.005168.2	New Orleans Rail Gateway Avondale EA	$ 209,504
Vectura Consulting Services, LLC	CE&I	H.007160	EBR Computerized Traffic Signal, Ph VB	$ 58,309
Vectura Consulting Services, LLC	Traffic	H.004791	Belle Chasse Bridge & Tunnel Replacement PPP	$ 21,999
Vectura Consulting Services, LLC	Traffic	H.012030.5	KCS RR Overpasses HBI	$ 28,026
Vectura Consulting Services, LLC	ITS	H.012381.5	ITS FMS Data Collection	$ 53,502

DO NOT SUM

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

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

20. Certifications/Licenses:

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

Prasanth Malisetty

is hereby certified as a

Traffic Signal Field Technician Level II

by completing all requirements and examination for certification
on 4/23/2022

Valid thru 4/23/2025
Certification #BE_112215

Toby Cummings - Executive Director

LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

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

Vectura Consulting Services, LLC

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

NC488490, NC541330, NC541340

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

Certificate Eligibility: June 2022 to June 2023

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

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor

Authorized Instructor

Authorized instructor

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report Module 2

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

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor

Authorized Instructor

Authorized instructor

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brin Ferlito

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Laurence Lambert

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Prasanth Malisetty

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2.5

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Prasanth Malisetty

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: August 6, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Prasanth Malisetty

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report Module 2

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

Professional Development Hours (PDHs) Awarded: 3.5

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Reece Rodrigue

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: August 6, 2018

Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kristen Gahagan

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Transportation Professional Certification Board Inc.
1627 Eye Street, NW • Suite 600 • Washington, DC 20006 USA • Tel: 202-785-0060 • Fax: 202-785-0609 • www.tpcb.org

Ms. Sheelagh B. Ferlito, P.E., PTOE
Vectura Consulting Services, LLC

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

Your certification is renewed through 9/9/2024.

You will not be receiving a new certificate as the one sent to you does not indicate an expiration date and can be displayed as long as you are a certified PTOE. Note that your certificate shows your original certification date.

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

Prior to the expiration of your PTOE, you will be notified of your renewal deadline. Additional examinations are not required if you renew within three-months of your expiration date 9/9/2024. Failure to renew within the 3-month grace period will result in a certified inactive letter and penalty fees for renewal. Visit our website for more information. http://www.tpcb.org/PTOE/feeschedule.asp

TPCB seeks to maintain the highest level of quality for its certification programs. Since its inception, the TPCB has required its certificants to maintain records with regard fulfillment of continuing education requirements. Please be advised that as of January 1, 2018, TPCB is phasing in a policy in which 20% of certificant renewals will be randomly selected for audit and the certificant will be required to provide documentation (certificates of completion, course syllabus, meeting agenda/registration, etc.) to demonstration fulfillment of continuing education requirements. The professional record-keeping system available from ITE, provides a resource to record the dates of completion of continuing education and maintain the necessary supporting documentation.

The TPCB continues its efforts to grow and enhance the value of the PTOE and its other certifications. In 2019 the TPCB web site was redesigned and a new certification – the Road Safety Professional – was launched. Going forward the TPCB is committed to expanding the awareness of its certification programs, encouraging jurisdictions to give preference to certificants and growing the number of certified professionals.

The TPCB distributes a quarterly newsletter and highlights the value of the its certification programs through the tpcb.org website. If you would like to contribute to the newsletter or website, please send any items of interest to: certification@tpcb.org.

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

Sincerely,

Deborah L. Snyder, P.E., PTOE
Chair, Transportation Professional Certification Board Inc.

Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 500 • Washington, DC 20006 USA • Tel: 202-785-0060 • Fax: 202-785-0609 • www.tpcb.org

Mr. Laurence L. Lambert, II, P.E., PTOE, PTP
Vectura Consulting Services, LLC
PO Box 14269
Baton Rouge, LA 70898-4269 USA

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

Your certification is renewed through 2/3/2025.

You will not be receiving a new certificate as the one sent to you does not indicate an expiration date and can be displayed as long as you are a certified PTOE. Note that your certificate shows your original certification date.

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

Prior to the expiration of your PTOE, you will be notified of your renewal deadline. Additional examinations are not required if you renew within **three-months** of your expiration date 2/3/2025. Failure to renew within the 3-month grace period will result in a certified inactive letter and penalty fees for renewal. Visit our website for more information. http://www.tpcb.org/PTOE/feeschedule.asp

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

Sincerely,

Deborah L. Snyder, P.E., PTOE
Chair, Transportation Professional Certification Board Inc.

Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 600 • Washington, DC 20006 USA • Tel: 202-785-0060 • Fax: 202-785-0609 • www.tpcb.org

Prasanth Malisetty
Gresham Smith
16811 Sunset Point Ct
Baton Rouge, LA 70816 USA

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

Your certification is renewed through 7/20/2023.

You will not be receiving a new certificate as the one sent to you does not indicate an expiration date and can be displayed as long as you are a certified PTOE. Note that your certificate shows your original certification date.

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

Prior to the expiration of your PTOE, you will be notified of your renewal deadline. Additional examinations are not required if you renew within **three-months** of your expiration date 7/20/2023. Failure to renew within the 3-month grace period will result in a certified inactive letter and penalty fees for renewal. Visit our website for more information. http://www.tpcb.org/PTOE/feeschedule.asp

TPCB seeks to maintain the highest level of quality for its certification programs. Since its inception, the TPCB has required its certificants to maintain records with regard fulfillment of continuing education requirements. Please be advised that as of January 1, 2018, TPCB is phasing in a policy in which 20% of certificant renewals will be randomly selected for audit and the certificant will be required to provide documentation (certificates of completion, course syllabus, meeting agenda/registration, etc.) to demonstration fulfillment of continuing education requirements. The professional record-keeping system available from ITE, provides a resource to record the dates of completion of continuing education and maintain the necessary supporting documentation.

The TPCB continues its efforts to grow and enhance the value of the PTOE and its other certifications. In 2019 the TPCB web site was redesigned and a new certification – the Road Safety Professional – was launched. Going forward the TPCB is committed to expanding the awareness of its certification programs, encouraging jurisdictions to give preference to certificants and growing the number of certified professionals.

The TPCB distributes a quarterly newsletter and highlights the value of the its certification programs through the tpcb,org website. If you would like to contribute to the newsletter or website, please send any items of interest to: certification@tpcb.org.

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

Sincerely,

Diane W. Morabito

Diane W. Morabito, P.E., PTOE
Chair, Transportation Professional Certification Board Inc.

Attachments

Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 600 • Washington, DC 20006 USA • Tel: 202-785-0060 • Fax: 202-785-0609 • www.tpcb.org

Reece J. Rodrigue
Quality Engineering & Surveying, LLC
18320 LA Hwy 42
Port Vincent, LA USA 70726

It is my pleasure to inform you that you have passed the written examination and are certified as a *Professional Traffic Operations Engineer*® (PTOE). As a PTOE you will be recognized as one of a specialized group of traffic operations engineers with the set of skills and expertise needed to successfully solve and implement traffic solutions and create better communities.

The Certification Board previously determined you met all other requirements for certification. If there is no balance due on the attached invoice you may now use the title Professional Traffic Operations Engineer® and/or the initials PTOE in the conduct of your professional practice. If payment is outstanding, you must pay the balance due and only then are you a PTOE.

While you wait for your certificate, your PTOE certification number is: **4508** You should receive your certificate 120 days. If you wish your name to appear on the certificate any differently from how it is shown here, please contact Ann O'Neill **immediately** at aoneill@tpcb.org or by fax at 202-785-0609.

Reece J. Rodrigue

Your initial certification fee covers a three-year period and will expire July 17, 2022.

At the end of the three-year period, your certification may be renewed without examination if you demonstrate that you have met the continuing professional development and education activities required. The specific components of the required continuing professional development are described in the enclosed attachment. Begin earning and keeping track of your professional development units so that when it is time to renew, the necessary 45 PDH's will be easily accessible. As of January 1, 2018, TPCB phased in a policy in which 20 percent of certificant renewals will be randomly selected for audit and the certificant will be required to provide documentation (certificates of completion, course syllabus, meeting agenda/registration, etc.) to demonstrate fulfillment of continuing education requirements. The professional record-keeping systems, available from ITE, provide a resource to record the dates of completion of continuing education and maintain the necessary supporting documentation.
www.ite.org/pdrks/default.asp

Let me again congratulate you on obtaining this certification. We hope that you will display it with justified pride and carry out your professional activities in a manner to bring added luster to the title and practice of Professional Traffic Operations Engineer®.

The TPCB continues its efforts to grow and enhance the value of the PTOE and its other certifications. In 2019 the TPCB website was redesigned and a new certification–the Road Safety Professional–was launched. Going forward the TPCB is committed to expanding the awareness of its certification programs, encouraging jurisdictions to give preference to certificants and growing the number of certified professionals. The TPCB distributes a quarterly newsletter and highlights the value of its certification programs through the tpcb.org website. If you would like to contribute to the newsletter or website, please send any items of interest to: certification@tpcb.org.

Should you have questions now or in the future, please do not hesitate to contact me or the staff at the address below.

Sincerely,

Diane W. Morabito

Diane W. Morabito, P.E., PTOE
Chair, Transportation Professional Certification Board Inc.

Attachments

Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 600 • Washington, DC 20006 USA • Tel: 202-785-0060 • Fax: 202-785-0609 • www.tpcb.org

Kristen Alice Gahagan
Buchart Horn, Inc.
728 Hesper Ave
Metairie, LA USA 70005

It is my pleasure to inform you that you have passed the written examination and are certified as a *Professional Traffic Operations Engineer*® (PTOE). As a PTOE you will be recognized as one of a specialized group of traffic operations engineers with the set of skills and expertise needed to successfully solve and implement traffic solutions and create better communities.

The Certification Board previously determined you met all other requirements for certification. If there is no balance due on the attached invoice you may now use the title Professional Traffic Operations Engineer® and/or the initials PTOE in the conduct of your professional practice. If payment is outstanding, you must pay the balance due and only then are you a PTOE.

While you wait for your certificate, your PTOE certification number is: **4863** You should receive your certificate 120 days. If you wish your name to appear on the certificate any differently from how it is shown here, please contact Ann O'Neill **immediately** at certification@tpcb.org or by fax at 202-785-0609.

Kristen Alice Gahagan

Your initial certification fee covers a three-year period and will expire March 26, 2023.

At the end of the three-year period, your certification may be renewed without examination if you demonstrate that you have met the continuing professional development and education activities required. The specific components of the required continuing professional development are described in the enclosed attachment. Begin earning and keeping track of your professional development units so that when it is time to renew, the necessary 45 PDH's will be easily accessible. As of January 1, 2018, TPCB phased in a policy in which 20 percent of certificant renewals will be randomly selected for audit and the certificant will be required to provide documentation (certificates of completion, course syllabus, meeting agenda/registration, etc.) to demonstrate fulfillment of continuing education requirements. The professional record-keeping systems, available from ITE, provide a resource to record the dates of completion of continuing education and maintain the necessary supporting documentation. www.ite.org/pdrks/default.asp

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Should you have questions now or in the future, please do not hesitate to contact me or the staff at the address below.

Sincerely,

Diane W. Morabito

Diane W. Morabito, P.E., PTOE
Chair, Transportation Professional Certification Board Inc.

Attachments

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

22. Sub-consultant information:

Firm Name (as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
Vectura Consulting Services, LLC	8000 Innovation Park Drive, Baton Rouge, LA 70820	Brin Ferlito, bferlito@vecturacs.com	225-223-6685

23. Location:

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