



Statement of Qualifications | Contract Nos. 4400035409

IDIQ Contract for Guardrail Safety Upgrades Statewide

SUBMITTED BY:

Hardesty & Hanover, LLC

3850 N. Causeway Blvd, Suite 1625

Metairie, LA 70002

T: 504.962.9212

SUB-CONSULTANTS:

Chustz Surveying, Inc.

July 2026



3850 N. Causeway Boulevard
Suite 1625
Metairie, LA 70002
T: 504.962.9212
www.hardestyhanover.com

Louisiana Department of Transportation and Development

July 21, 2026

Consultant Contracts Services

Re: Contract No. 4400035409 IDIQ Contract for Guardrail Safety Upgrades Statewide

Dear Selection Committee Members:

Hardesty & Hanover (H&H) is submitting our qualifications for Contract No. 4400035409 to support DOTD's statewide Guardrail Safety Upgrades contract. Our team offers specialized highway safety experience, roadway design expertise, and DOTD knowledge needed to efficiently evaluate existing roadside hardware, develop prioritized improvement programs, prepare MASH-compliant design documents, and support projects from planning through construction. For more than 139 years, H&H has delivered innovative engineering solutions for complex transportation infrastructure. H&H has the full capability, availability, and extensive engineering experience to perform all contract services required. We have identified a large pool of qualified engineers that will meet project schedule and achieve the goals of each Task Order assigned under this IDIQ. Our team understands that each Task Order will require thoughtful evaluation of existing conditions, prioritization of improvements based on risk, and development of practical, cost-effective solutions that meet current DOTD standards while maintaining project schedules. H&H can begin work immediately upon contract award with a team specifically assembled for statewide guardrail improvement projects. Our extensive experience will aid in maintaining safe, reliable, and sustainable infrastructure for our fellow Louisiana residents and stakeholders.

Proven Leadership with Extensive Experience: Our leadership team is well known to DOTD, with a long history of successfully delivering DOTD projects. I, Bobby Naghavi, PE, PH, PhD, will serve as Project Manager. I have over 40 years of experience working on complex engineering projects, 25 years of which were spent at DOTD. **Our proposed engineers combine decades of DOTD roadway design experience with specialized expertise in highway safety hardware, allowing us to efficiently develop consistent, constructible solutions across multiple concurrent Task Orders.** Corey Bourgeois, PE, will serve as our in-house Project Engineer. He spent eight years in the Highway Safety unit within the LADOTD Bridge Design section which was responsible for managing the design and standard plans of guardrail, median barriers, temporary barriers, and bridge rail statewide. **During his time with the Highway Safety unit, Mr. Bourgeois designed and reviewed hundreds of guardrail designs which included new guardrail, updating of existing rail, median barriers, and retrofits.** His firsthand knowledge of DOTD standards, MASH implementation, and statewide guardrail applications allows our team to efficiently develop retrofit solutions that align with current DOTD design practices while minimizing review comments and redesign.

Subconsultants: The H&H Team includes subconsultant Chustz Surveying, Inc. (Chustz) providing surveying services. Chustz complements our team with experienced Louisiana surveying professionals, allowing H&H to provide seamless survey and design coordination when topographic surveys are required under individual Task Orders.

DOTD Experience: Our team brings comprehensive experience using DOTD standards and specifications with multiple team members who spent more than 25 years at DOTD and many others who have delivered prior DOTD projects. Our thorough familiarity with DOTD procedures and design standards enables us to work accurately and efficiently. Together, we bring proven engineering services; successful delivery of similar, concurrent projects on time and on budget; resources that exceed the MPR requirements; and a roster of qualified professionals in all disciplines with availability to begin work immediately. H&H appreciates the opportunity to work with DOTD on this IDIQ contract. Please do not hesitate to contact us if additional information on our extensive qualifications is needed.

Sincerely,

A handwritten signature in black ink that reads 'Babak Naghavi'.

Babak "Bobby" Naghavi, PE, PH, PhD
Project Manager and Point of Contact
504.605.7940 | bnaghavi@hardestyhanover.com

DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

(Revised August 11, 2025)

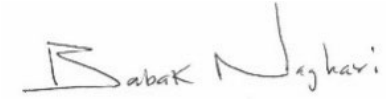
Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number.

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

1. Contract Name as shown in the advertisement	IDIQ Contract for Guardrail Safety Upgrades Statewide
2. Contract Number(s) as shown in the advertisement	4400035409
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	Hardesty & Hanover, LLC
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	E.F. 0005124
6. Prime consultant mailing address	3850 N. Causeway Blvd. Ste. 1625 Metairie, LA 70002
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	3850 N. Causeway Blvd. Ste. 1625 Metairie, LA 70002
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Babak "Bobby" Naghavi, PE, PH, PhD, Regional Manager 504.605.7940 bnaghavi@hardestyhanover.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Babak "Bobby" Naghavi, PE, PH, PhD, Regional Manager 504.605.7940 bnaghavi@hardestyhanover.com

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

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 above shall be the same person listed in Section 9:

July 21, 2026

Date:

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

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):

No DBE goal has been set for this contract

Firm(s)' %:

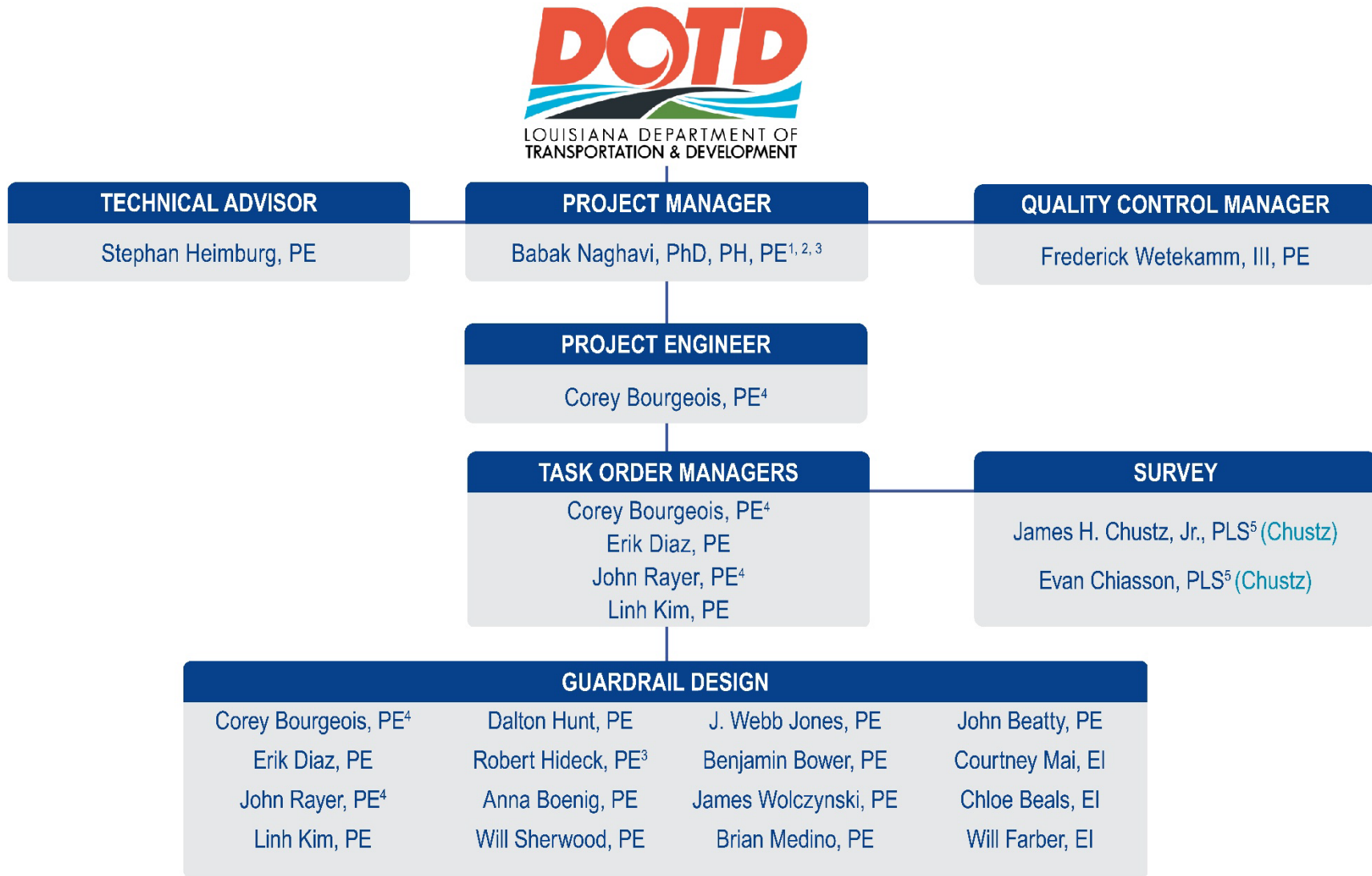
12. Discipline Table:

Discipline(s)	% of Overall Contract	Hardesty & Hanover, LLC	Chustz Surveying, L.L.C.	Each Discipline must total to 100%
Road	95%	100%		100%
Survey	5%		100%	100%
	Identify the percentage of work for the <u>overall contract</u> to be performed by the prime consultant and each sub-consultant.			
Percent of Contract	100%	95%	5%	

13. Team Size:

Firm name	DOTD Job Classification	Number of personnel <u>committed to this</u> contract	Total number of personnel available in this DOTD Job Classification (if needed)
Hardesty & Hanover, LLC 	Principal	1	3
	Supervisor - Eng	3	6
	Engineer	4	8
	Engineer - Other	8	16
	Engineer Intern	3	6
	Administrative	1	2
Chustz Surveying, L.L.C. 	Principal	1	2
	Surveyor	2	4
	Supervisor - Other	3	5
	Party Chief	2	8
	Instrument Man	2	8
	Rodman	2	12
	CADD Technician	1	5
	CADD Drafter	1	4

14. Organizational Chart:



LEGEND	
MPRs	1, 2, 3, 4, 5
Subconsultant	
Chustz	Chustz Surveying, L.L.C.

Unless otherwise noted, all staff shown are employees of H&H.

15. Minimum Personnel Requirements:

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Babak Naghavi, PE, PH, PhD	Hardesty & Hanover, LLC	PE #20745 – Civil Engineer, Environmental Engineer	LA	09/30/2026
2	Babak Naghavi, PE, PH, PhD	Hardesty & Hanover, LLC	PE #20745 – Civil Engineer, Environmental Engineer	LA	09/30/2026
3	Babak Naghavi, PE, PH, PhD	Hardesty & Hanover, LLC	PE #20745 – Civil Engineer, Environmental Engineer	LA	09/30/2026
3	Robert Hideck, PE	Hardesty & Hanover, LLC	PE #41953 – Civil Engineer	LA	03/31/2028
4	Corey Bourgeois, PE	Hardesty & Hanover, LLC	PE #42362 – Civil Engineer	LA	09/30/2026
4	John Rayer, PE	Hardesty & Hanover, LLC	PE #47089 – Civil Engineer	LA	03/31/2027
5	James H. Chustz, Jr. PLS	Chustz Surveying, LLC	PLS #4657	LA	03/31/2028
5	Evan Chiasson, PLS	Chustz Surveying, LLC	PLS #5139	LA	03/31/2028

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name Babak Naghavi, PE, PH, PhD		Years of relevant experience with this employer 9	
	Title Regional Manager		Years of relevant experience with other employer(s) 35	
	Degree(s) / Years / Specialization		Ph.D. / 1993 / Civil Engineering M.S. / 1982 / Civil Engineering B.S. / 1979 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 20745 / LA / 9/30/2026 Professional Hydrologist: 95-H-1121 Certifications: Maintenance and Rehabilitation of Historic Bridges (LADOTD); NEPA Transportation Decision Making Workshop; Work Zone Traffic Control Supervisor/Flagger	
Year registered	1983	Discipline	Civil & Environmental Engineering	
Contract role(s) / brief description of responsibilities			Project Manager – Meets MPR 1, 2, & 3	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/19 – Present	H.004396 Lapalco Blvd over Harvey Canal & Roadway Approaches, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Project Manager for the widening of the existing four-lane Lapalco Blvd to provide a facility carrying three lanes of traffic in each direction and the design of the new three-lane double bascule movable bridge crossing of Harvey Canal. All roadway approaches and intersections in the vicinity of the bridge (eastbound and westbound) will be redesigned. Lapalco Blvd in the vicinity of the bridge is classified as an urban arterial roadway and serves as a significant transportation and evacuation route. The existing bridge will be modified to carry a pedestrian and bicycle path. The project is being designed to LADOTD Standards and Specifications for Roads and Bridges, the Louisiana DOTD Bridge Design Manuals and AASHTO, The Manual for Bridge Evaluations, and reviewed by LADOTD. The scope of work includes modifications to the existing median barrier system, design of new guardrail installations and roadside safety features , thorough inspection of the existing bridge, survey, and geotechnical engineering as well as updating the existing Environmental Assessment. Design services include development of Bridge Design Report; roadway design and lighting; utility coordination; structural design of foundation and approach spans; the structural, mechanical and electrical design of the bascule portion; as well as permitting. Bobby oversaw project layout and coordination of the roadway plans to properly follow LADOTD Guidelines and to align the new bridge location and roadway locations. He also oversaw the sequencing of the roadway with the bridge for connecting traffic to new and existing bridges during construction.			
01/20 – Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Project Manager for the rehabilitation of the Almonaster Ave approach roadways and partial replacement of the associated Strauss-heel trunnion Bridge. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design . The existing approach roadways were rehabilitated to meet current DOTD and AASHTO requirements, including geometric, drainage, and pavement improvements along the corridor. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. H&H's 2019 assessment of the circa-1920 bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. The road design services included a new alignment for the connecting road including all drainage structures. The sharp curve that existed on westbound Almonaster Ave was demolished and a new road was constructed on an improved alignment.			

11/24 – Present	SR 33 Roadway Replacement, Franklin County, MS – Mississippi DOT Project Manager for the Phase A Final Right-of-Way Plans for roadway design and roadway hydraulic design for four bridge replacements along SR 33 (Bridge Nos. 31.9, 34.6, 34.9, and 35.3). The project scope includes roadway realignment, roadway hydraulic design, preliminary right-of-way design, and final right-of-way design. H&H is providing the realignment of the roadway to run parallel to the existing and redesigning of one intersection at the end of the project. H&H developed a hydraulic study and report to resize the existing pipes, if necessary, and to verify sizing for a reinforced box culvert. A set of preliminary right-of-way plans were created following MDOT guidelines and using the approved alignment from MDOT. Final right-of-way plans will be delivered after hydraulic design and roadway design have been finalized and a plan set has been created.
11/21 – 10/23	H.014363.5 Sidewalk Improvements to Conform to ADA Guidelines, Slidell, LA – LADOTD Project Manager for design services including preliminary and final plans, and project proposal for LADOTD Sidewalk Improvements to Conform to ADA Guidelines. The project begins at the intersection of LA 1091 (Robert Blvd) with US 190 (Gause Blvd) in the city limits of Slidell, LA, then continues North along LA 1091 for 2.0+/- miles to a location 175 ft. north of the intersection of LA 1091 with Country Club Blvd. The survey will extend along all major side roads 50 ft. from the PT of the curbing in each direction. The project includes providing various design services including preliminary plans, final plans, construction engineering, project proposal plans, and inspection for LADOTD Sidewalk Improvements to Conform to ADA Guidelines.
09/22 – Present	I-10 & I-12 College Dr Flyover Ramp Design- Build, Baton Rouge, LA - LADOTD Project Quality Manager overseeing design and construction quality control/quality assurance for this flyover ramp design-build project which is located at the I-10 West exit to College Dr, in advance of the I-10 & I-12 West merge. H&H serves as Design-Builder's Construction Quality Control Firm (CQCF) and oversees all Design Quality Control and Construction Quality Control activities for the project. Responsibilities include the development and implementation of Comprehensive Quality Plan to ensure the design and construction conforms to all specified requirements. H&H will also develop, maintain, and update Contractor Quality Management Plan and provide all necessary qualified Inspectors, material sampling, testing, independent testing labs to ensure contractors and off-site fabrication facilities meet project specifications.
03/18 – 04/21	SR 609 Bascule Bridge over Old Fort Bayou Rehabilitation, Ocean Springs, MS – Mississippi DOT Project Manager responsible for full rehabilitation of SR 609 bascule bridge as a task-order to the IDIQ Master Bridge Contract which includes developing standard and special bridge services statewide for MDOT. Scope of work includes inspection and rehabilitation of structural, mechanical, and electrical bridge components, roadway approaches and development of maintenance and repair plans. All designs are in accordance with AASHTO, FHWA and MDOT guidelines and specifications. Additionally, H&H provided construction phase services for the project.
05/13 – 02/17	Glen Oaks Dr (Plank Rd to McClelland Dr) – Baton Rouge DPW Project Manager for the \$10M engineering design for the construction of a three-lane concrete curb and gutter roadway with sidewalks and subsurface drainage on Glen Oaks Dr from Plank Rd to McClelland Dr. Glen Oaks Dr was a one-mi. existing Urban Collector roadway. The project also included improvements to several intersections, topographic survey, subsurface drainage system and outfalls, and hydrologic and hydraulics analysis for the outfalls.
01/09 – 08/10	USACE Contract. W912P8-07-D-0055: Causeway Blvd Overpass Complex - USACE Project Manager for this project that involved the design of north and south roadway approaches for the overpass structures at Causeway Blvd located at Jefferson Parish, LA. The scope of work included precast concrete piles; cast-in-place pile bent caps and concrete decks; approach slabs; and a storm-water drainage pumping station. This project was designed to LADOTD specifications.
06/12 – 12/15	SP No. 737-99-1024 Safe Routes to Schools, Statewide, LA – LADOTD Project Manager providing design and construction engineering and inspection services for projects involving sidewalks and drainage modifications, curb extensions, signing, and striping. Work included sidewalk, signage, and marking improvements in the vicinity of school areas including one school in New Iberia, LA; two schools in DeRidder, LA; three schools in Orleans Parish, LA; one school in Mandeville, LA; and one school in Hammond, LA.
02/81 – 07/87	Road Design Section, Hydraulics Unit – LADOTD Senior Hydraulics Engineer responsible for the review and design of the numerous roadway and drainage projects including the drainage design of roadway and bridge structures, scour analysis of bridges, and stabilization of stream banks and shorelines. Also developed the Hydraulic Design Manual and all the hydraulics and hydrologic computer programs that were used by the LADOTD, other government agencies, and the consultant community to design the hydrologic and hydraulic structures.

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name	Frederick Wetekamm, III, PE	Years of relevant experience with this employer	7
	Title	Senior Project Engineer	Years of relevant experience with other employer(s)	29
	Degree(s) / Years / Specialization		M.E. / 2018 / Construction Management B.S. / 1984 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 25369 / LA / 3/31/2028 Certifications: Maintenance and Rehabilitation of Historic Bridges (LADOTD); ATSSA Traffic Control Supervisor and Flagger; FHWA NHI #139005, Driven Pile Foundations – Construction Monitoring	
Year registered	1993	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Quality Control Manager	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/20 – Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Constructability Review Engineer for the rehabilitation of the Almonaster Avenue approach roadways and partial replacement of the associated Strauss-heel trunnion Bridge. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed that improvements to the electrical and mechanical systems, superstructure, and the connecting roads were required to return this bridge to its full operating capability. The road design services included a new alignment for the connecting road including all drainage structures. H&H also developed a hydraulic study and a site plan that included several retention ponds for drainage improvements. Other services included environmental, geotechnical, and pavement design. Coordinated with Entergy New Orleans for ROW use for the new connector roads, US Army Corps of Engineers for reconstruction of the existing roadway over the floodwall, and CSX railroad for implementing a schedule for track time during the construction phase.			
01/19 – Present	H.004396 Lapalco Blvd over Harvey Canal & Roadway Approaches, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Constructability Review Engineer for the widening of the existing four-lane Lapalco Blvd to provide a facility carrying three lanes of traffic in each direction and the design of the new three-lane double bascule movable bridge crossing of Harvey Canal. All roadway approaches and intersections in the vicinity of the bridge (eastbound and westbound) will be redesigned. Lapalco Blvd in the vicinity of the bridge is classified as an urban arterial roadway and serves as a significant transportation and evacuation route. The existing bridge will be modified to carry a pedestrian and bicycle path. The project is being designed to LADOTD Standards and Specifications for Roads and Bridges, the Louisiana DOTD Bridge Design Manuals and AASHTO, The Manual for Bridge Evaluations, and reviewed by LADOTD. The scope of work includes modifications to the existing median barrier system, design of new guardrail installations and roadside safety features, thorough inspection of the existing bridge, survey, and geotechnical engineering as well as updating the existing Environmental Assessment. Design services include development of Bridge Design Report; roadway design and lighting; utility coordination; load rating for the existing and new structures; structural design of foundation and approach spans; the structural, mechanical and electrical design of the bascule portion; as well as permitting. H&H assisted in project layout and plan coordination of the roadway to properly follow LADOTD Guidelines and to align the new bridge location and roadway locations. H&H also assisted in the sequencing of the roadway with the bridge for connecting traffic to new and existing bridges during construction.			

08/18 – 08/21	Lake Pontchartrain Causeway Safety Bay Improvements (CE&I), Jefferson and St. Tammany, LA – GNOEC Project Engineer responsible for providing construction engineering and inspection services required during the safety bay improvement project for fabrication of pre-stressed piles and girders, caps and decks as well as all other construction activities including field monitoring, documentation, preparation of daily reports, participation in construction progress meetings, construction close-out and testing and acceptance of construction materials.
09/22 – Present	I-10 & I-12 College Dr Flyover Ramp Design- Build, Baton Rouge, LA – LADOTD Construction Quality Control Manager for design and construction quality control/quality assurance for this road and bridge design-build project which is located at the I-10 West exit to College Drive, in advance of the I-10 & I-12 West merge. H&H serves as Design-Builder's Construction Quality Control Firm (CQCF) and oversees all Design Quality Control and Construction Quality Control activities for the project. Responsibilities include the development and implementation of Comprehensive Quality Plan to ensure the design and construction conforms to all specified requirements. H&H will develop, maintain, and update Contractor Quality Management Plan and provide qualified Inspectors, material sampling, testing, independent testing labs to ensure contractors and off-site fabrication facilities meet project specifications and testing and acceptance of construction materials.
02/23 – Present	H.015028.6 Bayou Barataria Movable Bridge Replacement (CE&I), Phase 1, LA 302, Jefferson Parish, LA - LADOTD Project Engineer responsible for managing construction contract administration and construction engineering and inspection services for the Bayou Barataria Movable Bridge Replacement. This project consists of construction of the movable swing span bridge, operator's house, associated substructure elements, and pier protection system along relocated LA 302 in Jefferson Parish. Phase 2 consists of construction of new roadway alignment for LA45 to tie into LA 302 in Jefferson Parish. Assisted in coordination of utility location and relocations for Entergy, Cox, Jefferson Parish Water Dept. and Alpine Exploration (LNG lines).
07/07 – 08/18	S.P. No. 742-36-0117 Fleur De Lis Drive Reconstruction Phase II – Veterans Blvd to 30th Street, Orleans Parish, LA – LADOTD Project Engineer in responsible charge providing construction engineering inspection services for the Fleur De Lis Roadway Rehabilitation Projects Phases 1, 2, and 3 Program which were complete reconstruction of the roadway and drainage. Coordinated utility conflict resolutions with Entergy, Entergy Gas, and Sewerage and Water Board.
07/07 – 11/10	South Louisiana Submerged Roads Program, Orleans Parish, LA – LADOTD Project Engineer in responsible charge providing construction engineering and inspection services for the South Louisiana Submerged Roads Program which provided repairs and resurfacing of 56 roads in Orleans, Jefferson, and St Bernard Parishes that were damaged from Hurricane Katrina. The project was funded by FHWA's Emergency Relief Program. Responsibilities included testing and acceptance of construction materials. Provided diligent oversight on the program and closely monitoring activities; coordinated revised construction method with the Construction Program Manager to save over \$10 million for additional roadways to be added to the programs.
11/15 – 03/18	S.P. No. 006196 Wisner Bridge Replacement, Orleans Parish, LA – LADOTD Project Engineer in responsible charge for contract administration, supervision of the Project Engineer, and LADOTD Certified Inspectors for construction inspection. This project scope was to replace the 1955 bridge over I-610 and Norfolk Southern Railroad with a new structure. The 1,500-ft-long new bridge consists of prestressed concrete pilings, with a combination of precast prestressed concrete girder spans and steel girder spans over I-610. Coordinated with Norfolk Southern for track time during construction for setting girders and bridge concrete work over the track. Worked with the Designer/Engineer of Record, City of New Orleans, and the LADOTD Program Manager from the inception of the project to provide the most effective design to meet the current needs of the public utilizing the current LADOTD BDEM and LSSRB. The bridge provides a dedicated protected bike lane.
01/07 – 12/17	Area Engineer, LADOTD, District 02, LA – LADOTD Project Coordinator in responsible charge providing for direct oversight on all construction projects including five bridge replacement projects, six roadway restoration projects, the federally funded Submerged Roads Program (55 streets, \$118 million), the federally funded Paths to Progress Program (69 streets, \$90 million), the Regional Transportation Management Center (\$13.9 million), and several Corps of Engineers flood protection projects on the state ROW. As the Department Coordinator, provided technical oversight, interpretation, and review on department standards, policies, testing and inspection procedures, funding expenditures, and documentation; and constantly monitored the quality control methods of contractors, quality assurance expectations of consultants, traffic control plans, project schedules (bar chart and CPM), change orders, and pay requests to confirm compliance with the contract requirements. Provided diligent oversight on the program and closely monitoring activities; coordinated revised construction method with the Construction Program Manager to save over \$10 million for additional roadways to be added to the programs. Provided necessary coordination with utilities and railroads for projects.

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	Stephan Heimborg, PE	Years of relevant experience with this employer
	Title	Chief Engineer	Years of relevant experience with other employer(s)
	Degree(s) / Years / Specialization		B.S. / 1984 / Civil Engineering
	Active registration number / state / expiration date		Professional Engineer: 41934 / FL / 2/28/2027
Year registered	1989	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities			Technical Advisor
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/24 – Present	H.004396 Lapalco Blvd over Harvey Canal & Roadway Approaches, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Roadway Engineer/Roadway QC for the widening of the existing four-lane Lapalco Blvd to provide a facility carrying three lanes of traffic in each direction and the design of the new three-lane double bascule movable bridge crossing of Harvey Canal. The new bridge is constructed as an independent structure adjacent and north of the existing bridge with a new operator house. All roadway approaches and intersections in the vicinity of the bridge (eastbound and westbound) will be redesigned. Lapalco Blvd in the vicinity of the bridge is classified as an urban arterial roadway and serves as a significant transportation and evacuation route. The existing bridge will be modified to carry a pedestrian and bicycle path. The project is being designed to LADOTD Standards and Specifications for Roads and Bridges, the Louisiana DOTD Bridge Design Manuals and AASHTO, The Manual for Bridge Evaluations, and reviewed by LADOTD. The scope of work includes thorough inspection of the existing bridge, survey, and geotechnical engineering as well as updating the existing Environmental Assessment. Design services include development of Bridge Design Report; roadway design and lighting; utility coordination; load rating for the existing and new structures; structural design of foundation and approach spans; the structural, mechanical and electrical design of the bascule portion; as well as permitting. H&H assisted in project layout and plan coordination of the roadway to properly follow LADOTD Guidelines and to align the new bridge location and roadway locations. H&H also assisted in the sequencing of the roadway with the bridge for connecting traffic to new and existing bridges during construction. Additional work includes modifications to the existing median barrier system, design of new guardrail installations and roadside safety features, maintenance of traffic planning, and development of a comprehensive Traffic Control Plan.		
01/21 – 02/25	SR 826/Palmetto Expressway Capacity Improvement Design-Build, Miami-Dade County, FL – Florida DOT Project Manager responsible for project oversight. This project improves operations with an additional SB General purpose lane, auxiliary lanes, and improved shoulder widths, requiring major modifications to the NW 103rd St interchange. H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project. The project also includes revised access to the NB and SB express lanes, requiring a new toll site and improvements to the adjoining frontage road system. H&H is the lead designer, responsible for roadway, drainage, permitting, traffic control, tolling, and bridge design.		
01/25 – Present	Moving I-4 Forward (Segments A & B), Polk and Osceola Counties, FL – Corridors Program Office Technical Advisor for this project which includes 7.6 miles of widening along I-4 and construction of two new congestion-relief lanes from east of U.S. 27 to World Drive. Improvements include reconstruction of the CR 532 interchange to accommodate future rail and express improvements and reprofiling of the World Drive interchange to provide positive drainage for future rail-corridor barriers. H&H serves as Engineer of Record for temporary traffic control design, Segment A drainage, and the Accelerated Congested Relief Roadway Plans, delivering construction plans on an aggressive schedule. The work also incorporates approximately 32,600 linear feet of median guardrail through a combination of resetting existing guardrail and installing new guardrail to current standards for drop-off, crossover, and hazard protection. The lanes were completed in April 2025, eight months ahead of schedule.		

07/17 – 06/20	Orlando South Ultimate Interchange Improvements, Orlando, FL – Florida's Turnpike Enterprise Project Manager responsible for concept development, coordination, and project oversight of a complex interchange, including system and service movements. This project includes an evaluation of a complex interchange that provides both direct and indirect ramping between Orange Blossom Trail and the adjacent two limited access highways. Project goal included: construction of direct connection ramps between freeways, an ultimate 10-lane typical section of the turnpike, implementation of AET, consideration of express direct connections, and improvement of surface street operations with two new reliever interchanges. The recommended configuration included improvements to the systems interchange, modification to two adjoining interchanges, and new proposed service interchanges.
07/16 – 9/21	SR A1A North Bridge Replacement, Fort Pierce, FL – Florida DOT Roadway Technical Advisor/Roadway QC Manager for the planning and design of a new high-level fixed bridge carrying SR A1A and the East Coast Greenway over the Intracoastal Waterway, FEC Railroad, and Old Dixie Highway. Scope included staged construction to maintain traffic, elimination of at-grade rail crossing, design of new roadway alignments and access roads, and integration of an observation deck. H&H coordinated extensively with utilities, FEC Railroad, adjacent businesses, and permitting agencies. The project also included geotechnical, drainage, hydrogeology, lighting, signals, signage, and maintenance of traffic for both vehicular and marine users.
04/17 – Present	I-395 Segmental Bridges, Miami, FL – Florida DOT Roadway Technical Advisor/Roadway QC Manager for the design of the superstructure and performing the load ratings. H&H is designing seven new precast segmental bridges that are a part of the SR 836 / I-95 / I-395 corridor upgrade. This design-build project is being constructed by the Archer Western-De Moya Joint Venture. The overall construction value of the project is \$800 million, and the segmental bridges have a deck area of 700,000 square feet (approximately \$200 million). Construction is scheduled to be completed in late 2027.
08/16 – 06/18	I-75 SB Exit Design from S of Bypass Canal to EB/WB, Tampa, FL – Florida DOT Principal-in-Charge/Quality Control Officer responsible for project oversight of plans preparation and engineering documentation. This two-mi. roadway improvement project included the addition of a new auxiliary lane for southbound I-75 from south of the Bypass Canal to the southbound off-ramp and widening the I-75 southbound off-ramp from one to two lanes. A unique aspect of the design approach was the incorporation of this design into a long-term buildout of the interchange. This project was expedited for construction based on no right of way acquisition or impacts to Florida Gas Transmission lines.
11/20 – Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Roadway QC Manager for the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed that improvements to the electrical and mechanical systems, superstructure, and the connecting roads were required to return this bridge to its full operating capability. The road design services included a new alignment for the connecting road including all drainage structures. H&H also developed a hydraulic study and a site plan that included several retention ponds for drainage improvements. Other services included environmental, geotechnical, and pavement design.
06/21 – Present	Design of SR91 and SR528 Interchange MP 253 to S. of Sand Lake Rd (MP 257.25), Orange County, FL – Florida's Turnpike Enterprise Project Manager assisting with roadway analysis and plans development. H&H is prime consultant for this complex four-level interchange in a constrained environment. The project includes new direct systems ramps, braided ramps, a relocation of SR 528, and modifications to adjoining interchanges, including a Diverging Diamond interchange on the first level. As part of the design development, the design team worked closely with Turnpike traffic engineers to refine the design to include an additional southbound Collector Distributor Road to relocate weaving from the mainline, reconfiguration of a low-volume ramp to economize the design, and development of a three-project phasing plan to deliver incremental improvements as needed with packaging less than \$200 million. In addition to managing the design of the project, H&H is responsible for roadway, bridge, drainage signing and pavement markings, and toll design, which includes six new All Electronic Tolling Sites.

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name	Corey Bourgeois, PE	Years of relevant experience with this employer	3
	Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	10
	Degree(s) / Years / Specialization		B.S. / 2013 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 42362 / LA / 09/30/2026 Certifications: NHI 380032A Roadside Safety Design; NHI 130078 Fracture Critical Inspection Techniques for Steel Bridges; NHI 130092 Fundamentals of LRFR and Applications of LRFR For Bridge Superstructures; NHI 130081 Load and Resistance Factor Design (LRFD) For Highway Bridge Superstructures; NHI 130056 Safety Inspection of In-Service Bridges	
Year registered	2018	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Project Engineer/Task Order Manager/Guardrail Design Engineer – Meets MPR 4	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/13 – 1/22	LADOTD Bridge Design Section Roadside Safety Unit Staff Engineer with 9 years of roadside safety design experience while serving in the Louisiana DOTD Bridge Design Section Roadside Safety Unit, where he was responsible for the design and detailing of bridge rail systems, approach guardrails, guardrail-to-bridge rail transitions, and other crashworthy roadside safety features for protection of fixed objects such as sign posts, bridge columns, lighting, non-recoverable slopes, etc. He coordinated bridge and roadway safety elements to ensure compliance with AASHTO LRFD Bridge Design Specifications, the AASHTO Roadside Design Guide, and DOTD standards. His experience includes evaluating bridge-end safety performance, integrating roadside hardware with bridge structures, addressing clear zone and shielding requirements, and developing practical design solutions that enhance motorist safety while maintaining constructability. In addition, Corey reviewed and provided technical oversight for hundreds of guardrail design submittals from DOTD projects throughout Louisiana, ensuring consistency with state and federal safety standards, crashworthiness requirements, and best engineering practices. Corey also assisted in the development and update of LADOTD guardrail standard plans, helping to incorporate MASH crashworthiness requirements, FHWA guidance, and state design preferences.			
02/24-Present	SNBI Data Collection, Statewide, LA – LADOTD Bridge Maintenance Project Manager for bridge inventory planning and asset management, leading efforts to support LADOTD in the transition to the Specifications for the National Bridge Inventory (SNBI). His work has focused on developing implementation strategies, evaluating data requirements, and establishing processes for the collection of bridge inventory information across the major metro areas in Louisiana. Corey has coordinated with the Bridge Maintenance Section and local Districts to assess existing inventories, identify data gaps, prioritize collection efforts, and develop practical workflows to improve data quality and regulatory compliance. His experience includes managing large-scale bridge inventory programs, overseeing data validation and quality assurance efforts. He has planned and managed hundreds of site visits to obtain field measurements, verify existing inventory data, and collect bridge characteristics necessary to support SNBI coding and reporting requirements. His team has completed this SNBI data collection on over 300 bridges across Louisiana to date.			
11/23 – Present	H.004396 Lapalco Blvd Movable Bridge over Harvey Canal, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Project Manager for the pre-design inspection, planning, and design of a major transportation improvement project involving a new three-lane double bascule movable bridge crossing of the Harvey Canal and the widening of Lapalco Boulevard to provide three through lanes in each direction. The project includes construction of a new movable bridge and operator house adjacent to the existing structure, allowing traffic to be maintained while the replacement crossing is built. Corey is responsible for coordinating multidisciplinary engineering efforts, managing project development, and overseeing bridge inspection, structural design, roadway improvements, and stakeholder coordination. The project also includes rehabilitation of the existing four-			

	lane bascule bridge, which will be repurposed to carry three lanes of traffic and a dedicated pedestrian and bicycle facility. Additional work includes improvements to bridge and roadway approaches, modifications to the existing median barrier system, design of new guardrail installations and roadside safety features , maintenance of traffic planning, and development of a comprehensive Traffic Control Plan.
08/17 – 01/22	H.012071 US 51 Yellow Water River Bridge, Hammond, LA - LADOTD Project Manager for the replacement of this slab span bridge located on a heavily traveled section of US 51 in Hammond near Southeastern Louisiana University. Due to rapidly deteriorating bridge conditions, increasing maintenance concerns, and significant public and stakeholder interest, the project was advanced on an accelerated schedule that required close coordination among design staff, agency stakeholders, and local officials to expedite project delivery. Recognizing the importance of maintaining traffic flow along this critical corridor, Corey evaluated and developed multiple construction and traffic maintenance alternatives to minimize disruptions to motorists, businesses, and the university community. Working within right-of-way and site constraints, he led the development of a phased construction approach that allowed the bridge to remain operational during construction while facilitating a complete replacement of the structure. Special emphasis was placed on roadside safety throughout each phase of construction, including the design of temporary barrier systems, guardrail transitions, work zone traffic control measures, and shielding of construction hazards to provide a safe environment for both the traveling public and construction personnel.
04/16 – 05/19	H.012411 LA 1054 at Big Creek Bridge Replacement, Tangipahoa Parish, LA - LADOTD Project Manager for this emergency bridge replacement project following the March 2016 flooding in Tangipahoa Parish, Louisiana, which completely washed out a roadway approach and closed the crossing to traffic. Recognizing that the bridge was already a candidate for replacement, he helped advance a full bridge replacement in lieu of a temporary repair, providing a long-term solution. Corey coordinated with FEMA to secure emergency funding, managed project delivery efforts, performed all bridge design activities, and provided construction support through completion, helping expedite the project and return the route to service as quickly as possible.
05/21 – 12/22	H.014672 I-12: LA 1032 Overpass Repair, Denham Springs, LA - LADOTD Project Manager for this emergency bridge repair project on Interstate 12 after an over-height vehicle struck and severely damaged the LA 1032 overpass, destroying an exterior prestressed concrete girder. The damage required the immediate closure of the outside shoulder along a heavily traveled section of I-12 and prompted an expedited response to restore the bridge's structural integrity and ensure public safety. Working under accelerated timelines, Corey rapidly procured engineering services through an existing retainer contract and initiated task order development to advance the project without delay. He coordinated closely with LADOTD personnel, consultants, and other project stakeholders to establish project scope, review repair alternatives, and maintain schedule adherence throughout design and construction. Corey facilitated continuous communication among all parties, monitored project progress, and helped resolve issues quickly to keep the emergency repair effort on track. Particular attention was given to maintaining the safety of the traveling public during the shoulder closure and construction activities, including coordination of traffic control measures and roadside safety considerations within the constrained interstate work zone.
03/25 – Present	H.013818 Golden Meadow Vertical Lift Bridge Rehabilitation, Golden Meadow, LA - LADOTD Structural Engineer for the inspection and rehabilitation of a 200-foot-long steel vertical lift bridge, providing technical oversight and quality control throughout the project development process. The project began with a comprehensive in-depth inspection to evaluate the condition of the bridge's structural, mechanical, and electrical components. Based on the inspection findings, the project team developed a detailed rehabilitation program to address identified deficiencies, extend the service life of the structure, and maintain its operational reliability. Corey played a key role in reviewing inspection findings, evaluating rehabilitation alternatives, and overseeing quality control for the design and plan development efforts to ensure compliance with LADOTD requirements and project objectives.

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	Erik Diaz, PE	Years of relevant experience with this employer 7
	Title	Senior Civil Engineer	Years of relevant experience with other employer(s) 11
	Degree(s) / Years / Specialization		B.S. / 2008 / Civil Engineering
	Active registration number / state / expiration date		Professional Engineer: 37712 / LA / 09/30/2027 Certifications: NHI 130056 Safety Inspection of In-Service Bridges; Maintenance and Rehabilitation of Historic Bridges (LADOTD); NHI 130081 Load and Resistance Factor Design (LRFD) For Highway Bridge Superstructures; NHI 130078 Fracture Critical Inspection Techniques for Steel Bridges
Year registered		2013	Discipline Civil Engineering
Contract role(s) / brief description of responsibilities			Task Order Manager/Guardrail Design Engineer
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/20 – Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Project Manager for the rehabilitation of the Almonaster Avenue approach roadways and partial replacement of the associated Strauss-heel trunnion Bridge. Responsible for roadway plan development, including bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed that improvements to the electrical and mechanical systems, superstructure, and the connecting roads were required to return this bridge to its full operating capability.. H&H also developed a hydraulic study and a site plan that included several retention ponds for drainage improvements.		
08/19 – Present	H.004396 Lapalco Blvd over Harvey Canal & Roadway Approaches, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Senior Project Engineer for the widening of Lapalco Boulevard from a four-lane facility to a six-lane facility carrying three lanes of traffic in each direction across the Harvey Canal, including pre-design inspection and design of the associated new three-lane double bascule movable bridge. The roadway widening extended along Lapalco Boulevard with corresponding improvements to the eastbound and westbound bridge and roadway approaches to provide continuous geometric, drainage, and pavement transitions through the corridor. A comprehensive Traffic Control Plan was developed to maintain traffic flow along Lapalco Boulevard throughout construction, minimizing impacts to the traveling public on this critical Westbank corridor. In support of the corridor widening, H&H designed a new three-lane double bascule movable bridge constructed as an independent structure immediately adjacent and north of the existing bridge, along with a new operator house. The existing four-lane bridge was rehabilitated to carry three lanes of traffic and a new pedestrian/bike lane, completing the six-lane cross-section across the canal and adding multimodal accommodations to the corridor. All roadway approaches and intersections in the vicinity of the bridge (eastbound and westbound) will be redesigned. Lapalco Blvd in the vicinity of the bridge is classified as an urban arterial roadway and serves as a significant transportation and evacuation route. The project is being designed to LADOTD Standards and Specifications for Roads and Bridges, the Louisiana DOTD Bridge Design Manuals and AASHTO, The Manual for Bridge Evaluations, and reviewed by LADOTD. The scope of work includes modifications to the existing median barrier system, design of new guardrail installations and roadside safety features , thorough inspection of the existing bridge, survey, and geotechnical engineering as well as updating the existing Environmental Assessment. Design services include development of Bridge Design Report; roadway design and lighting; utility coordination; load rating for the existing and new structures; structural design of foundation and approach spans; the structural, mechanical and electrical design of the		

	bascule portion; as well as permitting. H&H assisted in project layout and plan coordination of the roadway to properly follow LADOTD Guidelines and to align the new bridge location and roadway locations. H&H also assisted in the sequencing of the roadway with the bridge for connecting traffic to new and existing bridges during construction.
02/22 – 02/25	SR826 Palmetto DB Design and Post, Miami-Dade County, FL – Florida DOT Project Engineer for this project which improves operations with an additional SB General purpose lane, auxiliary lanes, and improved shoulder widths, requiring major modifications to the NW 103rd St interchange. H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project. The project also includes revised access to the NB and SB express lanes, requiring a new toll site and improvements to the adjoining frontage road system. H&H is the lead designer, responsible for roadway, drainage, permitting, traffic control, tolling, and bridge design. The design requirement was to keep the existing bridge and roadways open to traffic while widening construction was being performed.
04/25 - Present	H.013818 Vertical Lift Bridge Rehabilitation/Replacement, Golden Meadow, LA - LADOTD Project Manager for the rehabilitation of the LA 308 Bayou Lafourche-Golden Meadow vertical lift bridge. H&H is providing final plans, technical special provisions, and construction cost estimates. The roadway scope includes development of a Level 2 Traffic Management Plan in accordance with EDSM VI.1.1.8, addressing temporary traffic control for lane closures, detour routing along State Routes LA 1 and LA 308 during bridge closures, evacuation strategies, and coordination with Lafourche Parish, with relevant DOTD Temporary Traffic Control Standard Details incorporated into the final plans. Roadway approach work includes geometric layout for a reconfigured operator parking lot with two new asphalt parking spaces, sidewalk extensions connecting the bridge to the parking area, attenuators for bridge rails, and new striping, pavement markings, and stop lines coordinated with new warning signals, along with sheet pile walls to stabilize the bulkhead and concrete bollards for impact protection. The project also includes replacement of the approach spans with new 5-foot sidewalks, curbs, and new pile-supported concrete platforms combining traffic gates, generator, and movable barriers.
12/16 – 11/18	Widening of I-12 Bridges in Livingston Parish, Livingston Parish, LA - LADOTD Project Engineer for this project located on the heavily traveled I-12 in Livingston Parish, LA. Existing bridge traffic was required to be maintained during construction. The project included the widening of approach roadways, slab span bridges, PPC girder span bridges, and pile bent substructures. He developed plans for roadway widening and safety improvements. The project included development of the guardrail layout and geometric design table for the bridge ends, and coordination of the new widened roadway alignment, approach slab replacement, and drainage design.
02/22 – 08/24	CapEx Central South, Austin, TX – TxDOT Design Engineer for this project to reconstruct a portion of IH35 between Holly Street and SH 71/Ben White Boulevard. The proposed improvements include reconstructing IH 35 mainlines and frontage roads, adding NB and SB non-tolled managed lanes, reconstructing ramps, improving frontage road, reconstructing intersections and bridges at Riverside, Woodland Ave, and Lady Bird Lake, and constructing a deck park at Woodland Ave.
06/22 – 08/23	SR-609 Movable Bascule Bridge Rehabilitation, IDIQ Master Bridge Design Contract, Ocean Springs, MS – Mississippi DOT Design Engineer/Inspector responsible for the design, plan review, and quality control for full rehabilitation of SR-609 bascule bridge as a task-order to the IDIQ Master Contract, which includes engineering assessment, structural and geotechnical design for bridges and retaining walls; hydraulic design for bridges; design for roadway, traffic signals plans, ITS, and roadway lighting; as well as design and constructability review services. All designs completed in accordance with AASHTO, FHWA, and MDOT guidelines and specifications.
11/21 – 01/23	H.014363.5 Sidewalk Improvements to Conform to ADA Guidelines, Slidell, LA – LADOTD QA/QC Lead for various design services including preliminary plans, final plans, construction engineering, project proposal plans, and inspection for LADOTD Sidewalk Improvements to Conform to ADA Guidelines. The project begins at the intersection of LA 1091 (Robert Blvd) with US 190 (Gause Blvd) in the city limits of Slidell, Louisiana, then continues North along LA 1091 for 2.0+/- miles to a location 175 ft. north of the intersection of LA 1091 with Country Club Blvd. The survey will extend along all major side roads 50 ft. from the PT of the curbing in each direction. The project includes providing various design services including preliminary plans, final plans, construction engineering, project proposal plans, and inspection for LADOTD Sidewalk Improvements to Conform to ADA Guidelines.

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	John Rayer, PE	Years of relevant experience with this employer 2
	Title	Roadway Engineer	Years of relevant experience with other employer(s) 6
	Degree(s) / Years / Specialization		BS / Civil Engineering / 2018
Active registration number / state / expiration date		Professional Engineer: 47089 / LA / 03/31/2027 Certifications: NHI 380032A Roadside Safety Design	
Year registered	2022	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Task Order Manager/ Guardrail Design Engineer – 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 years of experience specified in the applicable MPR(s).		
10/24 – Present	H.004396 Lapalco Blvd over Harvey Canal & Roadway Approaches, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Roadway Engineer for the widening of the existing four-lane Lapalco Blvd to provide a facility carrying three lanes in each direction and the design of the new three-lane double bascule movable bridge crossing of Harvey Canal. The new bridge is constructed as an independent structure adjacent and north of the existing bridge with a new operator house. All roadway approaches and intersections in the vicinity of the bridge (eastbound and westbound) will be redesigned. Lapalco Blvd in the vicinity of the bridge is classified as an urban arterial roadway and serves as a significant transportation and evacuation route. The existing bridge will be modified to carry a pedestrian and bicycle path that includes new bridge rails and guardrails to protect pedestrians and bicyclists. The project is being designed to LADOTD Standards and Specifications for Roads and Bridges, the Louisiana DOTD Bridge Design Manuals and AASHTO, The Manual for Bridge Evaluations, and reviewed by LADOTD. The scope of work includes modifications to the existing median barrier system, design of new guardrail installations and roadside safety features, development of a Traffic Control Plan, thorough inspection of the existing bridge, survey, and geotechnical engineering as well as updating the existing Environmental Assessment. Design services include development of Bridge Design Report; roadway design and lighting; utility coordination; load rating for the existing and new structures; structural design of foundation and approach spans; the structural, mechanical and electrical design of the bascule portion; as well as permitting. H&H assisted in project layout and plan coordination of the roadway to properly follow LADOTD Guidelines and to align the new bridge location and roadway locations. H&H also assisted in the sequencing of the roadway with the bridge for connecting traffic to new and existing bridges during construction.		
10/24 – Present	H.014530 Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Roadway Engineer for the rehabilitation of the Almonaster Avenue approach roadways and partial replacement of the associated Strauss-heel trunnion Bridge. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and construction inspection services required for the partial replacement of the Almonaster Ave Bridge, a movable Strauss-heel trunnion bridge. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920 bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure.		
02/22 – 10/23	H.008220 LA 406: Roundabout at F Edward Hebert Blvd. Lead Roadway Designer and Plan Developer for this high-speed roundabout project in Plaquemines Parish, Louisiana. The roundabout is located at the intersection of LA 406, F Edward Hebert Blvd., and Keating Dr. John was responsible for the geometric design of the roundabout, drainage design, and sequencing of construction. John worked on the project through 95% Final Plans in 2023. The estimated project cost at the time was \$3,000,000 to \$4,000,000. This project is on schedule to bid in early 2025.		

11/24 – Present	SR 33 Roadway Replacement, Franklin County, MS – Mississippi DOT Roadway Engineer for the Phase A Final Right-of-Way Plans for roadway design and roadway hydraulic design for four bridge replacements along SR 33 (Bridge Nos. 31.9, 34.6, 34.9, and 35.3). The project scope includes roadway realignment, roadway hydraulic design, bridge replacement, guardrail replacement, preliminary right-of-way design, and final right-of-way design. H&H is providing the realignment of the roadway to run parallel to the existing and redesigning of one intersection at the end of the project. H&H developed a hydraulic study and report to resize the existing pipes, if necessary, and to verify sizing for a reinforced box culvert. A set of preliminary right-of-way plans were created following MDOT guidelines and using the approved alignment from MDOT. Final right-of-way plans will be delivered after hydraulic and roadway design have been finalized and a plan set is created.
04/24 – Present	H.009730.5 SNBI Data Collection, Statewide, LA - LADOTD Engineer responsible for retrieving, verifying, and entering the Specifications for the Nation Bridge Inventory (SNBI) data into InspectX for the bridges statewide for Louisiana Department of Transportation and Development (LADOTD). Tasks include review of pertinent documents such as rehabilitation plans, as-built plans, shop drawings, and inspection reports. These documents will be obtained from various LADOTD offices including General Files, Bridge Design Section, Bridge Maintenance Section, and District offices. Necessary information will be collected from the site when such information is unavailable from the plans.
01/21 – 12/23	H.012001 – LA 339: Canal & Creek Bridges, Various Locations, LA – LADOTD Roadway Engineer for this bridge replacement project. The goal of the project was to replace three existing bridges with new, reinforced concrete box culverts on LA 339. Guardrail was placed along the roadway to protect traffic from the box culverts. John developed the 60% final roadway plans and calculations as well as the cost estimates for each phase of the project. The estimated cost for this project at 60% Final Plans was approximately \$2,500,000. This project is scheduled to bid in 2025.
06/21 – 10/22	H.008358 – Black Bayou Bridge, Madisonville, LA – LADOTD Roadway Engineer for this bridge and guardrail replacement project in Madisonville, Louisiana along the Tchefuncte River on LA 1077. John's role for the project was to develop the alignment of the roadway and bridge, and the diversion roadway for construction. John also developed the cost of construction for the roadway aspects of the project. The construction cost of the project at bid was \$4,291,639.25.
01/21 – 11/22	H.010885 – LA 91: Bayou Plaquemine Brule BR Replacement, Acadia Parish, LA – LADOTD Roadway Engineer for this bridge replacement project in Acadia Parish, LA. The existing pontoon bridge was to be replaced with a new bridge that met vertical requirements for boat traffic. John's responsibilities as Roadway Designer including creating an alignment for the new bridge to reconnect to the existing roadways. The bridge and roadway needed to be lengthened and raised substantially more than was originally proposed to allow for adequate vertical clearance in the waterway, which resulted in the project being put on hold due to the added construction costs.
06/18 – 8/20	I-10 Widening through Baton Rouge, Baton Rouge, LA – LADOTD Roadway Designer for this project which consisted of developing alternatives and cost estimates for the expansion of I-10 through Baton Rouge, Louisiana from the I-10/I-12 split to LA 415. John's role for this project was to calculate the quantities and costs. After presenting alternatives and developing estimates, the final estimated cost, with contingencies, was approximately \$1 billion.
06/18 – 12/20	LA 336, Breaux Bridge, LA – LADOTD Roadway Designer for this restoration project located in downtown Breaux Bridge, Louisiana. The project consisted of the restoration of a historical lift span bridge. John's responsibilities on this project included developing calculations and drawings for the lift and bridge sections.
01/23 – 10/24	Emerald Forest Blvd. to LA 59 Expansion Study, Covington, LA – St. Tammany Parish Roadway Engineer for this project consisting of an alignment study for a new roadway to be proposed between US 190 and LA 59 in Covington, Louisiana. John's responsibilities on this project included developing three alternatives to present to St. Tammany Parish. Each alignment consisted of multiple roundabouts at intersections along the proposed roadways.
09/24 – Present	US 90 Bridge Replacement, Terrell County, TX – TxDOT Roadway QC Reviewer for the replacement of two US 90 bridges at Sanderson Canyon. One of the existing bridges is 322 ft. long, with eight spans of approximately 40 ft. each, and the new bridge will be 339 ft. long with three spans of 113 ft. each. The other existing bridge is 520 ft. long with 13 spans of approximately 40 ft. each and is over existing UPRR tracks; the new bridge will be 623 ft. long with four spans varying from 138 ft. to 150 ft. each. John's responsibilities include independent review of bridge plans prepared by the prime.

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	Linh Kim, PE	Years of relevant experience with this employer
	Title	Civil Engineer	Years of relevant experience with other employer(s)
	Degree(s) / Years / Specialization		B.S. / 2017 / Civil Engineering
	Active registration number / state / expiration date		Professional Engineer: 47527 / LA / 9/30/2027 Certifications: NHI 130081 Load and Resistance Factor Design (LRFD) For Highway Bridge Superstructures; ATSSA Traffic Control Supervisor and Flagger
Year registered	2023	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities			Task Order Manager/Guardrail Design Engineer
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/21 – Present	H.004396 Lapalco Blvd over Harvey Canal & Roadway Approaches, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Assistant Project Engineer for the widening of the existing four-lane Lapalco Blvd to provide a facility carrying three lanes of traffic in each direction and the design of the new three-lane double bascule movable bridge crossing of Harvey Canal. The new bridge is constructed as an independent structure adjacent and north of the existing bridge with a new operator house. All roadway approaches and intersections in the vicinity of the bridge (eastbound and westbound) will be redesigned. Lapalco Blvd in the vicinity of the bridge is classified as an urban arterial roadway and serves as a significant transportation and evacuation route. The existing bridge will be modified to carry a pedestrian and bicycle path. The project is being designed to LADOTD Standards and Specifications for Roads and Bridges, the Louisiana DOTD Bridge Design Manuals and AASHTO, The Manual for Bridge Evaluations, and reviewed by LADOTD. The scope of work includes modifications to the existing median barrier system, design of new guardrail installations and roadside safety features , development of a Traffic Control Plan. Design services include development of Bridge Design Report; roadway design and lighting; utility coordination; load rating for the existing and new structures; structural design of foundation and approach spans; the structural, mechanical and electrical design of the bascule portion; as well as permitting. H&H assisted in project layout and plan coordination of the roadway to properly follow LADOTD Guidelines and to align the new bridge location and roadway locations. H&H also assisted in the sequencing of the roadway with the bridge for connecting traffic to new and existing bridges during construction.		
04/22 – 02/25	SR826 Palmetto Design-Build Design and Post, Miami-Dade County, FL – Florida DOT Design Engineer for this bridge located in downtown Miami urban area. The bridge design requirement was to keep existing bridge and roadways open to traffic while widening construction was being performed. H&H performed design calculations for concrete superstructure and steel substructure elements for bridge widening and created details and plan sheets for superstructure and substructure elements for bridge widening. H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project.		
09/20 – Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Assistant Project Engineer for the rehabilitation of the Almonaster Avenue approach roadways and partial replacement of the associated Strauss-heel trunnion Bridge. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. H&H's 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed that improvements to the electrical and mechanical systems, superstructure, and the connecting roads were required to return this bridge to its full operating capability. The road design services included a new alignment for the		

	connecting road including all drainage structures. H&H also developed a hydraulic study and a site plan that included several retention ponds for drainage improvements.
09/19 – 11/19	H.002176.5: LA 10 Bridges (Burton's Lake, Bayou HaHa, Bayou TawPaw) – LADOTD Civil Designer created General Plans set for three different bridges after receiving information from Road Design and Hydraulics. Linh contributed to the preparation of 60% Preliminary Plans Set to be sent out Hydraulics, Property Survey, and Subgrade Soil Survey sections.
11/21 – 01/23	H.014363.5 Sidewalk Improvements to Conform to ADA Guidelines, Slidell, LA – LADOTD Civil Designer for various design services including preliminary plans, final plans, construction engineering, project proposal plans, and inspection for LADOTD Sidewalk Improvements to Conform to ADA Guidelines. The project begins at the intersection of LA 1091 (Robert Blvd) with US 190 (Gause Blvd) in the city limits of Slidell, Louisiana, then continues North along LA 1091 for 2.0+/- miles to a location 175 ft. north of the intersection of LA 1091 with Country Club Blvd. The survey will extend along all major side roads 50 ft. from the PT of the curbing in each direction. The project includes providing various design services including preliminary plans, final plans, construction engineering, project proposal plans, and inspection for LADOTD Sidewalk Improvements to Conform to ADA Guidelines.
09/22 – Present	I-10 & I-12 College Dr Flyover Ramp Design- Build, Baton Rouge, LA – LADOTD Civil Designer for design and construction quality control/quality assurance for this road and bridge design-build project which is located at the I-10 West exit to College Drive, in advance of the I-10 & I-12 West merge. H&H serves as Design-Builder's Construction Quality Control Firm (CQCF) and oversees all Design Quality Control and Construction Quality Control activities for the project. Responsibilities include the development and implementation of Comprehensive Quality Plan to ensure the design and construction conforms to all specified requirements. H&H will develop, maintain, and update Contractor Quality Management Plan and provide qualified Inspectors, material sampling, testing, independent testing labs to ensure contractors and off-site fabrication facilities meet project specifications.
07/20 – 12/22	SR-605 Movable Bascule Bridge over Industrial Waterway. Harrison County, MS – Mississippi DOTD Civil Designer assisting with the load rating calculations and analysis for full rehabilitation design of the SR-605 bascule bridge as a task-order to the IDIQ Master Bridge Contract. The scope includes engineering assessment; mechanical, electrical, and structural designs; and preparation of Traffic Control Plans. All designs will be completed in accordance with AASHTO, FHWA and MDOT guidelines and specifications.
08/20 – Present	H.001498.6; LA 24 and LA 16 Company Canal Vertical Lift Bridge, Bourge, LA – LADOTD Assistant Project Engineer delivering construction engineering and inspection services for a new vertical lift bridge and operator's house. Services include daily monitoring of all construction activities; maintaining all construction field records; coordinating with DOTD, contractor, parish government, and utilities; performing field testing; maintaining records of contractual operations, pay estimates and progress reports; preparing final estimate packages; conducting construction progress meetings; and construction close-out, etc.
09/19-11/19	H.002176.5: LA 10 Bridges (Burton's Lake, Bayou Haha, Bayou Tawpaw), Various Locations, LA - LADOTD Civil Designer created general plan sets for three different bridges after receiving information from Road Design and Hydraulics Sections. Prepared 60% preliminary plans set to be sent out Hydraulics, Property Survey, and Subgrade Soil Survey sections.
01/19 – 04/19	H.009498.5: LA 121: Calcasieu River Bridge, Lake Charles, LA – LADOTD Civil Designer designed and detailed an LG-36 (I-Beam) Concrete Prestressed Girder Bridge using continuous deck spans on a horizontal curve with a 5% slope. The continuous deck spans were 240-ft.-long using four 60-ft.-long deck spans with a bridge width of 42.5 ft. The superstructure and girders were designed using Bentley's Conspan software and DOTD's Bridge Design Evaluation Manual. The substructure consists of pile bents that were designed using STAAD Modeling software and Excel.
09/19 – 11/19	H.009482.5: LA 113: Jim Burney Branch Bridge – LADOTD Civil Designer contributing to the preparation of 60% final plans review and submittal. Linh completed revisions for initial design due to comments from the district and Project Engineer reviewer. He completed a bridge rating using AASHTOWare Bridge Rating software and STAAD Analysis.

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	Dalton Hunt, PE	Years of relevant experience with this employer 4
	Title	Civil Designer	Years of relevant experience with other employer(s) 0
	Degree(s) / Years / Specialization		B.S. / 2021 / Civil Engineering
Active registration number / state / expiration date		Professional Engineer: 51514 / LA / 9/30/2026 Certifications: ATSSA Traffic Control Supervisor and Flagger	
Year registered	2026	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Guardrail Design Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/22 – Present	H.004396 Lapalco Blvd over Harvey Canal & Roadway Approaches, Jefferson Parish, Louisiana – Jefferson Parish DPW/LADOTD Civil Designer for the widening of Lapalco Boulevard from a four-lane facility to a six-lane facility carrying three lanes of traffic in each direction across the Harvey Canal, including pre-design inspection and design of the associated new three-lane double bascule movable bridge. The roadway widening extended along Lapalco Boulevard with corresponding improvements to the eastbound and westbound bridge and roadway approaches to provide continuous geometric, drainage, and pavement transitions through the corridor. A comprehensive Traffic Control Plan was developed to maintain traffic flow along Lapalco Boulevard throughout construction, minimizing impacts to the traveling public on this critical Westbank corridor. In support of the corridor widening, H&H designed a new three-lane double bascule movable bridge constructed as an independent structure immediately adjacent and north of the existing bridge, along with a new operator house. The existing four-lane bridge was rehabilitated to carry three lanes of traffic and a new pedestrian/bike lane, completing the six-lane cross-section across the canal and adding multimodal accommodations to the corridor. Lapalco Blvd in the vicinity of the bridge is classified as an urban arterial roadway and serves as a significant transportation and evacuation route. The project is being designed to LADOTD Standards and Specifications for Roads and Bridges, the Louisiana DOTD Bridge Design Manuals and AASHTO, The Manual for Bridge Evaluations, and reviewed by LADOTD. Design services include modifications to the existing median barrier system, design of new guardrail installations and roadside safety features , development of Bridge Design Report; roadway design and lighting; utility coordination; load rating for the existing and new structures; structural design of foundation and approach spans; the structural, mechanical and electrical design of the bascule portion; as well as permitting. H&H assisted in project layout and plan coordination of the roadway to properly follow LADOTD Guidelines and to align the new bridge location and roadway locations. H&H also assisted in the sequencing of the roadway with the bridge for connecting traffic to new and existing bridges during construction.		
01/22 – Present	H.014530: Almonaster Ave Railroad Bridge over the Industrial Canal, New Orleans, LA – Port of New Orleans/LADOTD Civil Designer for the rehabilitation of the Almonaster Avenue approach roadways and partial replacement of the associated Strauss-heel trunnion Bridge. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the bridge and a new connector road. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. The road design services include a new alignment for the connecting road, including all drainage structures. H&H developed a hydraulic study and site plan that includes several retention ponds for drainage improvements. All design work is according to LADOTD Standards and Specifications and reviewed by LADOTD. Project includes a variety of repairs on this steel Strauss Trunnion Bascule Bridge. Major work included replacement of components of the railroad floor system stringers and floor beams that rated lower than E-60 and replacement of deteriorated lateral connection plates. The cracked concrete on the rest pier in the area of the bearings was		

	removed and replaced with higher strength concrete. The replacement and tightening of loose or missing fasteners throughout the entire structure was also included in the repair scope. Scope included bridge design and repair plans, contract specifications, construction inspection, and construction support services.
03/22 – 10/23	H.014363.5 IDIQ Contract for ADA Design Projects Statewide, Slidell, LA – LADOTD Civil Designer responsible for the evaluation and consideration of current sidewalk features of Robert Blvd. in Slidell, LA. Plans were designed and revised in-house in preparation of the overhaul of sidewalks and adding of ADA compliant handicap ramps and landing areas along the roadway to bring the sidewalks up to current LADOTD standards. Services include preliminary plans, final plans, construction engineering, project proposal plans, and inspection for LADOTD Sidewalk Improvements to Conform to ADA Guidelines. The project begins at the intersection of LA 1091 (Robert Blvd) with US 190 (Gause Blvd) in the city limits of Slidell, Louisiana, then continues North along LA 1091 for 2.0+/- miles to a location 175 ft. north of the intersection of LA 1091 with Country Club Blvd. The survey will extend along all major side roads 50 ft. from the PT of the curbing in each direction.
09/22 – Present	I-10 & I-12 College Dr Flyover Ramp Design- Build, Baton Rouge, LA – LADOTD Field Engineer Intern for design and construction quality control/quality assurance for this road and bridge design-build project which is located at the I-10 West exit to College Dr, in advance of the I-10 & I-12 West merge. H&H serves as Design-Builder's Construction Quality Control Firm (CQCF) and oversees all Design Quality Control and Construction Quality Control activities for the project. Scope includes the development and implementation of Comprehensive Quality Plan to ensure the design and construction conforms to all specified requirements. H&H will develop, maintain, and update Contractor Quality Management Plan and provide qualified Inspectors, material sampling, testing, and independent testing labs to ensure contractors and off-site fabrication facilities meet project specifications.
12/23 – Present	H.015028.6 Bayou Barataria Movable Bridge Replacement (CE&I), Phase 1, LA 302, Jefferson Parish, LA – LADOTD Civil Designer responsible for providing construction contract administration and construction engineering and inspection services for: Bayou Barataria Movable Bridge Replacement. This project consists of construction of the movable swing span bridge, operator's house, associated substructure elements, and pier protection system along the relocated LA 302 in Jefferson Parish.
04/22 – 12/22	SR 605 Bascule Bridge over Industrial Waterway, Harrison County, MS – Mississippi DOT Civil Designer for the comprehensive rehabilitation of this bascule bridge over the Industrial Waterway. The work also included design and detailing of a new PPC pile-supported reinforced concrete generator platform. All designs are in accordance with AASHTO, FHWA, and MDOT guidelines and specifications. Load rating was performed using AASHTOWare BrDR load rating software.
06/22 – Present	H.002798.6 Bayou Teche Movable Bridge at Oaklawn, St. Mary Parish, LA – LADOTD Civil Designer assisting in the design, calculations, and plan preparation of the bridge power distribution and relay-based control system for this movable bridge located in St. Mary Parish, LA. The new through girder swing-span rotates with hydraulically actuated slewing (push-pull) cylinders.
07/23 – Present	H.009730.5 In-Depth Bridge Inspection of Complex Structures, Statewide, LA – LADOTD Inspector performing inspection of complex structures such as cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges statewide under separate task orders. Inspection of two steel truss bridges (Jimmie Davis and Miller's Bluff) and a vertical lift bridge (West Fork) have been completed to date.
04/22 – Present	H.001498.6; LA 24 and LA 16 Company Canal Vertical Lift Bridge, Bourge, LA – LADOTD Field Engineer Intern delivering construction engineering and inspection services for a new vertical lift bridge and operator's house. Services include daily monitoring of all construction activities; maintaining all construction field records; coordinating with DOTD, contractor, parish government, and utilities; performing field testing; maintaining records of contractual operations, pay estimates and progress reports; preparing final estimate packages; conducting construction progress meetings; construction close-out, etc.

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name	Robert Hideck, PE	Years of relevant experience with this employer	12
	Title	Senior Roadway Engineer	Years of relevant experience with other employer(s)	11
	Degree(s) / Years / Specialization		B.S. / 2002 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 41953 / LA / 03/31/2028	
Year registered	2017	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer – Meets MPR 3	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/21 – 02/25	SR 826/Palmetto Expressway Capacity Improvement Design-Build, Miami-Dade County, FL – Florida DOT Engineer of Record responsible for roadway, traffic control, tolling, and S&PM design services for this project in an urban setting . This project improves operations with an additional SB General purpose lane, auxiliary lanes, and improved shoulder widths, requiring major modifications to the NW 103rd St interchange. H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project. The project also includes revised access to the NB and SB revises express lanes, requiring a new toll site and improvements to the adjoining frontage road system. H&H is the lead designer, responsible for roadway, drainage, permitting, traffic control, tolling, and bridge design.			
11/20 – Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Roadway Design Engineer for the rehabilitation of the Almonaster Avenue approach roadways and partial replacement of the associated Strauss-heel trunnion Bridge. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed that improvements to the electrical and mechanical systems, superstructure, and the connecting roads were required to return this bridge to its full operating capability. The road design services included a new alignment for the connecting road including all drainage structures. H&H also developed a hydraulic study and a site plan that included several retention ponds for drainage improvements. Other services included environmental, geotechnical, and pavement design.			
01/25 – Present	Moving I-4 Forward (Segments A & B), Polk and Osceola Counties, FL – Corridors Program Office Project Manager for this project which includes 7.6 miles of widening along I-4 and construction of two new congestion-relief lanes from east of U.S. 27 to World Drive. Improvements include reconstruction of the CR 532 interchange to accommodate future rail and express improvements and reprofiling of the World Drive interchange to provide positive drainage for future rail-corridor barriers. H&H serves as Engineer of Record for temporary traffic control design, Segment A drainage, and the Accelerated Congested Relief Roadway Plans, delivering construction plans on an aggressive schedule. The work also incorporates approximately 32,600 linear feet of median guardrail through a combination of resetting existing guardrail and installing new guardrail to current standards for drop-off, crossover, and hazard protection. The lanes were completed in April 2025, eight months ahead of schedule.			
07/17 – 06/20	Orlando South Ultimate Interchange Improvements – Florida’s Turnpike Enterprise Senior Roadway Engineer assisting with concept development, coordination, and project oversight of a complex interchange, including system and service movements this project in urban setting. The project includes an evaluation of a complex interchange that provides both direct and indirect ramping between Orange Blossom Trail and the adjacent two limited access highways. The project goals included: construction of direct connection			

	ramps between freeways, an ultimate 10-lane typical section of the turnpike, implementation of AET, consideration of express direct connections, and improvement of surface street operations with two new reliever interchanges.
11/24 – Present	SR 33 Roadway Replacement, Franklin County, MS – Mississippi DOT Senior Roadway Engineer for the Phase A Final Right-of-Way Plans for roadway design and roadway hydraulic design for four bridge replacements along SR 33 (Bridge Nos. 31.9, 34.6, 34.9, and 35.3). The project scope includes roadway realignment, roadway hydraulic design, preliminary right-of-way design, and final right-of-way design. H&H is providing the realignment of the roadway to run parallel to the existing and redesigning of one intersection at the end of the project. H&H developed a hydraulic study and report to resize the existing pipes, if necessary, and to verify sizing for a reinforced box culvert. A set of preliminary right-of-way plans were created following MDOT guidelines and using the approved alignment from MDOT. Final right-of-way plans will be delivered after hydraulic design and roadway design have been finalized and a plan set has been created.
07/16 – 9/21	SR A1A North Bridge Replacement, Fort Pierce, FL – Florida DOT Roadway Design Engineer for the planning and design of a new high-level fixed bridge in an urban setting which carries SR A1A and the East Coast Greenway over the Intracoastal Waterway, FEC Railroad, and Old Dixie Highway. Scope included staged construction to maintain traffic, elimination of at-grade rail crossing, design of new roadway alignments and access roads, and integration of an observation deck. H&H coordinated extensively with utilities, FEC Railroad, adjacent businesses, and permitting agencies. The project also included geotechnical, drainage, hydrogeology, lighting, signals, signage, and maintenance of traffic for both vehicular and marine users.
09/15 – 12/18	44th Ave E from 45th St E to 44th Ave Plaza E, Braden River Segment, Manatee County, FL – Manatee County Roadway Engineer of Record/Senior Roadway Engineer responsible for roadway and traffic control design and plans preparation. The project included the design for the reconstruction and extension of 44th Ave East from 45th St East to 44th Ave Plaza East. The design plans include reconstruction from a two-lane roadway to a four-lane divided urban roadway. A new bridge was designed to cross over the Braden River, as well as a realignment of Morgan Johnson Rd and Caruso Rd to provide route continuity.
01/16 – 05/18	I-75 SB Off-Ramp from S of Bypass Canal to EB/WB I-4, Hillsborough County, FL – Florida DOT Roadway Engineer responsible for the roadway and temporary traffic control design and plans preparation for this two-mi. roadway improvement project in an urban setting that included ramp widening, an extension of the ramp to provide off-line queueing, and an extended auxiliary lane on I-75. A unique aspect of the design team's approach was incorporation of operational improvements into a long-term buildout. This project was expedited for construction based on no right of way acquisition or impact to Florida Gas Transmission lines.
01/16 – 06/23	Sand Lake Rd (SR 482) Interchange, Orange County, FL - Florida's Turnpike Enterprise Senior Roadway Engineer responsible for the traffic control design and plans preparation for this project in urban setting. As a sub-consultant, H&H prepared the temporary Traffic Control Plans design for the construction of a new interchange located on the Florida Turnpike and Sand Lake Rd (SR 482) in Orange County, Florida. As part of H&H's innovative design, ramp construction took place early to allow mainline traffic to be diverted during off peak hours while bridge reconstruction over the Turnpike is ongoing.
04/17 – 05/23	SR 75 (US 231) from SR 30A (US 98) to Pipeline Road, Panama City, FL – Florida DOT Engineer of Record responsible for design and preparation of roadway, signing and pavement marking, and temporary Traffic Control Plans. H&H is providing design services for the single point urban interchange (SPUI) at SR 77 over US 231 and CSX RR improvement project. Work includes design for roadway and drainage design of the intersection, lighting design for the entire project, and bridge design for a new 840-ft. steel bridge.
03/07 – 10/13	Veterans Expressway (SR 589) Widening from Memorial Highway to Gunn Highway – Florida's Turnpike Enterprise Project Engineer responsible for roadway design, preparation of plans, coordination of sub-consultants and multiple disciplines, post-design services, and civil/site design for six toll sites this project in urban setting . As part of the expansion, the existing conventional cash toll collection method was converted to an AET collection method. The project included two full interchanges and four partial interchanges. Due to the proximity to the Tampa International Airport, aviation permits were required throughout the project corridor and extensive coordination was required with the FAA. This activity included meeting with aviation agency staff and the design team to adjust design element locations and/or elevations for the acquisition of FAA determinations required for HCAA permits. The project included the milling and resurfacing of the existing roadway, and widening and reconstruction.

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name	Anna Boenig, PE	Years of relevant experience with this employer	25
	Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization		M.S. / 2000 / Structural Engineering B.S. / 1998 / Civil Engineering	
Active registration number / state / expiration date			Professional Engineer: 93891 / TX / 7/31/2027	
Year registered	2004	Discipline	Structural Engineering	
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/21 – 05/21	Hazard Elimination and Safety Improvements in San Angelo District, Edwards, Kimble and Real Counties, TX – TxDOT San Jacinto District Project Manager for H&H’s role to assess and upgrade guardrails in project that covered a total of 154 miles of roadway to improve high-hazard locations and treat roadside obstacles. Anna managed contract scope, budget, schedule and field staff to perform site visits on four different roadways covering 86 miles in three counties. She personally performed site visits and prepared reports of field observations. Under Anna’s direction, H&H performed field review of 135 locations/instances of guardrail and bridge rail, unprotected culverts and unrecoverable slopes. At each location, Anna: - Verified LAT/LON at the location - Noted issues such as erosion, missing MBGF items, material deterioration - Identified metal beam guard fence (MBGF) type, height, length and safety end treatment - Identified bridge rail height and type - Identified culvert type, size and clear zone - Took photos of all features and issues in an organized manner Anna identified bridge railing which were not MASH compliant for posted speeds (for example a MASH TL-2 rail existed where speed was posted as 60mph). Plans were prepared to safety treat fixed objects (i.e. unrecoverable slopes and unprotected culverts) and upgrade guard fence. Simple turndowns were replaced with Safety End Treatments (SETs). TL-3 MASH compliant metal beam guard fence, transitions of guard fence to concrete bridge rail, downstream anchor terminals, and other end terminals (TxDOT standards) were used.			
06/19 - Present	I-10 Reconstruction, Bexar and Guadalupe Counties, TX - TxDOT San Antonio District Bridge Project Manager to develop Plans, Specifications & Estimates to reconstruct 4.6 mi of I-10. Project adds one lane in each direction; converts Frontage Roads from 2-way to 1-way; adds new Frontage Roads; ramp reversals & relocations; reconstructs over/underpasses and incorporates San Antonio Mission theme aesthetics. Anna led a multi-firm structures team and oversaw bridge layout preparation, bridge design and detail production for 2 I-10 mainlane creek crossing bridge replacements (phased), 1 Frontage Road creek crossing replacement (phased), 2 new FR bridges, 2 major cross street replacements and 4 new U-turn bridges. Anna managed design staff, budget and schedule to complete design, QC and plan production within 10 months of NTP. She also evaluated opportunities for Accelerated Bridge Construction (ABC) techniques for the 12 bridges in the project, and prepared and presented an ABC Alternatives Summary to TxDOT managers. During construction Anna was point of contact for the client, overseeing review of submittals and providing responses to questions from the contractor. Construction ongoing.			

01/17 – 03/19	Yoakum District Rail Replacements, Gonzales County, TX – TxDOT Yoakum District Project Manager for H&H's scope to replace railings at 1 bridge and 2 bridge-class culverts where existing rails were non-compliant with AASHTO Manual for Assessing Safety Hardware (MASH) standards. Anna managed design staff, coordinated with the client and performed QC. Structures included SH80 bridge at O'Neal Creek - H&H designed a T631 retrofit rail for a concrete pan girder bridge; SH80 at Beatty Creek - H&H designed a T631 retrofit rail for an 11-cell 6'x6' box culvert; and FM2067 at Fulchur Creek - H&H detailed a T131RC rail upgrade for a 5-cell 9'x9' box culvert.
10/21 – 01/23	SH 16 at Colorado River Relief Bridge Rail Retrofit, San Saba County, TX – TxDOT Brownwood District Technical Advisor for replacement of existing deficient T1 rail with MASH compliant T631 rail on a steel girder bridge which had been widened with concrete girders. H&H performed a site visit to review field conditions such as overlay, overhang slab of bridge widening, shape of rail and anchor bolt configuration. Work included cleaning and sealing of bridge joints. Anna provided guidance to designers on bridge retrofit and contract administration.
12/16 - 06/20	San Marcos River Bridge, San Marcos, TX – Hays County Engineer-of-Record who designed 9-span prestressed concrete slab structure on CR 225 (Lime Kiln Road) in environmentally sensitive area within the Edwards Aquifer Recharge Zone to replace existing multi-cell culvert. The profile was raised to pass the 100-year flood event. In the Preliminary Phase, prepared exhibits for public meetings.
07/18 - 08/18	Structural Evaluation of Big Creek and Little Creek Bridges, Sam Houston National Forest, TX – USDA Forest Service Project Manager who performed site visit to observe and assess two 3-span (60-ft.-long and 45-ft.-long at Big and Little Creek respectively) vehicular bridges with precast concrete superstructure and timber piles/pile cap. Both bridges were showing signs of decay and rot on substructure. Anna prepared a comprehensive report with documenting conditions and providing general repair recommendations and relative cost for repairs and replacement.
10/17 - 07/18	Loop 1604 at Kitty Hawk Road Bridge Condition Survey, Universal City, TX – TxDOT San Antonio District Project Manager who oversaw field assessment of twin 300ft long prestressed concrete girder bridges, rails, approaches, and Mechanically Stabilized Earth (MSE) walls. Reviewed available Inventory Records and Load Ratings. Anna QC'd the Bridge Condition Survey report in typical TxDOT format, developed repair recommendations, specifications, and details.
11/17 - 11/20	Manor Expressway Phase III (US 290/SH 130 Interchange), Travis County, TX – Central Texas Regional Mobility Authority (CTRMA) Project Manager, Senior Engineer for project to add 3 flyovers connecting US 290 & SH 130 Toll Rd. H&H's scope included design of one bridge, 9 overhead sign bridges, one cantilever sign structure, and one toll gantry. Sign structures & gantry use steel box trusses, concrete columns, single drilled shafts or 2-shaft footings. Design was based on AASHTO for Signs, Luminaires & Traffic Signals 2013 Ed. Anna designed custom trusses for sign structures with conditions exceeding TxDOT standards, concrete columns, toll gantry, and drilled shafts and footings for foundations. She modified TxDOT standards for OSB/ COSS to reflect the custom design. She is Engineer of Record for the sign bridges and toll gantries.
11/14 - 04/15	SH 97 Bridge Replacements over Frio River, Frio River Relief, and Canyon Slough Creek, La Salle County, TX – TxDOT LRD District Project Manager, Engineer-of-Record for phased replacement of three existing concrete pan girder bridges along SH 97 (over the Frio River, Frio River Relief, and Canyon Slough Creek). New structures are 48 feet wide and 340 feet or 190 feet long prestressed slab beam bridges. Design considered construction phasing and proximity to existing concrete pile bents. Special plans were developed to preserve existing gabions and gabion mattresses which were recently installed as erosion countermeasures. Selective demolition and interface of the existing gabions with new construction were detailed.

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	Will Sherwood, PE	Years of relevant experience with this employer 13
	Title	Project Engineer	Years of relevant experience with other employer(s) 0
	Degree(s) / Years / Specialization		M.S. / 2013 / Structural Engineering B.S. / 2012 / Civil Engineering
Active registration number / state / expiration date			Professional Engineer: 134458 / TX / 7/31/2027
Year registered	2019	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/21 – 05/21	Hazard Elimination and Safety Improvements in San Angelo District, Edwards, Kimble and Real Counties, TX – TxDOT San Jacinto District Project Engineer for H&H’s role to assess and upgrade guardrails in project that covered a total of 154 miles of roadway to improve high-hazard locations and treat roadside obstacles. Will performed site visits and prepared reports of field observations. H&H performed field review of 135 locations/instances of guardrail and bridge rail, unprotected culverts and unrecoverable slopes. At each location, Will: - Verified LAT/LON at the location - Noted issues such as erosion, missing MBGF items, material deterioration - Identified metal beam guard fence (MBGF) type, height, length and safety end treatment - Identified bridge rail height and type - Identified culvert type, size and clear zone - Took photos of all features and issues in an organized manner Plans were prepared to safety treat fixed objects (i.e. unrecoverable slopes and unprotected culverts) and upgrade guard fence. Simple turndowns were replaced with Safety End Treatments (SETs). TL-3 MASH compliant metal beam guard fence, transitions of guard fence to concrete bridge rail, downstream anchor terminals, and other end terminals (TxDOT standards) were used.		
3/24 – Present	IH35E and IH35W Bridge Condition Assessment and Repair, Dallas, TX – TxDOT Dallas District Project Manager, Engineer of Record for condition assessments and repair plans for 16 interstate highway bridges built in the 1960’s. Will managed H&H staff to review as-builts and previous repair plans and perform site visits to assess the structures and document damage and structural distress with photos and measurements. He developed recommendations for repair and prepared cost estimates to rehabilitate the structures. Will is the engineer-of-record for repair plans and quantities for bidding and construction. Package 1 included six ramp bridges connecting IH35E and IH20 and Package 2 included 10 interstate highway bridges (IH35W) crossing creeks and other roadways.		
03/22 – Present	Bryan District Bridge Replacements, Washington County, TX – TxDOT Bryan District Project Manager, Engineer-of-Record who oversaw design and drawing production for four bridges with standard and non-standard roadway widths. Roberts Rd. at Burns Creek is a single span 75-ft.-long prestressed concrete box girder bridge on drilled shaft foundations. CR464 at Brushy Creek is a 2-span, 125-ft.-long bridge with prestressed I-girders on concrete multi-column bents and drilled shafts. FM486 at Little River Slough is a 5-span 410-ft.-long bridge with prestressed I-girders and multi-column bents and drilled shafts. FM486 at Little River is a 3-span 230-ft.-long bridge with prestressed I-girders and multi-column bents and drilled shafts.		

04/20 – 05/23	US69 Bridge Assessments, Beaumont, TX – TxDOT Beaumont District Project Engineer for this project which included assessment of 18 overpasses on US69 from SH 124 to SH 347. Bridges were prestressed concrete and steel I-girder superstructures on concrete multi-column bents. H&H provided multiple teams of assessment personnel and coordinated with the District Maintenance office to ensure appropriate traffic control was in place during the inspections. Will performed assessments, prepared condition reports and preliminary costs of repairs.
7/22-Present	Waco District Bridge Replacements, Hill County, Bell County, Bosque County, TX – TxDOT Waco District Project Manager, Engineer-of-Record for this project which includes seven bridge replacements across three counties. Will served as Deputy Project Manager/Structures Lead during design and Project Manager during the construction phase. During design, Will was involved in regular in-person and remote meetings with TxDOT. He coordinated with consultants and conducted weekly meetings with the design team. Will led interdisciplinary reviews at each submittal and assisted with responding to TxDOT comments after each submission. He prepared cost estimates and forms required at each submission. Will coordinated with the utility team and with the preparation of the utility conflict matrix. Will led a team of structural engineers and CAD technicians in the production of Plans, Specifications and Estimates. He also served as Engineer of Record for five of the seven bridges. As Project Manager during the construction phase, he tracks the budget, coordinates with the client and the contractor, oversees the completion of construction submittals (RFIs and Shop Drawings), and has prepared supplementals for additional work/fee. Will also attends bi-weekly meetings with TxDOT Area Engineers to discuss progress of projects and any items of concern as well as ad-hoc meetings to discuss items requiring quick turnarounds. The seven bridge replacements consisted of a mix of non-standard and standard bridges with five bridges having non-standard widths and all bridges having non-standard substructures. To accommodate increased grading at some of the bridges, a total of seven retaining walls were used across four of the bridges.
9/23-Present	Corpus Christi District Bridge Replacements, Jim Wells County, Nueces County, and Live Oak County, TX – TxDOT Corpus Christi District Project Manager, Engineer-of-Record for this project which includes three bridge class culverts, four bridges, and one temporary bridge with temporary retaining walls. Will initially served as Deputy Project Manager/Structures Lead. He moved into the role of Project Manager during design and throughout construction. Will helped prepare cost estimates and forms required at each submission. Will led a team of structural engineers in the design of three culvert and three bridge replacements. As Project Manager, Will submitted two supplemental work authorizations - one to extend the contract through construction and a second to add additional scope and fee to the project. Bridge replacements utilize standard superstructures and non-standard substructures. The temporary bridge with temporary retaining walls was provided at Carmel Dr. due to the lack of available detours in the area.
5/17-6/23	Great Oaks at Brushy Creek, Williamson County, TX – Williamson County Construction Engineering & Oversight providing construction phase services for this project which includes operational and capacity improvements at the intersection of Great Oaks Drive and Brushy Creek Road/Hairy Man Road and replaces the existing bridge structure that carries Great Oaks Drive Over Brushy Creek. Will was responsible for the review of shop drawings, responding to RFIs, and working with the construction team to find alternative solutions to existing elements that were not located in the expected locations.
8/15 – 10/21	183 Bergstrom Expressway, Austin, TX – Central Texas Regional Mobility Authority (CTRMA) Structural Engineer for this \$580M design-build project to develop the 8-mi. expressway on US183 between US290 and SH71. The project included three new tolled lanes, two improved non-tolled lanes, and pedestrian and bicycle facilities. Will was responsible for the design of the four bridges over Little Walnut Creek, the design of three pedestrian bridges, and the design of the architectural cladding and covering of the three pedestrian bridges. For the four bridges over Little Walnut Creek Will was the primary designer and ran all geometry, superstructure, and substructure calculations. He followed AASHTO and TxDOT's Bridge Design Manual for the design of these bridges. He completed geometry analysis using BGS, designed a mix of Tx46 and Tx62 girders using PGSuper (now Bridgeline), and performed haunch calculations. For the substructure, Will utilized Cap18 for the design of the bent caps, obtained column and foundation loading with a RISA model, and analyzed the column in SPColumns. He performed foundation design using a mix of Wincore analysis for axial capacity and Lpile Analysis for lateral capacity of the drilled shafts. He checked flexure in the drilled shafts using SPColumn and shear capacity was checked with hand calculations. Will also assisted on the project in the construction phase and was involved in responding to RFIs and Shop Drawings for all seven bridges. During this phase, multiple cladding and trellis connections were updated to better assist the contractor with construction in the field and to further limit the need for field welding.

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name	J. Webb Jones, PE	Years of relevant experience with this employer	14
	Title	Senior Highway Engineer	Years of relevant experience with other employer(s)	16
	Degree(s) / Years / Specialization		B.S. / 2001 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 56950 / FL / 2/28/2027	
Year registered	2001	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/21 – 02/25	SR 826/Palmetto Expressway Capacity Improvement Design-Build, Miami-Dade County, FL – Florida DOT Senior Roadway Engineer responsible for QC on this project. This project improves operations with an additional SB General purpose lane, auxiliary lanes, and improved shoulder widths, requiring major modifications to the NW 103rd St interchange. H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project. The project also includes revised access to the NB and SB express lanes, requiring a new toll site and improvements to the adjoining frontage road system. H&H is the lead designer, responsible for roadway, drainage, permitting, traffic control, tolling, and bridge design.			
01/25 – Present	Moving I-4 Forward (Segments A & B), Polk and Osceola Counties, FL – Corridors Program Office Senior Engineer for this project which includes 7.6 miles of widening along I-4 and construction of two new congestion-relief lanes from east of U.S. 27 to World Drive. Improvements include reconstruction of the CR 532 interchange to accommodate future rail and express improvements and reprofiling of the World Drive interchange to provide positive drainage for future rail-corridor barriers. H&H serves as Engineer of Record for temporary traffic control design, Segment A drainage, and the Accelerated Congested Relief Roadway Plans, delivering construction plans on an aggressive schedule. The work also incorporates approximately 32,600 linear feet of median guardrail through a combination of resetting existing guardrail and installing new guardrail to current standards for drop-off, crossover, and hazard protection. The lanes were completed in April 2025, eight months ahead of schedule.			
07/17 – 06/20	Orlando South Ultimate Interchange, Orange County, FL - Florida's Turnpike Enterprise Senior Roadway Engineer assisting with concept development of alternatives. This project includes an evaluation of a complex interchange that provides both direct and indirect ramping between Orange Blossom Trail and the adjacent two limited access highways. The project goals included: construction of direct connection ramps between freeways, an ultimate 10-lane typical section of the turnpike, implementation of AET, consideration of express direct connections, and improvement of surface street operations with two new reliever interchanges. The recommended configuration included improvements to the systems interchange, modification to two adjoining interchanges, and new proposed service interchanges.			
07/16 – 9/21	SR A1A North Bridge Replacement, Fort Pierce, FL – Florida DOT Senior Roadway Engineer for the planning and design of a new high-level fixed bridge carrying SR A1A and the East Coast Greenway over the Intracoastal Waterway, FEC Railroad, and Old Dixie Highway. Scope included staged construction to maintain traffic, elimination of at-grade rail crossing, design of new roadway alignments and access roads, and integration of an observation deck. H&H coordinated extensively with utilities, FEC Railroad, adjacent businesses, and permitting agencies. The project also included geotechnical, drainage, hydrogeology, lighting, signals, signage, and maintenance of traffic for both vehicular and marine users.			
01/16 – 10/17	SR 826/Sunny Isle Twin Bridge Improvements, Sunny Isle, FL – Florida DOT Roadway Design Lead/Signing and Pavement Marking Engineer of Record responsible for signing and pavement marking and roadway design, as well as temporary traffic control (TTC) plans. The project included a vibration study of the bridge control house; design recommendations for			

	improvements, public involvement, permitting, TTC plans, roadway, drainage, signing and pavement markings analysis and plans, and construction cost estimates. Both four-lane bridges have 16 spans with pre-stressed AASHTO concrete and steel beams and a double-leaf trunnion bascule span.
01/16 – 12/23	Sand Lake Rd Interchange, Orange County, FL - Florida's Turnpike Enterprise Senior Roadway Engineer responsible for the temporary Traffic Control Plans design for the construction of a new interchange located on the Florida's Turnpike and Sand Lake Rd (SR 482) in Orange County, Florida. As part of an innovative design, ramp construction will take place early to allow mainline traffic to be diverted during off peak hours while bridge reconstruction over the Turnpike is ongoing. This project also includes coordination with FDOT District 5 and the reconstruction of Sand Lake Rd.
11/16 – 02/19	Gateway Express Improvements, Pinellas County, FL – Florida DOT Project Engineer responsible for technical oversight of temporary Traffic Control Plans. This project will deliver limited and controlled access connections from the Bayside Bridge on the north, US 19 on the west, and the St. Pete Clearwater International Airport to I-275 general purpose and new express lanes. H&H's scope on this design-build project includes contributing to FDOT's Alternative Technical Concepts (ATC) process; developing temporary traffic control plans design for Segments 2 and 4; project tolls design (four sites) for Segments 1, 2 and 4; and structures design for four bridges in Segment 4.
03/13 – 10/14	Central Polk Pkwy (Segment 1) from Polk Pkwy SR540 to SR 35 (US 17), Polk County, FL – Florida DOT Engineer of Record/Senior Engineer responsible for roadway design and plans production. This project required the use of Corridor Modeler software to aid in the design of a new six-lane expressway facility. The project included the design of a one-mi. new alignment, over two mi. of widening, and a new interchange at SR 540 including over two mi. of new ramp alignments. This segment was among several that were under design to complete the northeasterly connection of Central Polk Pkwy to I-4.
01/14 – 12/15	Gandy Blvd Bridge Approaches, Pinellas Count, FL – Florida DOT Senior Engineer responsible for QA/QC for the Traffic Control Plans for the construction of a 2.5-mi.-long segment of improved grade-separated lanes to increase capacity on the Gandy Bridge approach using design-build delivery. The project is 2.5 mi. long, includes three grade separations, and is being delivered substantially under budget with design-build delivery.
07/13 – 02/14	Turnpike Mainline (SR 91) Interchange at I-4 Design-Build, Orange County, FL – Florida's Turnpike Enterprise Project Engineer responsible for design and preparation of traffic control and roadway plans. The project included operational improvements, including mainline auxiliary lanes and ramp lane additions. A unique feature of the proposed design was a new ramp structure in lieu of widening to avoid FGT impacts.
04/17 – 03/20	SR 75 (US 231) from SR 30A (US 98) to Pipeline Road, Panama City, FL – Florida DOT Senior Roadway Engineer responsible for preparation of roadway and temporary Traffic Control Plans. The project consists of providing design services for the single point urban interchange (SPUI) at SR 77 over US 231 and CSX RR improvement project. The work includes roadway and drainage design of the intersection, lighting design for the entire project, and design for new 840-ft. steel bridge.
01/16 – 05/20	Districtwide Interstate Program Manager (IPM) – Florida DOT Senior Engineer responsible for concept development and review of plans. This multi-discipline, indefinite quantity contract provided as-needed services to support the Florida DOT work program for all interstate highway improvements in the five-county FDOT District region. The geographic limits include over 150 mi. of I-275, I-4, and I-75 and key contributing arterials.
07/12 – 02/15	SR 212 (Beach Boulevard) Landscaping from St. Johns Bluff Road to San Pablo Road, Duval County, FL – Florida DOT Engineer of Record/Senior Engineer responsible for design and production of traffic control plans. The project involved roadway design for over 5.6 miles, including landscaping and irrigation improvements for proposed bold landscaping within existing medians on Beach Boulevard, from St. Johns Bluff Road to San Pablo Road in Jacksonville.

16. Staff Experience:

	Firm employed by		Hardesty & Hanover	
	Name	Benjamin Bower, PE	Years of relevant experience with this employer	8
	Title	Roadway Engineer	Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization		B.S. / 2017 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 92137 / FL / 02/28/2027	
Year registered	2021	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/21 – 02/25	SR 826/Palmetto Expressway Capacity Improvement Design-Build, Miami-Dade County, FL – Florida DOT Roadway Engineer assisting with roadway and temporary traffic control services. This project improves operations with an additional SB General purpose lane, auxiliary lanes, and improved shoulder widths, requiring major modifications to the NW 103rd St interchange. H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project. The project also includes revised access to the NB and SB revises express lanes, requiring a new toll site and improvements to the adjoining frontage road system. H&H is the lead designer, responsible for roadway, drainage, permitting, traffic control, tolling, and bridge design.			
07/17 – 06/20	Orlando South Ultimate Interchange at SR 91 (Florida’s Turnpike) and SR 528 (Beachline Express) PD&E Study – Florida’s Turnpike Enterprise Roadway Engineer responsible for assisting with concept development. H&H was prime consultant for the PD&E study for this complex systems interchange with imbedded service movements. Project goals included: construction of direct connection ramps between freeways, a planned ultimate 10-lane express typical section of the Turnpike, implementation of All Electronic Tolling, consideration of express direct connections, and modification of service movements to reduce interchange weaving. Constraints included a developed environment, adjacent major utilities, nearby interchanges, and the need to maintain traffic and tolling operations during construction. On a schematic basis, approximately 249 configurations were analyzed. The recommended configuration includes new direct systems ramps, braided ramps, and a Collector Distributor Roadway, as well as two new reliever interchanges on the Turnpike and Beachline Expressway. Modification to two adjoining interchanges, including reconfiguration of Consulate Drive as a Diverging Diamond Interchange.			
07/19 – 9/21	SR A1A North Bridge Replacement, Fort Pierce, FL – Florida DOT Roadway Engineer for the planning and design of a new high-level fixed bridge carrying SR A1A and the East Coast Greenway over the Intracoastal Waterway, FEC Railroad, and Old Dixie Highway. Scope included staged construction to maintain traffic, elimination of at-grade rail crossing, design of new roadway alignments and access roads, and integration of an observation deck. H&H coordinated extensively with utilities, FEC Railroad, adjacent businesses, and permitting agencies. The project also included geotechnical, drainage, hydrogeology, lighting, signals, signage, and maintenance of traffic for both vehicular and marine users.			
06/17 – 12/17	I-75/SR 93A SB Off-Ramp S of Bypass Canal to EB/WB I-4, Tampa, FL – Florida DOT Roadway Designer responsible for assisting with design and plans preparation. This two-mi. roadway improvement project included the addition of a new auxiliary lane for southbound I-75 from south of the Bypass Canal to the southbound off-ramp and widening the I-75 southbound off-ramp from one to two lanes. A unique aspect of the design approach was the incorporation of this design into a long-term buildout of the interchange. This project was expedited for construction based on no right of way acquisition or impacts to Florida Gas Transmission lines.			

06/17 – 12/23	Sand Lake Rd Interchange, Orange County, FL - Florida's Turnpike Enterprise Roadway Engineer assisting with the temporary Traffic Control Plans design for the construction of a new interchange located on the Florida's Turnpike and Sand Lake Rd (SR 482) in Orange County, Florida. As part of an innovative design, ramp construction will take place early to allow mainline traffic to be diverted during off peak hours while bridge reconstruction over the Turnpike is ongoing. This project also includes coordination with FDOT District 5 and the reconstruction of Sand Lake Road.
06/17 – 06/23	SR 75 (US 231) from SR 30A (US 98) to Pipeline Rd, Panama City, FL – Florida DOT Roadway Engineer assisting with plans production for roadway, temporary traffic control and S&PM on SR 77. He provided design services for the single point urban interchange (SPUI) at SR 77 over US 231 and CSX RR improvement project. Work included roadway, drainage, temporary traffic control, and S&PM design on SR 77. In addition, H&H designed the lighting for the entire project and designed a new 840-ft. steel bridge on SR 77.
06/21 – Present	Design of SR91 and SR528 Interchange MP 253 to S. of Sand Lake Rd (MP 257.25) – Florida's Turnpike Enterprise Roadway Engineer assisting with roadway analysis and plans development. The project includes new direct systems ramps, braided ramps, a relocation of SR 528, and modifications to adjoining interchanges, including a Diverging Diamond interchange on the first level. The design team worked closely with Turnpike traffic engineers to refine the design to include: an additional southbound Collector Distributor Road to relocate weaving from the mainline; reconfiguration of a low-volume ramp to economize the design; and development of a three-project phasing plan to deliver incremental improvements as needed with packaging less than \$200 million. In addition to managing the design of the project, H&H is responsible for roadway, bridge, drainage signing and pavement markings, and toll design, which includes six new All Electronic Tolling Sites.
05/21 – Present	46th Ave N Sidewalk Design, Pinellas County, FL – Pinellas County Roadway Engineer responsible for assisting with roadway design and plans preparation. This project consists of reconstruction of the existing roadway, extension of the existing box culvert in both directions, construction of ADA compliant sidewalks, curb ramps, and driveways on both sides of road and incidental work along 46th Ave North, from West of Drainage Outfall along 55th St North right of way corridor to 49th St North (a length of approximately 0.5 mi.). H&H is responsible for roadway/sidewalk design, structural design, traffic control, signing, and pavement marking.
06/17 – 02/17	SR 968/SW 1st St Bridge at Miami River, Miami, FL – Florida DOT Roadway Designer responsible for assisting with roadway approaches and temporary traffic control design. SR 968 is an Urban Minor Arterial. This bridge replacement project is along the SW 1 st St corridor from SW 6 th Ave to SW 2 nd Ave. The existing four-lane, one-way bridge was replaced with a new three-lane, one-way bridge, and included roadway improvements east and west of the bridge, bike lanes, sidewalks, and signing and pavement markings. The roadway east and west of the bridge was reconstructed to provide an urban roadway section with a revised profile using new curb, three through lanes, an eight-ft. parking lane along both sides, and variable width sidewalks against the back of curb on both sides of the road. This project was located in constrained right of way conditions where there could not be impacts to adjacent properties.
06/17 – 02/19	Gateway Expressway Improvements Design-Build, Pinellas County, FL – Florida DOT Roadway Designer responsible for assisting in the development of the preliminary design to this improvement project. For this design-build project, H&H is developing TCPs for Segments 2 and 4; TCP coordination among Segments 1 through 4; tolls design for Segments 1, 2, and 4; and structure design for four bridges in Segment 4.
06/17 – 06/21	Homestead Extension of Florida's Turnpike (SR 821) from S of Killian Pkwy to N of Sunset Dr Design-Build, Miami, FL - FL Turnpike Enterprise Roadway Designer assisting with plans production for roadway and S&PM of the surface streets and overall project temporary traffic control. This design-build procurement comprises widening of the mainline HEFT (SR 821) from south of Killian Pkwy to just north of Sunset Dr. Primary services included development of express lanes, relocation of ramp tolling, and operational improvements to the Kendall Dr interchange as well as resurfacing and other minor improvements.

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name	James Wolczynski, PE	Years of relevant experience with this employer	4
	Title	Senior Highway Engineer	Years of relevant experience with other employer(s)	22
	Degree(s) / Years / Specialization		B.S. / 2004 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 76828 / FL / 02/28/2027	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/22 – 02/25	SR 826/Palmetto Expressway Capacity Improvement DB, Miami-Dade County, FL - Florida DOT Senior Engineer responsible for roadway design and signing and pavement markings. This project improves operations with an additional SB General purpose lane, auxiliary lanes, and improved shoulder widths, requiring major modifications to the NW 103rd Street interchange. The project also includes revised access to the NB and SB revises express lanes, requiring a new toll site and improvements to the adjoining frontage road system. H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project. H&H is the lead designer, responsible for roadway, drainage, permitting, traffic control, tolling and bridge design.			
07/17 – 06/20	Orlando South Ultimate Interchange Improvements – Florida’s Turnpike Enterprise Senior Roadway Engineer assisting with concept development, coordination, and project oversight of a complex interchange, including system and service movements this project in urban setting. The project includes an evaluation of a complex interchange that provides both direct and indirect ramping between Orange Blossom Trail and the adjacent two limited access highways. The project goals included: construction of direct connection ramps between freeways, an ultimate 10-lane typical section of the turnpike, implementation of AET, consideration of express direct connections, and improvement of surface street operations with two new reliever interchanges.			
08/22 – Present	I-75 at SR 951 Interchange DB, Collier County, FL - Florida DOT Senior Engineer responsible for developing the traffic control design. This project consists of the reconstruction of the I-75 at SR 951 Interchange from the existing Diamond Interchange to a Partial Cloverleaf Interchange with two connection ramps over SR 84/Davis Boulevard, from and to CR 951 (Collier Boulevard), to provide for the “Ultimate Configuration”.			
3/17 – 9/19	Courtney Campbell Causeway (SR 60) DB, Hillsborough County, FL - Florida DOT Lead Roadway/Traffic Control Engineer responsible for the design of horizontal and vertical alignments, maintenance and protection of traffic, typical sections, cross sections, profiles, and utility adjustment plans. Other responsibilities included pavement design package, superelevation design calculations, quantity calculations, coordination with all subconsultants, supervising plans preparation and assisted Contractor and Design Project Manager with post design services. The project consists of constructing a 300-foot bridge on SR 60, west of Ben T. Davis Beach, to improve the water circulation and quality in Old Tampa Bay and restore tidal flows to the northeast portion of the Bay.			
02/23 – Present	28th Street Sidewalk from 40th Avenue N to 54th Avenue N, Pinellas County, FL - Pinellas County Senior Engineer supporting the roadway design and quality control for the project. This project consists of the design for ADA compliant sidewalks, curb ramps and driveways along 28th Street, approximately 0.9 miles.			

12/22 – Present	North Causeway Bridge over ICWW, Fort Pierce, FL - Florida DOT Senior Engineer responsible for post design activities for the replacement of the North Causeway bascule bridge with a high-level fixed bridge offering an 85-foot vertical clearance. Services included the roadway geometry and segmental bridge super and substructure design. Additional roadway design services included addressing adjacent state, frontage, and access roads, and railway crossings affected by the project.
05/19 – 03/22	US 41/SR 45 Resurfacing from North of 15th Avenue South to South of Bullfrog Creek Bridge, Hillsborough County, FL - Florida DOT Project Engineer/Deputy Project Manager responsible for leading all correspondence with subconsultants and FDOT, wrote the design report and all design variations and exceptions, specifications package, geometric design, typical section and overbuild details, back of sidewalk profiles, intersection details, utility coordination, quantities, driveway and encroachment letters to property owners; led and managed production efforts to keep project on schedule and led post design efforts. The project consisted of 8.5 miles of milling and resurfacing of a four-lane divided principal arterial roadway thorough the Gibsonton, Ruskin, and Apollo Beach industrial and residential communities. The design for this corridor included adding sidewalk and ADA compliant bus landing pads, and providing bike lanes throughout the corridor. Due to high truck traffic traveling to and from I-75 to TECO Big Bend power plant and Mosaic, the US 41 and Big Bend Road intersection was reconstructed from asphalt to concrete pavement. A detailed Level II traffic control plan was developed for the Big Bend intersection reconstruction.
01/14 – 05/14	Northwest Corridor Design-Build, Cobb and Cherokee Counties, GA – Georgia DOT Segment Lead Roadway/Traffic Control Engineer responsible for the design of horizontal and vertical alignments for all bridge crossings in Segment B for this \$599 million design-build project, which consisted of 30 miles of reversible managed toll lanes along I-75 and I-575. James' other responsibilities included: design of maintenance of traffic plans for ramps along I-75 and I-575, superelevation design calculations, and assisted with the preparation of various Design Exceptions.
08/19 – 12/21	5th Avenue North Lane Reduction Study and Final Design Services, St. Petersburg, FL – Florida DOT District 7 Project Engineer/Deputy Project Manager responsible for the geometric design, temporary traffic control, pedestrian detours, special details, utility coordination, quantities; led and managed production efforts to keep project on schedule and led post design efforts. Subsequent to an operational analysis for traffic calming and bike/pedestrian accommodations on 5th Ave North between 4th Street North and 6th Street North, James provided milling and resurfacing and pavement marking restriping services for a lane reduction on this section of roadway. He also provided parallel parking along the segment. The project included drainage design and pedestrian improvements such as bulbouts for cross walks at 5th Street North and 6th Street North, widening of pedestrian curb ramps to 10-foot-wide, and the addition of a 10-foot-wide sidewalk along the south side of the roadway between 5th Street North to 6th Street North. The lane reduction is funded by a Local Funding Agreement (LFA) between FDOT and the City of St. Petersburg. The design services require close coordination with FDOT as 5th Ave North is a state-owned roadway and maintained by the Department.
04/17 – 09/19	US 301 (SR 39) from South of CR 54 (Eiland Boulevard) to North of Kossik Road, Pasco County, FL – Florida DOT Lead Roadway/Traffic Control Engineer responsible for leading the roadway design efforts for the improvements to US 301 (SR 39). The improvements include the widening of a four-lane rural facility to a six-lane low speed urban roadway with sidewalk, shared-use path, and bike lanes for this two-mile roadway segment. Roadway design includes four pavement designs, eliminating encroachments within the FDOT ROW, evaluating/modifying driveway connections, transit coordination, access management modifications, and improvements to six major intersections. Additional project elements include: survey, ROW mapping, off-site pond design, signing and pavement markings, signalization and interconnect upgrades, lighting, transit upgrades, utility coordination, SUE, traffic control plans, box culvert extensions, license agreements, and a public meeting.
02/16 – 07/19	SR 80 from Indian Hills Drive to CR 833, Hendry/Glades Counties, FL – Florida DOT Lead Roadway/Traffic Control Engineer responsible for leading geometric design and the development of roadway construction plans for this reconstruction project. James was responsible for and led traffic control and utility coordination efforts. SR 80 is a major east/west arterial providing connection to I-75, Fort Myers, US 27 and the east coast of Florida. The project widens the existing two-lane rural roadway to a four-lane divided rural roadway for six miles by adding two 12-foot lanes to the north that will serve as the westbound lanes. Existing lanes will be milled and resurfaced and converted to the eastbound lanes. The typical also includes a 64-foot grassed median and accommodations for a future five-foot sidewalk. Key project issues included minimizing ROW, drainage, permitting, and pond siting. Project elements include roadway and drainage design, temporary traffic control, traffic, signal warrant analysis, lighting, surveying and mapping, utility coordination, SUE, PD&E reevaluation, and environmental assessments.

16. Staff Experience:

	Firm employed by		Hardesty & Hanover	
	Name	Brian Medino, PE	Years of relevant experience with this employer	11
	Title	Senior Roadway Engineer	Years of relevant experience with other employer(s)	16
	Degree(s) / Years / Specialization		B.S. / 1999 / Civil Engineering	
	Active registration number / state / expiration date		Professional Engineer: 24GE04671500 / NJ / 04/30/2028	
Year registered	2007	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/19 – 02/24	Rehabilitation of East Haddam Bridge (Route 82) over the Connecticut River, East Haddam, Middlesex County, CT— Connecticut DOT Highway Engineer during the preliminary and final design phases to rehabilitate a 104-year-old four-span bridge consisting of a deck truss span, a through truss span, and a 465-foot center bearing swing span. Project efforts are focused on the structural, mechanical, and electrical systems and upgrading components to improve reliability and decrease maintenance as well as roadway approach work. Responsible for MPT and detour layouts, geometry modifications to the roadway approaches including profile, driveway access, guardrail, and embankments slopes. Supervised plan preparation for Preliminary Design, Semi-Final (60%) and Final Design (90% and 100%) submissions.			
02/23 – Present	Rehabilitation of Southbound Driscoll Bridge MSE Walls, Middlesex County, New Jersey – New Jersey Turnpike Authority (NJTA) Lead Highway/Civil Engineer for the final design to rehab the existing Mechanically Stabilized Earth (MSE) walls at the Garden State Parkway (GSP) Governor Alfred E. Driscoll Bridge at the North Abutment MSE Wall, South Abutment MSE Wall, Wall 3, and Wall 6 to preserve the current condition and extend service life. Responsibilities include development of maintenance and protection of traffic (MPT) along the GSP and local roads, erosion and sediment control, preparation of roadway plans, specifications and estimates for all design phases.			
04/21 – Present	Replacement of Structure No. W112.72B/Interchange 16W – Ramp over Berry Creek Canal , Bergen County, New Jersey – NJTA Lead Highway Engineer for the preliminary and final design to replace the existing structure with a three-span continuous steel girder bridge supported on deep foundations and the rehabilitation of a culvert (Str. #W112.26). The new bridge will be constructed off-line on a new alignment with a new span arrangement. Geometrics for Ramp ST and deceleration lane had to be evaluated and redesigned to meet current standards. Responsibilities include horizontal and vertical geometric design, grading, guide rail layout, cross sections and earthwork, utility coordination, preparation of roadway plans, specifications and estimates for all design phases.			
06/15 – 11/17	Replacement of Jersey Avenue Bridge over Morris Canal, Hudson County, NJ – NJTA Highway Engineer responsible for the design of roadway improvements for a new single-span structure over a tidally influenced tributary of the Upper Hudson Bay, subject to extreme coastal storm conditions. Roadway improvements designed according to State, local, and Turnpike Authority design standards. Responsible for Phase C and D roadway design plans, specifications, and estimates.			

06/20 – Present	Bridge Repairs & Resurfacing, MP 169.2 to 171.7, Bergen County, NJ – NJTA Lead Highway Engineer during design development to replace the decks and superstructures of eight high priority mainline structures on the GSP between MP 169.2 and 171.7 and implement miscellaneous improvements. Phase A involves alternative analysis evaluating structure types, MPT, HICC cycles, constructability, temporary widening and use of temporary bridges to develop the most effective method of replacing the superstructures of all eight bridges while maintaining GSP traffic. Responsible for the GSP upgrades due to the bridge improvements and preparation of roadway plans, specifications and estimates for design phases. Utility coordination includes sending out contact letters, checklists and schemes as well as preparing utility orders. Once the preferred alternative is finalized, the project will be advanced through final design and construction
11/19 – 06/20	Concept Development for Rehabilitation/Replacement of Three Turnpike Bridges, Bergen & Hudson Counties, NJ – NJTA Highway Engineer during the concept development, alternative analysis, and preliminary engineering phases for deck reconstruction, superstructure replacement, or full bridge replacements for three bridges (W110.42, W111.48, and W112.72B) which concludes with the submission of a Concept Development Study Report and Preliminary Plans. H&H is responsible for the preliminary design studies that will include the development of alternatives along with MPT and staging to clearly present the feasible alternatives. These results will then be compiled into the Concept Development Study Report identifying the Initially Preferred Alternatives (IPA) for each structure in conformance with NJTA Design and Procedures Manuals.
05/16 – 06/20	Local Concept Development Study for Kingsland Ave Bridge over the Passaic River, Townships of Nutley and Lyndhurst, Bergen & Essex Counties, NJ – NJTA Deputy Project Manager & Roadway Design Team Leader during the LCD phase to rehabilitate or replace this deteriorating swing bridge. Coordinated efforts among survey and traffic engineers, and environmental and cultural resource specialists in the preparation of the Purpose and Need Statement, Project Fact Sheet, and Alternative Analysis Matrix, the development of alternatives, cost estimates, as well as the preparation of the Concept Development Report.
11/17 – 07/19	Replacement of Mosher Avenue Bridge over Amtrak Railroad Groton, New London County, CT – Connecticut DOT Roadway Design Team Leader during the design phase to replace a 106-foot-long single-span superstructure and rehabilitate the bridge substructure. Supervised roadway improvements to the Mosher Avenue approaches to the bridge as well as the intersection with Ward Avenue. Efforts included horizontal and vertical design, intersection and driveway grading, intersection sight distance evaluations, sidewalk upgrades, signing and striping, guide rail design, and development of cross sections with earthwork. Assisted with the preparation of plans and documents (i.e., cost estimates, quantities, specifications) for the preliminary and final design phases.
02/17 – 06/19	Deck Replacement Study for Foothill Road Bridge over Route 287 Bridgewater, Somerset County, NJ – New Jersey DOT Deputy Project Manager & Roadway Design Team Leader during the limited scope concept development phase for this bridge deck replacement. The structure is a five span, composite prestressed concrete I-beam bridge with a deck rating of poor. Coordinated efforts among survey, utility, bridge, and traffic engineers, and environmental and cultural resource specialists in the preparation of the Purpose and Need Statement, Project Fact Sheet, Controlled Substandard Design Elements Reasonable Assurance Memo, and Design Communications Report, the development of traffic control and detour alternatives and construction cost estimates, as well as the preparation of the Concept Development Report.
06/17 – 12/18	Deck Replacement Study for Prince Rodgers Avenue Bridges over Route 287 Bridgewater, Somerset County, NJ – New Jersey DOT Deputy Project Manager & Roadway Design Team Leader during the limited scope concept development phase for the deck replacement of two bridges. Both structures are a three span, composite prestressed concrete I-beam bridge with a deck rating of poor. Coordinated efforts among survey, utility, bridge, and traffic engineers, and environmental and cultural resource specialists in the preparation of the Purpose and Need Statement, Project Fact Sheet, and Design Communications Report; the development of traffic control and detour alternatives and construction cost estimates; as well as the preparation of the Concept Development Report.

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	John Beatty, PE	Years of relevant experience with this employer 10
	Title	Senior Highway Engineer	Years of relevant experience with other employer(s) 20
	Degree(s) / Years / Specialization		B.S. / 2006 / Civil Engineering B.S. / 2006 / Architectural Design
	Active registration number / state / expiration date		Professional Engineer: 0402066212 / VA / 02/28/2027
Year registered	2023	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities			Guardrail Design Engineer
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/13 – 08/15	I-295/I-76/Route 42 Direct Connection, Camden County, NJ – New Jersey DOT Highway Engineer work performed included geometric design (Vertical and Horizontal) for Bell Road which crosses I-295 and for the Wilson Drive/Victory Drive temporary connector street. This involved designing the vertical and horizontal profiles while following the standards set in the NJDOT Roadway Design Manual. Prepared detailed designs for numerous ADA/PROWAG compliant curb ramps. Utilized Inroads to create cross sections and define slope lines for several side streets. Aided in proposed pavement design for Rt. 42, I-76, I-295 and several ramps. Created CAD drawings that helped to distinguish the useable existing pavement from the non-useable existing pavement throughout the entire project area, based on core samples and as-built drawings. This helped to eliminate unnecessary costs associated with removal and reconstruction of good existing pavement. Created cross-sections for Rt. 42, I-76 & I-295 to aid in the design of temporary and proposed pavement. Helped to design the Individual Parcel Maps for the ROW submissions. Performed Construction Services including Change of Plans and RFI tracking for Contract 1 and Contract 2 for this \$900-million project consisting of one of the largest and most congested interchanges in southern New Jersey. From 26 alternatives, one alternative with a six-lane direct connection overpass alignment was chosen which includes the realignment of 6 ramps including one in a depressed section under I-76, 13 bridges, two culverts, 22 retaining walls, 42 sign structures, and numerous noise walls.		
02/12 – 12/15	Route 70 Red Lion Road (CR 685) to Dakota Trail, Burlington County, NJ – New Jersey DOT Deputy Project Manager & Lead Roadway Engineer for this \$10.2M, federally funded project to increase the profile and resurface 9.4 miles of the Route 70 roadway and improvements to two traffic signals including full signal redesigns, ADA curb ramps and pedestrian safety devices. The existing corridor was analyzed and re-designed to enhance pedestrian and traffic safety. John, from Concept Development through Preliminary Engineering and Final Design, was responsible for identifying substandard design elements, preparing a Design Exception Report and obtaining approvals for substandard elements to remain. Developed geometric designs of highway and streets to address many roadway deficiencies including stopping sight distance, intersection sight distance, substandard cross slopes, lane/ shoulder widths, superelevation, etc. Roadway design and construction plans included roadway section, horizontal geometry and profile for approach roadways to multiple intersections; detailed grading for intersection crossings and superelevation transitions; guide rail; ADA compliant curb ramps; improvements to two traffic signals; and installation of CCTV cameras at two traffic circles. Coordinated with traffic engineers in the preparation of traffic signage and striping plans to show new and revised intersection pedestrian crosswalks and roadway striping, and proposed sign installations. Traffic control and staging (MPT) plans were developed to identify all stages of construction and included provisions for pedestrians and bicyclists during each stage, and ITS plans. The project required evaluation of access point compliance with the NJ State Highway Access Management Code and assessment of drainage implications. Innovative FHWA Every Day Counts design elements were utilized including roadway safety edge and centerline rumble strips to increase the safety of the traveling public. Responsible for developing construction plans, engineering estimates and specifications using Trans-Port and Primavera Schedule.		

07/19 – 11/23	I-280 Rockfall Mitigation, Essex County, NJ – New Jersey DOT Project Manager for the limited scope final design and provided construction engineering services for this rockfall mitigation project. The project involved two rock cut-slopes, along a 0.5 mile stretch of I-280, that had a rating of 'moderate' on the RHRS. Performed horizontal and vertical geometric design of highways and streets including reconstruction and installation of new guide rails and interstate shoulder resurfacing. Design responsibilities included preparation of roadway berm sections, detailed grading, drainage and guide rail design. Developed traffic control and staging plans (MPT), traffic signing and striping plans, cross-sections and earthwork summary.
01/20 – 06/21	Route 35, Bridge over Edgar Felix Bicycle Path, Monmouth County, NJ – New Jersey DOT Project Manager for the concept development phase for replacement/rehabilitation of the structurally deficient Rt. 35 bridge over the Edgar Felix Bicycle Path, and intersection improvements at the Rt. 35 & CR 524 circle. The Rt. 35 bridge is 120' long and 60' wide and has been given a sufficiency rating of 79.9 and Priority Rank of 3 by NJDOT Bridge Management System (BMS).
01/17 – Present	Replacement of Forest Resource Education Center (FREC) Access Road Bridge over Toms River – New Jersey DOT Project Manager for the Preliminary Engineering and Final Design phase of this project to replace an existing timber bridge with a rigid three-side structure. The roadway is being widened by eight feet to provide a safe bicycle and pedestrian route, and there will be a two-foot increase in the roadway profile to achieve allowable freeboard over the waterway. John is responsible for identifying Controlling Substandard Design Elements – including superelevation; lane and shoulder width; clear width of bridge; cross slopes and profile grade; vertical and horizontal stopping sight distance, minimum curve radius; and preparing a Design Exception Report and obtaining approval for CSDEs to remain. Performed roadside grading and design, developed traffic signage and striping and traffic control and staging (MPT) plans. Coordinated survey efforts and reviewed existing Right-of-Way, Utilities and Environmental Constraints for potential impacts due to the proposed work. Design work included preparation of horizontal and vertical geometrics for approach roadways; detailed pavement grading; drainage and guide rail. Prepared the design of traffic signing and striping plans in conjunction with Traffic Engineering lead. Led the development of construction plans, engineering estimates and specifications using Trans-Port and Primavera Schedule. Prepared responses to contractor RFIs, reviewed shop drawings and coordinated with NJDOT, the RE and the contractor throughout the duration of construction.
02/16 – Present	ADA Central, Contract 1 Various Municipalities – New Jersey DOT Deputy Project Manager for the Preliminary Engineering and Final Design phase for this \$22M project to implement pedestrian safety improvements at signalized and unsignalized intersections along the U.S. Route 9 and State Routes 35 & 71 corridors. Scope involved identifying substandard Americans with Disabilities Act (ADA) design elements and developing conceptual designs for approval. Work efforts include the design of 706 ADA curb ramps, improvements to sidewalks, traffic striping, highway lighting as well as full and partial signal redesigns of 51 intersections. John was responsible for identifying substandard design elements, developing conceptual geometric designs for highway and streets for approval to address deficiencies, preparing detailed grading plans for ADA ramps and preparing traffic signage and striping plans to show new and revised midblock and intersection pedestrian crosswalks, bike lanes and stop bars, and proposed sign installations. Traffic control and staging (MPT) plans were developed to identify all stages of construction and to prepare a detour of traffic plan for full road closures. The MPT plans also included provisions for pedestrians and bicyclists during each stage. Technically Infeasible Forms (TIFs) for curb ramp design exceptions were prepared for locations where proposed ramps cannot fully comply with standards – all which were approved, and evaluation of access point compliance with the NJ State Highway Access Management Code and assessment of drainage implications. Responsible for developing construction plans, engineering estimates and specifications using Trans-Port and Primavera Schedule.

16. Staff Experience:

	Firm employed by Hardesty & Hanover			
	Name	Courtney Mai, EI	Years of relevant experience with this employer	1
	Title	Civil Designer	Years of relevant experience with other employer(s)	3
	Degree(s) / Years / Specialization		B.S. / 2018 / Civil Engineering	
Active registration number / state / expiration date			Engineer in Training: 35745 / LA / 09/30/2026	
Year registered	2024	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Guardrail Designer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/24 - Present	H.004396 Lapalco Blvd Movable Bridge over Harvey Canal, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Engineer Intern for the design of a new three-lane double bascule movable bridge crossing of Harvey Canal and the widening of the existing four-lane Lapalco Blvd to provide a facility carrying three lanes of traffic in each direction in an urban area. The new bridge will be constructed as an independent structure adjacent and north of the existing bridge with a new operator house. The project includes rehabilitation to the existing four-lane bridge with three lanes of traffic and a new pedestrian/bike lane, improvements to bridge and roadway approaches, and development of a Traffic Control Plan. All design work is accordance to LADOTD Standards and Specifications and reviewed by LADOTD. Additional work includes improvements to bridge and roadway approaches, modifications to the existing median barrier system, design of new guardrail installations and roadside safety features , maintenance of traffic planning, and development of a comprehensive Traffic Control Plan.			
04/24 - Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Engineer Intern for the complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed that improvements to the electrical and mechanical systems, superstructure, and the connecting roads were required to return this bridge to its full operating capability.. H&H also developed a hydraulic study and a site plan that included several retention ponds for drainage improvements.			
04/24 - Present	H.009730.5 SNBI Data Collection, Statewide, LA – LADOTD Engineer Intern for retrieving, verifying, and entering the Specifications for the Nation Bridge Inventory (SNBI) data into InspectX for the bridges statewide for Louisiana Department of Transportation and Development (LADOTD). Tasks include review of pertinent documents such as rehabilitation plans, as-built plans, shop drawings, and inspection reports. These documents will be obtained from various LADOTD offices including General Files, Bridge Design Section, Bridge Maintenance Section, and District offices. Necessary information will be collected from the site when such information is unavailable from the plans.			

04/24 - Present	H.009730.5 In-Depth Bridge Inspection of Complex Structures, Statewide, LA - LADOTD Structural Inspector performing inspection of complex structures such as cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges statewide under separate task orders. Inspection of two steel truss bridges (Jimmie Davis and Miller's Bluff) and US 90 bridges at Krotz Springs have been completed to date.
06/24 – Present	H.009730.5 LADOTD Movable Bridge Manual, New Orleans, LA - LADOTD Engineer Intern responsible for the development of the LADOTD Movable Bridge Inspection Manual (including details, photos, illustrations, and specific examples); building a lesson plan and materials for the classroom training from the inspection manual; and providing classroom and field training. The manual will include bridge inspection principles and overview; movable bridge overview; mechanical, electrical, and structural inspection of movable bridges; operator house; and classroom and field training for electrical, mechanical, and structural.
04/24 - Present	I-10 & I-12 College Dr Flyover Ramp Design- Build, Baton Rouge, LA - LADOTD Engineer Intern for construction quality control/quality assurance for this flyover ramp design-build project which is located at the I-10 West exit to College Dr, in advance of the I-10 & I-12 West merge. H&H serves as Design-Builder's Construction Quality Control Firm (CQCF) and oversees all Design Quality Control and Construction Quality Control activities for the project. Scope include the development and implementation of Comprehensive Quality Plan to ensure the design and construction conforms to all specified requirements. H&H will develop, maintain, and update Contractor Quality Management Plan and provide qualified Inspectors, material sampling, testing, and independent testing labs to ensure contractors and off-site fabrication facilities meet project specifications.
05/19 – 05/22	Engineer Intern for various following projects: • Designed various pipe racks, access tunnels, and rock anchors for underground mining for Freeport. • Designed various foundations and equipment platforms such as monorails, tank supports, pipe supports for industrial facilities. • Inspection of various wharves throughout the New Orleans area. Performed inspection and developed inspection reports. Assisted in design and load capacity. • Design of equipment supports and pipe racks for offshore platforms. • Design of pipe supports, foundations, access platforms, auxiliary building for industrial complexes.

16. Staff Experience:

	Firm employed by Hardesty & Hanover				
	Name		Chloe Beals, EI	Years of relevant experience with this employer	1
	Title		Civil Designer	Years of relevant experience with other employer(s)	2
	Degree(s) / Years / Specialization		B.S. / 2024 / Civil Engineering		
	Active registration number / state / expiration date		Professional Engineer: 35946 / LA / 09/30/2027		
Year registered		2025	Discipline		Civil Engineering
Contract role(s) / brief description of responsibilities			Guardrail Designer		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
03/25 - Present	H.004396 Lapalco Blvd Movable Bridge over Harvey Canal, Jefferson Parish, Louisiana - Jefferson Parish DPW/LADOTD Engineer Intern for the design of a new three-lane double bascule movable bridge crossing of Harvey Canal and the widening of the existing four-lane Lapalco Blvd to provide a facility carrying three lanes of traffic in each direction in an urban area. The new bridge will be constructed as an independent structure adjacent and north of the existing bridge with a new operator house. The project includes rehabilitation to the existing four-lane bridge with three lanes of traffic and a new pedestrian/bike lane, improvements to bridge and roadway approaches, and development of a Traffic Control Plan. All design work is accordance to LADOTD Standards and Specifications and reviewed by LADOTD. Additional work includes improvements to bridge and roadway approaches, modifications to the existing median barrier system, design of new guardrail installations and roadside safety features , maintenance of traffic planning, and development of a comprehensive Traffic Control Plan.				
03/25 – Present	H.009730.5 SNBI Data Collection, Statewide, LA – LADOTD Roadway Designer for retrieving, verifying, and entering the Specifications for the Nation Bridge Inventory (SNBI) data into InspectX for the bridges statewide for Louisiana Department of Transportation and Development (LADOTD). Tasks include review of pertinent documents such as rehabilitation plans, as-built plans, shop drawings, and inspection reports. These documents will be obtained from various LADOTD offices including General Files, Bridge Design Section, Bridge Maintenance Section, and District offices. Necessary information will be collected from the site when such information is unavailable from the plans.				
08/25 – Present	Popp’s Ferry Bascule Bridge, Biloxi, MS – Mississippi OSARC Civil Engineer Intern assisting in the inspection of Popp's Ferry Bridge deck, assisted generation of the inspection report and reported SNBI items for the bridge. Attended site visit to inspect bridge superstructure.				
12/25 – Present	H.011962, H.011986, H.012063, H.012734, & H.013818 Five 5 Vertical Lift Bridge Rehabilitation/Replacement, Various Locations, LA – LADOTD Structural Engineer Intern for the inspection and rehabilitation of Task Order H.013818 Golden Meadow Bridge and Task Order H.011986 Montegut Bridge structure referenced above. Work also includes development of a scope of work, rehabilitation or replacement plans, and specifications for each structure. Project also requires an LRFR Load Rating of H.013818 and H.011986. Work is limited to all portions of the bridge that are above ground or above mean water level.				
07/25 – Present	H.009730.5 LADOTD Movable Bridge Manual Statewide – LADOTD Structural Engineer Intern assisting in the development of the LADOTD Movable Bridge Inspection Manual (including details, photos, illustrations, and specific examples); building a lesson plan and materials for the classroom training from the inspection manual; and providing classroom and field training. The manual will include: bridge inspection principles and overview; movable bridge overview; mechanical, electrical, and structural inspection of movable bridges; operator house; and classroom and field training for electrical, mechanical, and structural).				

16. Staff Experience:

	Firm employed by Hardesty & Hanover		
	Name	Will Farber, EI	Years of relevant experience with this employer
	Title	Civil Designer	Years of relevant experience with other employer(s) 5
	Degree(s) / Years / Specialization		BS / 2018 / Civil Engineering
Active registration number / state / expiration date		Engineer in Training: 33903 / LA / 03/31/2027	
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Guardrail Designer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
11/24 – Present	SR 33 Bridge Replacements, Franklin County, MS – Mississippi DOT Roadway Designer for the Phase A Final Right-of-Way Plans for roadway design and roadway hydraulic design for four bridge replacements along SR 33 (Bridge Nos. 31.9, 34.6, 34.9, and 35.3). The project scope includes roadway realignment, roadway hydraulic design, preliminary right-of-way design, and final right-of-way design. H&H is providing the realignment of the roadway to run parallel to the existing and redesigning of one intersection at the end of the project. A hydraulic study and report is to be completed to resize the existing pipes, if necessary, and to verify sizing for a reinforced box culvert. A set of preliminary right-of-way plans are to be created following MDOT's guidelines and using the approved alignment from MDOT. Final right-of-way plans will be delivered after hydraulic design and roadway design have been finalized and a plan set has been created.		
09/24 – Present	H.009730.5 SNBI Data Collection, Statewide, LA – LADOTD Roadway Designer for retrieving, verifying, and entering the Specifications for the Nation Bridge Inventory (SNBI) data into InspectX for the bridges statewide for Louisiana Department of Transportation and Development (LADOTD). Tasks include review of pertinent documents such as rehabilitation plans, as-built plans, shop drawings, and inspection reports. These documents will be obtained from various LADOTD offices including General Files, Bridge Design Section, Bridge Maintenance Section, and District offices. Necessary information will be collected from the site when such information is unavailable from the plans.		
09/24 – Present	H.014530: Almonaster Ave Bridge Rehabilitation and New Connector Road, New Orleans, LA - Port of New Orleans/LADOTD Roadway Designer for the complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The scope included bridge-end guardrail retrofit design using DOTD standard plans (GR-Mash-BC/GRR), development of the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design. H&H also designed a new connector road to provide improved access to the bridge while eliminating conflicts with active rail traffic, enhancing both mobility and safety along the corridor. For the bridge assessment, complete rehabilitative engineering design, and road design services required for the partial replacement of the Almonaster Ave Bridge and a new connector road. The Almonaster Ave Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed that improvements to the electrical and mechanical systems, superstructure, and the connecting roads were required to return this bridge to its full operating capability.. H&H also developed a hydraulic study and a site plan that included several retention ponds for drainage improvements.		
11/18 – 10/20	Dynamic Roadway Evaluation of Various Bridges & Freeways, Statewide Delaware & San Francisco, CA –DelDOT & Caltrans Civil Designer for this roadway evaluation project. The project consisted of using Soundar to evaluate roadways while in motion. The Soundar is a mobile ultra-seismic sounding device that consists of 12 hammers and a microphone used to collect sounding data as it is pulled behind a truck traveling at about 10 mph. Will operated the Soundar machine, made repairs as necessary, and analyzed the results. Will worked on several parts of Delaware's interstate system as well as a few bridges in the San Francisco Bay area.		

16. Staff Experience:

	Firm employed by Chustz Surveying, LLC		
	Name	James H. Chustz, Jr. PLS	Years of relevant experience with this employer 31
	Title	Professional Land Surveyor	Years of relevant experience with other employer(s) 21
	Degree(s) / Years / Specialization		1983 / Boundary Surveying Classes / LSU
Active registration number / state / expiration date		Professional Land Surveyor: 4657 / LA / 3/31/2028	
Year registered	1992	Discipline	Surveying
Contract role(s) / brief description of responsibilities		Professional Land Surveyor registered in Louisiana with over 5 years of experience in conducting topographic surveys for DOTD – Meets MPR 5	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/26-Present	LADOTD, H.016507.5, US 90 Over Wax Lake Outlet Scour Repair. Project Principal/Surveyor responsible for the overall management of this contract, including project planning for multibeam hydrographic, RTK topographic, and mobile LiDAR surveys at the US 90 Wax Lake Outlet crossing to support scour repair around the bridge pilings in accordance with LADOTD requirements. Deliverables included a survey report, Bentley OpenRoads DGN files, field notes, and utility reports. Cost: \$88K.		
05/23-02/25	LA 44: Roundabouts @ I-10, LADOTD, H.015569.5. Project Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing mobile LiDAR, uncrewed aerial LiDAR, conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included a Drainage Map and Bentley InRoads DGN, DTM, and ALG files. Cost: \$212K		
02/24-07/24	US 71: UPRR Overpass CLR Adjustment, LADOTD, H.015119.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing mobile and stationary LiDAR, conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included a Drainage Map and Bentley InRoads DGN, DTM, and ALG files. Cost: \$148K		
05/23-12/23	LA 44: Pelican Point Roundabout & Widen, LADOTD, H.015568.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing mobile LiDAR, uncrewed aerial LiDAR, conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included a Drainage Map and Bentley InRoads DGN, DTM, and ALG files. Cost: \$120K		
03/22-08/22	LA 20: LA 304 – LA 307, Lafourche Parish, LADOTD, H.014728.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic and uncrewed single beam hydrographic surveys utilizing uncrewed aerial LiDAR and photogrammetry, conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included a Drainage Map and Bentley InRoads DGN, DTM, and ALG files. Cost: \$204K		
11/21-02/22	LA 73 Bayou Manchac Bridge, Ascension and East Baton Rouge Parishes. Principal/Surveyor responsible for the overall management of this project consisting of topographic surveys, property surveys, right-of-way surveys, and title research, utilizing mobile LiDAR, uncrewed aerial LiDAR, conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$101K		
12/24-01/25	LA 1206: Creek Bridge, Rapides Parish, LADOTD, H.016313.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$53K		

12/24-03/25	LA 463: Drainage Bridge, Vernon Parish, LADOTD, H.016315.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$53K
12/24-02/25	LA 3187: Creek Bridge, Evangeline Parish, LADOTD, H.016320.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$53K
12/24-03/25	LA 970: Creek Bridge, Pointe Coupee Parish, LADOTD, H.016321.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$46K
12/20-10/21	LA 29 Bayou Cocodrie Bridge Scour Repair, Ville Platte, LADOTD, H.014633.5. Principal/Surveyor responsible for the overall management of this task order consisting of topographic and hydrographic surveys utilizing RTK, conventional, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files.
08/21-12/21	LA 301 Priest Cana Bridge, Crown Point, LADOTD, H.014284.5. Project Manager/Surveyor responsible for managing the logistics of this contract consisting of topographic and hydrographic surveys utilizing conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files.
02/22-12/23	West Baton Rouge Court St. Sidewalks, West Baton Rouge Parish. Principal/Surveyor responsible for the overall management of this contract consisting of topographic surveys, property surveys, right-of-way surveys, and title research, utilizing mobile LiDAR, uncrewed aerial LiDAR, conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$115K
06/23-04/25	LA HWY 22 Gapping Project ROW Maps, Ascension Parish. Principal/Surveyor responsible for the overall management of this contract consisting of topographic surveys, property surveys, right-of-way surveys, research, title take-off, and acquisition of parcels utilizing conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included Bentley InRoads DGN, DTM, and ALG files, PDF maps, and title reports. Cost: \$200K
05/23-02/25	LA 44: Roundabouts @ I-10, LADOTD, H.015569.5. Project Principal/Surveyor responsible for the overall management of this task order consisting of topographic surveys utilizing mobile LiDAR, uncrewed aerial LiDAR, conventional, RTK, and GPS/GNSS survey methods to meet LA DOTD specifications. Deliverables included a Drainage Map and Bentley InRoads DGN, DTM, and ALG files. Cost: \$212K
10/17 – 12/18	H.013193, 2017 Thompson Creek Bridge Replacement, LADOTD Principal/Surveyor responsible for the overall project management of this contract. Chustz provided Conventional Hydrographic and Topographic surveys of the Little Natalbany River bridge crossing at US61. Deliverables included a GPS Sketch, ASCHJ files, MicroStation DGN and DTM files, Utility Reports, and a Location Report.
01/22 – Present	Automated Revetment Surveys on the Mississippi, Atchafalaya, and Red Rivers, USACE, New Orleans District, LA, MVN Contract W912P8-20-C-0057. Principal/Surveyor responsible for the overall management of this job. Chustz provided Automated Multibeam Underwater Imaging surveys for 456 miles on the Mississippi, Atchafalaya and Red Rivers. DGPS and Automated River Gauges were used for control. Deliverables included ASCII XYZ Files and QA/QC Reports.
11/21 – 06/22	H.012563.5, LA 73 Bayou Manchac Bridge, Prairieville, LADOTD Principal/Surveyor was responsible for the overall management of this job. The types of surveys that Chustz provided were Topographic, Hydrographic, Aerial LiDAR, Static GPS, and RTK. Deliverables included MicroStation InRoads DGN, DTM, and ALG files, Utility Forms, GPS Photos, and ASCII Files.

16. Staff Experience:

	Firm employed by Chustz Surveying, LLC		
	Name	Evan Chiasson, PLS	Years of relevant experience with this employer
	Title	Professional Land Surveyor	Years of relevant experience with other employer(s)
	Degree(s) / Years / Specialization		2011 / Bachelor of Science in Geomatics / Nicholls State University
Active registration number / state / expiration date		Professional Land Surveyor: 5139 / LA / 3/31/2028	
Year registered	2015	Discipline	Surveying
Contract role(s) / brief description of responsibilities		Professional Land Surveyor registered in Louisiana with over 5 years of experience in conducting topographic surveys for DOTD – Meets MPR 5	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/26-Ongoing	LADOTD, H.016507.5, US 90 Over Wax Lake Outlet Scour Repair. Project Manager/Surveyor responsible for managing survey operations and field logistics for this task order consisting of multibeam hydrographic, RTK topographic, and mobile LiDAR surveys at the US 90 Wax Lake Outlet crossing to support scour repair around the bridge pilings in accordance with LADOTD requirements. Deliverables included a survey report, Bentley OpenRoads DGN files, field notes, and utility reports. Cost: \$88K.		
03/22-08/22	LADOTD, H.014728.5, LA 20: LA 304 – LA 307, Lafourche Parish. Project Manager/Surveyor responsible for managing survey operations and field logistics for this task order consisting of uncrewed conventional single beam hydrographic and topographic surveying along approximately five miles of roadway corridor. He coordinated field crews, equipment, and schedules; directed establishment and verification of horizontal and vertical control; and performed QA/QC review of hydrographic and topographic survey data and deliverables. Under his direction, field crews performed single-beam hydrographic surveys, GNSS, conventional, aerial LiDAR, and photogrammetric surveys to collect and integrate bathymetric, terrain, drainage, and utility data in accordance with LADOTD requirements. Deliverables included a Drainage Map, Bentley InRoads DGN, DTM, and ALG files. Cost: \$204K		
12/24-02/25	LADOTD, H.016320.5, LA 3187: Creek Bridge, Evangeline Parish. Project Manager/Surveyor responsible for managing survey operations and field logistics for this task order consisting of RTK/conventional hydrographic and topographic surveying at a bridge crossing. He coordinated field crews, equipment, and schedules; directed establishment and verification of horizontal and vertical control; and performed QA/QC review of hydrographic and topographic survey data and deliverables. Under his direction, field crews collected bathymetric, channel, bridge, and overbank survey data utilizing conventional, RTK, and GPS/GNSS survey methods to accurately define existing conditions and support engineering assessment of the bridge structure and associated waterway. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$53K		

12/24-01/25	LADOTD, H.016313.5, LA 1206: Creek Bridge, Rapides Parish. Project Manager/Surveyor responsible for managing survey operations and field logistics for this task order consisting of RTK/conventional hydrographic and topographic surveying at a bridge crossing. He coordinated field crews, equipment, and schedules; directed establishment and verification of horizontal and vertical control; and performed QA/QC review of hydrographic and topographic survey data and deliverables. Under his direction, field crews collected bathymetric, channel, bridge, and overbank survey data utilizing conventional, RTK, and GPS/GNSS survey methods to accurately define existing site conditions and support engineering evaluation of the structure and waterway. Deliverables included Bentley InRoads DGN, DTM, and ALG files. Cost: \$53K
03/22-03/23	CPRA Contract 4400022832 TO 1, Reggio Marsh Creation and Hydrologic Restoration Project. Principal/Surveyor responsible for managing survey operations and field logistics for this task order including directing the collection of static GNSS, aerial photogrammetry, topographic, conventional, single beam, multibeam, side scan, and sub-bottom hydrographic data locating baselines, establishing geodetic control, and collecting cross section data. Deliverables included plan/profile sheets, AutoCAD DWG files, a detailed survey report, cross sectional diagrams, field notes, static GNSS network reports, and final ASCII data sets. Cost: \$292K
05/23-02/25	LADOTD, H.015569.5, LA 44: Roundabouts @ I-10. Project Manager/Surveyor responsible for managing survey operations and field logistics for this task order consisting of RTK/conventional hydrographic and topographic surveying to support roadway and drainage improvements. He coordinated field crews, equipment, and schedules; directed establishment and verification of project control; and performed QA/QC review of survey data and deliverables. Under his direction, field crews utilized mobile LiDAR, uncrewed aerial LiDAR, conventional, RTK, and GPS/GNSS survey methods to collect and integrate bathymetric and topographic data in accordance with LADOTD requirements. Deliverables included a Drainage Map and Bentley InRoads DGN, DTM, and ALG files. Cost: \$212K
05/23-12/23	LADOTD, H.015568.5, LA 44: Pelican Point Roundabout & Widen. Project Manager/Surveyor responsible for managing survey operations and field logistics for this task order consisting of RTK/conventional hydrographic and topographic surveying to support roadway widening and roundabout design. He coordinated field crews, equipment, and schedules; directed establishment and verification of project control; and performed QA/QC review of survey data and deliverables. Under his direction, field crews utilized mobile LiDAR, conventional, RTK, and GPS/GNSS survey methods to collect and integrate bathymetric and topographic data in accordance with LADOTD requirements. Deliverables included a Drainage Map and Bentley InRoads DGN, DTM, and ALG files. Cost: \$120K

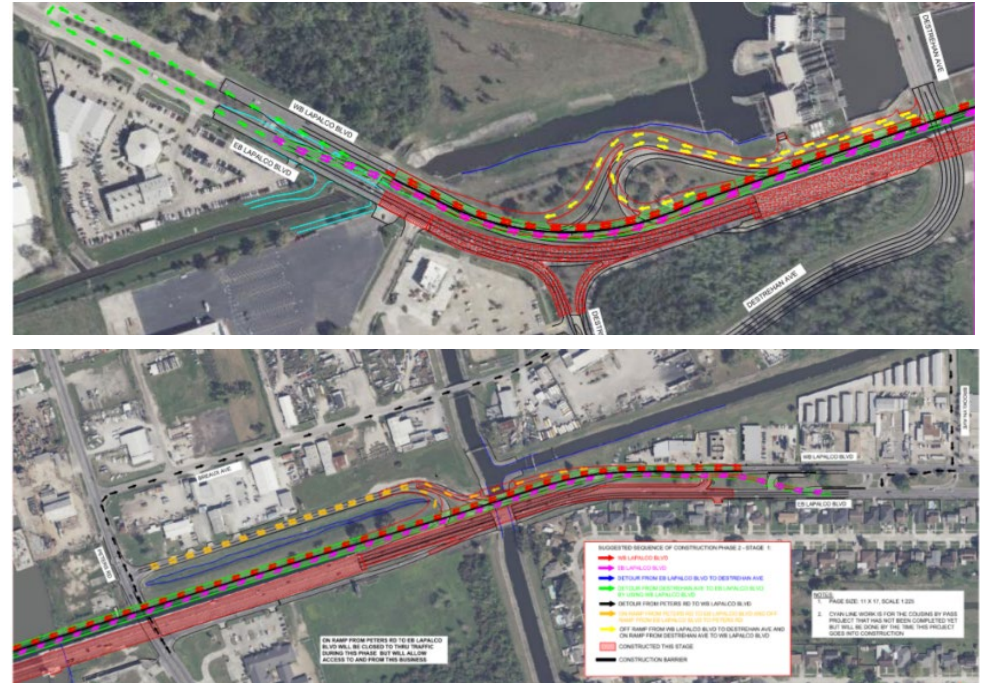
17. Firm Experience:

Firm name	Hardesty & Hanover	Past Performance Evaluation Discipline(s)*	Road
Project name	Lapalco Bridge over Harvey Canal & Roadway Approaches	Firm responsibility (prime or sub?)	Prime
Project number	H.004396	Owner's name	Jefferson Parish/LADOTD
Project location	Jefferson Parish, LA	Owner's Project Manager	Mark Roberts, PE
Owner's address, phone, email	1221 Elmwood Park Blvd. Ste 904, Jefferson, LA 70123 504.736.8753 mark.roberts@jeffparish.gov		
Services commenced by this firm (mm/yy)	01/18	Total consultant contract cost (\$1,000's)	\$7,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$4,250

H&H is providing bridge design services and overseeing the roadway for the widening of Lapalco Boulevard from a four-lane urban arterial to a six-lane facility carrying three lanes of traffic in each direction across the Harvey Canal. The project includes construction of a new three-lane double bascule bridge adjacent to the existing structure and rehabilitation of the existing bridge to accommodate three traffic lanes and a dedicated pedestrian/bicycle facility. The roadway design includes reconstruction of bridge approaches, intersection improvements, modifications to median protection, and geometric enhancements to improve traffic operations and safety throughout the corridor.

Given Lapalco Boulevard's importance as a major transportation and evacuation route, a significant component of the project is the development of a comprehensive maintenance of traffic strategy to safely accommodate motorists throughout construction. H&H managed development of a phased construction approach and Traffic Control Plan that maintains traffic flow while transitioning vehicles between the existing and proposed facilities. The design incorporates temporary traffic control measures, positive protection, work zone barriers, and construction staging plans to enhance safety for both the traveling public and construction personnel.

The project also includes extensive roadside safety improvements designed to meet current LADOTD and AASHTO criteria. H&H evaluated existing roadside hazards and clear zone conditions throughout the corridor and **developed improvements that include new guardrail systems, guardrail-to-bridge rail transitions, median barrier modifications, and shielding of fixed objects and other roadside obstructions.** Safety enhancements will be incorporated at bridge attachments, utility conflicts, drainage structures, and other locations where hazards were identified within the roadway recovery area. Through the integration of roadway, bridge, and roadside safety design, the project will improve corridor safety, reduce roadway departure risks, and provide a safer and more efficient transportation facility for motorists, pedestrians, and cyclists.



Scope of Work Relevant to the Contract:

- Roadway and Embankment Reconstruction
- Roadside Safety Improvement
- Median Barrier Modifications
- Maintenance of Traffic
- Drainage Design & Improvements
- LADOTD Standards & Specifications
- Management of Multiple Subconsultants

Key Members: Babak Naghavi, PE, PH, PhD; Stephan Heimburg, PE; Frederick Wetekamm, PE; Erik Diaz, PE; Linh Kim, PE; Dalton Hunt, PE; and John Rayer, PE

17. Firm Experience:

Firm name	Hardesty & Hanover		Past Performance Evaluation Discipline(s)*	Road
Project name	PS&E for Hazard Elimination and Safety Improvements in San Angelo District		Firm responsibility (prime or sub?)	Sub
Project number	N/A	Owner's name	Texas Department of Transportation	
Project location	Edwards, Kimble, and Real Counties, TX		Owner's Project Manager	Matthew Holmes
Owner's address, phone, email	2802 Armstrong St, San Angelo, TX 76903 325-277-5770			
Services commenced by this firm (mm/yy)	02/21	Total consultant contract cost (\$1,000's)		\$691
Services completed by this firm (mm/yy)	08/21	Cost of consultant services provided by this firm (\$1,000's)		\$215

This project (CSJ 0148-03-027, etc) was part of the Hazard Elimination Safety (HES) Program, under the Highway Safety Improvement Program (HSIP).

The objective of HES projects is to reduce the number and severity of crashes on on-system and off-system roads. The project covered a total of 154 miles of roadway in the San Angelo District to improve high-hazard locations, treat roadside obstacles, improve signing and pavement marking, and install traffic control or warning devices at locations with a high number of crashes.

Proposed H&H staff Anna Boenig, PE and William Sherwood, PE performed site visits on four different roadways covering 86 miles in three counties. **They assessed 135 locations/instances of guardrail and bridge rail,** unprotected culverts and unrecoverable slopes. At each location, Anna and William:

- Verified LAT/LON at the location
- Identified MBGF type, height, length and safety end treatment
- Identified culvert type, size and clear zone
- Identified bridge rail height and type



Scope of Work Relevant to the Contract:

- Field Review of Existing Guardrail and Bridge Rail
- Field Review of High Hazard Locations
- Plans Addressed Removal/Replacement of Existing Hardware with Upgraded MASH Standards for Guardrail, End Treatments, and Transitions

Key Members: Anna Boenig, PE and William Sherwood, PE

17. Firm Experience:

Firm name	Hardesty & Hanover	Past Performance Evaluation Discipline(s)*	Road
Project name	Almonaster Ave Bridge over the Industrial Canal	Firm responsibility (prime or sub?)	Prime
Project number	H.014530	Owner's name	Port of New Orleans / LADOTD
Project location	New Orleans, LA	Owner's Project Manager	Michael Sulser, PE
Owner's address, phone, email	1350 Port of New Orleans Pl, New Orleans, LA 70130 504.528.3297 michael.sulser@portnola.com		
Services commenced by this firm (mm/yy)	01/20	Total consultant contract cost (\$1,000's)	\$2,500
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$2,250



H&H provided the bridge assessment, complete rehabilitative engineering design, and construction inspection services required for the rehabilitation and partial replacement of the Almonaster Ave Bridge for the Port of New Orleans.

The Almonaster Bridge crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. Hurricane Katrina destroyed roadways leading up to the bridge in 2005 and for the following 13 years, the bridge had exclusively served rail traffic. H&H's 2019 assessment of the circa-1920 bascule bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure.

H&H is developing the necessary bridge remedial design plans and specifications and is providing inspection services during construction. The bridge's span drive and span lock machinery, operating strut, guide assembly, live load bearings, and counterweight trunnion pin and bushing will be replaced. The main trunnion bearings will be rehabilitated and repositioned.

The road design services included a new alignment for better connection to existing roadways, reconstruction of existing roadway approaches, and design of updated drainage, including improved retention ponds. Additional remedial efforts along Almonaster Ave Bridge also included the improvement or replacement of the original fixed roadway approach spans. The sharp curve that existed on westbound Almonaster Ave was demolished and a new road was constructed on an improved alignment. H&H developed a hydraulic study and a site plan that included several retention ponds for drainage improvements. Other services included environmental, geotechnical, and pavement design. H&H also developed the guardrail layout and geometric design table for the bridge approaches, and coordination of the new roadway alignment, approach reconstruction, and drainage design.

Scope of Work Relevant to the Contract:

- Roadway Design
- New Roadway Alignment
- Intersection Improvement
- Drainage Design
- Utility Relocation
- Management of Multiple Subconsultants

Key Members: Babak Naghavi, PE, PH, PhD; Fred Wetekamm, PE; John Rayer, PE; Erik Diaz, PE; Linh Kim, PE; Dalton Hunt, PE; and Robert Hideck, PE

17. Firm Experience:

Firm name	Hardesty & Hanover, LLC	Past Performance Evaluation Discipline(s)*	Road
Project name	Moving I-4 Forward	Firm responsibility (prime or sub?)	Sub
Project number	N/A	Owner's name	Florida Department of Transportation
Project location	Polk and Osceola Counties, FL	Owner's Project Manager	Will N. Watts, Jr, PE/Jignesh Rathod, PE
Owner's address, phone, email	Corridor's Program Office, 1170 Celebration Ave., Suite 200 Celebration FL 34747 407.420.4220 jignesh.rathod@dot.state.fl.us		
Services commenced by this firm (mm/yy)	01/25	Total consultant contract cost (\$1,000's)	\$27,500
Services completed by this firm (mm/yy)	08/26	Cost of consultant services provided by this firm (\$1,000's)	\$2,500

The Moving I-4 Forward program is enhancing Central Florida's vital corridor through innovative Modified Phased Design-Build projects that expedite construction, improve safety, and build on prior I-4 improvements, delivering faster, safer travel for motorists and visitors. The project has five project phases and an initial Accelerated Start phase. H&H is providing services for the Accelerated Start Phases A & B and for Project 5.

The Accelerated Start Phase (Projects A & B) included construction of two new congestion relief lanes along Interstate 4 (I-4) from east of U.S. 27 to World Drive. The lanes were completed in April 2025, eight months ahead of schedule. H&H served as Engineer of Record for temporary traffic control design, Segment A drainage, and the Accelerated Congested Relief Roadway Plans. H&H worked with the design and MI-4 teams to adhere to an aggressive schedule, providing Construction plans within a month of notice-to-proceed, allowing the contractor to begin paving within days of submittal. Having these additional lanes has increased vehicle capacity, improving traffic flow and allowing drivers to reach their destinations more safely and efficiently. Congestion relief means more reliable trips, which reduced driver delays in excess of 45 minutes.



Photo Courtesy of Aerial Innovation of Florida

Project 5 is also known as the Poinciana Connector, a new roadway linking directly to I-4. The final configuration includes three lanes in each direction, expandable to four, and ties to Project 2. For this project, H&H is providing temporary traffic control, toll design, and structural engineering.

The Accelerated Congested Relief lanes are designed as temporary capacity improvements, adding an additional lane now to relieve congestion while the projects are phased to the ultimate build out. The concept plans for the Accelerated Congested Relief lanes of proposed placing temporary barrier to be left in place until projects 2 & 3 were in construction, by others. **The H&H innovation was to utilize a combination of resetting existing guardrail and new guardrail set at current standards to prevent median crossovers. 32,600 linear feet of guardrail was utilized along the median, to provide dropoff, crossover and hazard protection.**

Scope of Work Relevant to the Contract:

- Guardrail Safety Upgrades
- Roadway Design
- Temporary Traffic Control

Key Members: Robert Hideck, PE; Stephan Heimburg, PE; and James Webb Jones, PE

17. Firm Experience:

Firm name	Hardesty & Hanover		Past Performance Evaluation Discipline(s)*	Road
Project name	SR 826 Palmetto Expressway Design - Build			Firm responsibility (prime or sub?) Prime
Project number	N/A	Owner's name	Florida Department of Transportation	
Project location	Miami-Dade County, FL		Owner's Project Manager	Raul Quintela, PE
Owner's address, phone, email	1000 N.W. 111 Avenue, Miami, Florida 33172 305.470.5457 raul.quintela@dot.state.fl.us			
Services commenced by this firm (mm/yy)	04/21	Total consultant contract cost (\$1,000's)		\$66,054
Services completed by this firm (mm/yy)	02/25	Cost of consultant services provided by this firm (\$1,000's)		\$6,948

The SR 826 Palmetto Expressway is a multi-lane, limited access expressway crossing FEC Railroad, connecting SR 826, I-75, Florida's Turnpike and I-95. The recent completion of express lanes revealed the need for additional operational improvements with expedited delivery through design-build. The project provides:

- An additional southbound lane, auxiliary lanes, improved shoulder widths,
- Major modifications to the NW 103rd St. interchange, revised lane access to the southbound express lanes, a new toll site, and
- Safety improvements on the adjoining frontage road system.

H&H is the lead designer, responsible for roadway, drainage, permitting, temporary traffic control, bridge, tolling, and retaining wall design and coordination of five subconsultants. Key scope items included:

Roadway/Drainage: Four miles of expressway widening and resurfacing and five miles of frontage road improvements including new paved shoulders and sidewalks, while avoiding utility impacts on this schedule critical project. The drainage network includes an extensive French drain system and conversion of a conceptual permit to two construction permits.

The frontage road on the west side runs parallel to Peter's Pike Canal and has areas of eroding front slopes. **H&H detailed utilizing deep post guardrail in a slope break condition to reset and reconstruct guardrail to current standards to meet the current needs of this 3R portion of the project.** Care also had to be taken to avoid conflicts with existing utilities and the French drain system.

Structures: Diverse structure improvements including 3R improvements to two frontage road bridges over the Little River Canal, widening of the southbound structures over Metrorail and FEC railroads, widening of northbound and southbound bridges over NW 103rd Ave, and major modifications to the 103rd Ave flyover, including a pier relocation and a lane reduction.

Key innovations used to enhance constructability include:

- A revised southbound lane reduction transition to eliminate a 4-ft. bridge widening.
- Reuse of sign structures and foundations to reduce supply chain delivery issues and eliminate two water-borne foundations.
- Reconfiguration of flyover foundations to balance loading during construction and final conditions, and the use of steel towers to support the flyover during pier reconstruction.

Scope of Work Relevant to the Contract:

- Guardrail Safety Upgrades
- Roadway Design
- Temporary Traffic Control



Key Members: Stephan Heimburg, PE; Robert Hideck, PE; J. Webb Jones, PE; Erik Diaz, PE; James Wolczynski, PE; Linh Kim, PE; and Benjamin Bower, PE

17. Firm Experience:

Firm name	Chustz Surveying, L.L.C.	Past Performance Evaluation Discipline(s)*	Survey
Project name	LA 44: Roundabouts at I-10	Firm responsibility (prime or sub?)	Prime
Project number	H.015569.5	Owner's name	LADOTD
Project location	Ascension Parish, Louisiana	Owner's Project Manager	Stan Ard, PLS
Owner's address, phone, email	1201 Capitol Access Rd., Baton Rouge, LA, 70802 225-379-1101 Stanley.Ard@LA.GOV		
Services commenced by this firm (mm/yy)	05/23	Total consultant contract cost (\$1,000's)	\$212
Services completed by this firm (mm/yy)	02/25	Cost of consultant services provided by this firm (\$1,000's)	\$212

LA DOTD Sate Project No. H.015569.5: Chustz Surveying was tasked to conduct a comprehensive survey of LA 44 at the I-10 intersection for roundabout installations. The survey extended 1500 feet north and south of I-10 and to the end of the entrance and exit ramps along the interstate. All topographic features and utilities, both above and underground were collected.

For this project, Chustz deployed multiple crews to the site to establish control in addition to the provided control points utilizing RTK with Trimble GPS/GNSS receivers and establish the centerline. Once the control and centerline were established, the crew began collecting the required topographic, utility and drainage features using RTK survey methods. Additional drainage features were collected within 300 ft of the project limits to facilitate the required Drainage Map. To collect the remaining data on the interstate and HWY 44, Chustz utilized both our Riegl VUX-1uav Mobile LiDAR system mounted to our truck and our Riegl miniVUX-1UAV from our BFD aerial surveying platform. This allowed us to collect the data in areas that would otherwise be dangerous or require a stoppage of interstate traffic.

The data was transferred to the office on a regular basis where it was processed utilizing Trimble Business Center (TBC) and verified against the provided control data. The LiDAR data was processed using the Riegl software and features were extracted using TBC. The datasets were then merged in Trimble Terramodel and mapped in Bentley InRoads adhering to the DOTD Software and Deliverable Standards for Electronic Plans and DOTD CAD Standards. Final deliverables included DGN, DTM, ALG, and ASCII files along with utility forms and a survey report. All work performed adhered to our QA/QC plan and was in accordance with the LA DOTD Location and Survey Manual.

**Scope of Work Relevant to the Contract:**

- LADOTD Topographic Survey

Key Members: James H. Chustz, Jr, PLS and Evan Chiasson, PLS

17. Firm Experience:

Firm name	Chustz Surveying, L.L.C.	Past Performance Evaluation Discipline(s)*	Survey
Project name	LA 20: LA 304 – LA 307	Firm responsibility (prime or sub?)	Prime
Project number	H.014728.5	Owner's name	LADOTD
Project location	Lafourche Parish, Louisiana	Owner's Project Manager	Stan Ard, PLS
Owner's address, phone, email	1201 Capitol Access Rd., Baton Rouge, LA, 70802 225-379-1101 Stanley.Ard@LA.GOV		
Services commenced by this firm (mm/yy)	03/22	Total consultant contract cost (\$1,000's)	\$204
Services completed by this firm (mm/yy)	08/22	Cost of consultant services provided by this firm (\$1,000's)	\$204

LADOTD Sate Project No. H.014728.5: Chustz Surveying was tasked to conduct a comprehensive topographic and hydrographic survey along 5 miles of LA HWY 20 from LA HWY 304 to LA HWY 307. The survey extended from apparent right-of-way to apparent right-of-way with cross sections every 50 feet. All roads, utilities above and underground, including all sewer, water, electric, telephone, television, gas, pipelines, and traffic utilities were part of the survey.

For this survey, Chustz deployed multiple crews to the job site to conduct the static GPS Control surveys utilizing Trimble GPS/GNSS receivers and establish the centerline. Prior to the GPS survey, LA OneCall was notified and the site was marked. Once control was established, the crew collected the required topographic, hydrographic, and utility data. Hydrographic data was collected from our CEE-USV unmanned single beam survey drone. The crews collected data at and accessed all manholes to acquire shots at all pipe/catch basin inverts along with measuring all pipe dimensions and creating sketches.

Due to heavy traffic, Chustz collected the required road and bridge data with aerial LiDAR from our Reigl Ricopter sUAS equipped with a Reigl VUX-1uav laser scanner. In addition, Chustz collected Aerial Photogrammetry surveys from our SenseFly eBee X survey drone to provide real-time high resolution aerial imagery. Once all data was processed it was then mapped in Bentley InRoads and final deliverables included DGN, DTM, ALG, and ASCII files. All work performed adhered to our QA/QC plan and was in accordance with the LA DOTD Location and Survey Manual.

**Scope of Work Relevant to the Contract:**

- LADOTD Topographic Survey

Key Members: James H. Chustz, Jr, PLS and Evan Chiasson, PLS

17. Firm Experience:

Firm name	Chustz Surveying, L.L.C.	Past Performance Evaluation Discipline(s)*	Survey
Project name	US 71: UPRR Overpass Clr Adj	Firm responsibility (prime or sub?)	Prime
Project number	H.015119.5	Owner's name	LADOTD
Project location	Rapides Parish, LA	Owner's Project Manager	Stan Ard, PLS
Owner's address, phone, email	1201 Capitol Access Rd., Baton Rouge, LA, 70802 225-379-1101 Stanley.Ard@LA.GOV		
Services commenced by this firm (mm/yy)	02/24	Total consultant contract cost (\$1,000's)	\$148
Services completed by this firm (mm/yy)	07/24	Cost of consultant services provided by this firm (\$1,000's)	\$148

LADOTD Sate Project No. H.015119.5: Chustz Surveying conducted a topographic survey of the US 71 bridge over the Union Pacific railroad in Rapides Parish. The survey consisted of collecting all topographic features and utilities, both above and underground along 3,000 feet of US 71 and 2,000 feet of railroad from apparent right of way to apparent right of way. Additional drainage features were located within 300 feet of the survey limits for the required Drainage Map.

To collect the required data, Chustz first deployed a crew to the site to establish control with static GPS/GNSS and establish the centerline all using Trimble receivers. This project also required us to collect the low chord of the overpass structure, approximately 25 feet above the ground and under the structure. This effort required the use of our Trimble SX10 total station/terrestrial LiDAR scanner. Our crew was able to successfully set up under the structure and conduct numerous scans, capturing all girders, pilings, caps, abutments, and any other information needed to not only map the structure, but provide an accurate distance between the railroad tracks and the bottom of the overpass girders. To facilitate with data collection on US 71, we utilized our Riegl VUX-1uav Mobile LiDAR system mounted to our truck, safely obtaining the necessary data. The remaining topographic, utility, and drainage features were collected using RTK survey methods.

The terrestrial LiDAR, mobile LiDAR, and RTK data was all processed and adjusted to the static GPS/GNSS network. It was then mapped using Bentley InRoads adhering to the DOTD Software and Deliverable Standards for Electronic Plans and DOTD CAD Standards. Final deliverables included DGN, DTM, ALG, and ASCII files along with utility forms and a survey report. All work performed adhered to our QA/QC plan and was in accordance with the LA DOTD Location and Survey Manual.

**Scope of Work Relevant to the Contract:**

- LADOTD Topographic Survey

Key Members: James H. Chustz, Jr, PLS and Evan Chiasson, PLS

18. Approach and Methodology:

PROJECT UNDERSTANDING & APPROACH

The objective of this IDIQ contract is to develop a statewide program of guardrail and roadside safety hardware improvements to meet current AASHTO *Manual for Assessing Safety Hardware (MASH)* standards. This includes identifying, prioritizing, designing, and preparing construction documents for guardrail system upgrades at bridge ends, culverts, medians, and roadside locations throughout Louisiana. Our team will leverage statewide roadway inventory data, crash records, traffic information, and field investigations to develop a risk-based prioritization methodology that maximizes safety benefits and supports LADOTD's strategic investment goals.

Our multidisciplinary team includes roadway safety specialists, roadway designers, surveyors, and cost estimators with extensive experience delivering statewide safety improvement programs and LADOTD transportation projects. We understand the importance of developing practical, constructible solutions that can be efficiently delivered through the LADOTD letting process.

The proposed approach includes:

- Data collection and inventory validation.
- Development of a risk-based prioritization methodology.
- Statewide evaluation of existing guardrail installations.
- Preparation of a three-year implementation program.
- Field reviews of all project locations.
- Development of MASH-compliant retrofit recommendations.
- Preparation of plans, specifications, and estimates (PS&E).
- Continuous coordination with LADOTD through all milestones and phases.

Our methodology is designed to provide a transparent, data-driven process that allows LADOTD to direct resources toward locations with the greatest potential safety benefits while maintaining consistency with current LADOTD standards and practices.

PROJECT TEAM

The H&H project team includes professionals who are well suited to provide comprehensive design services to LADOTD on this IDIQ contract. We have a long history of successfully delivering projects to LADOTD.

Project Manager Dr. Bobby Naghavi's 44 years of engineering and project management experience provides him with a thorough understanding of the LADOTD project delivery requirements. During his 25 years of working at the LADOTD, Dr. Naghavi managed multiple complex projects. He was responsible for contract management, financial management, and development of scope and compensation for all project phases. For the past 19 years, he managed various engineering contracts concurrently. Some of these large IDIQ contracts included 10+ task orders; several ran simultaneously and required coordination with multiple subconsultants, stakeholders, and clients. In one \$90M IDIQ contract, over \$60M in design fees were assigned, with all work completed within five years. One task order was a large, accelerated reconstruction project that needed to be completed before the start of hurricane season. **Under Dr. Naghavi's**

direction, the project was successfully designed on an expedited schedule within three months of the NTP date and met the construction schedule.

Our H&H roadside safety design team consists of staff with LADOTD design experience for a variety of roadside safety projects. Corey Bourgeois, PE, will serve as our in-house Project Engineer to oversee project details and plan preparation. Mr. Bourgeois spent eight years in the Highway Safety unit within the Bridge Design section which was responsible for managing the design and standard plans of guardrail, median barriers, temporary barriers, and bridge rail statewide. Mr. Bourgeois assisted in updating the LADOTD standard plans to comply with the latest MASH standards. **During his time with the Highway Safety unit, Mr. Bourgeois designed and reviewed hundreds of guardrail designs which included new guardrail, updating of existing rail, median barriers, and retrofits.** Mr. Bourgeois has completed the NHI Roadside Safety Design training (NHI 380032A) and is proficient with the FHWA *Roadside Design Guide*.

Our team also includes **Chustz Surveying, LLC** to provide survey services as necessary. Chustz is an industry leader in aerial and hydrographic surveying, with nearly 30 years of experience. They have extensive experience working with the LADOTD Survey and Location Section.

H&H can offer our in-house expertise in GIS mapping and data management to process the list of guardrail locations. Our staff are skilled in integrating multiple datasets into layered geodatabases that reveal relationships, trends, and constraints across a region. H&H's GIS expertise can be tapped to streamline each step of the project from data collection, to field review and prioritization.

The H&H team is committed to partnering with LADOTD and project stakeholders to create a robust approach and cost-efficient response and delivery. We will be responsive to LADOTD's needs, while providing innovations and cost savings for the department. Our goal is to team with LADOTD as a qualified full-service engineering firm to provide roadside safety design engineering services.

TECHNICAL APPROACH

DATA COLLECTION & EXISTING CONDITIONS ASSESSMENT

The foundation of a successful statewide MASH implementation program is a comprehensive understanding of existing roadside safety infrastructure and the factors that influence crash risk across Louisiana's transportation network. Our team will develop a centralized inventory and assessment database that integrates available LADOTD roadway, traffic, crash, bridge, culvert, and guardrail information into a single platform.

We will begin by collecting and reviewing all available data sources necessary to support project screening, prioritization, and design development. Existing guardrail inventories will be reviewed to identify guardrail type, age, terminal treatment type, bridge rail transitions, and known deficiencies. Available as-built plans, maintenance records, previous safety studies, and recent project documentation will also be evaluated to identify locations where hardware may have already been upgraded or where future transportation projects may affect the proposed scope.

The project team will obtain and integrate roadway characteristics including Average Daily Traffic (ADT), truck percentages, number of travel lanes, posted speed limits, roadway functional classifications, and National Highway System (NHS) status. These variables are critical in establishing risk exposure and determining the relative safety impacts associated with non-compliant guardrail installations.

Crash data will be collected and analyzed using the Louisiana Crash Tool system. The evaluation will consider crash frequency, crash severity, roadway departure crashes, fixed-object crashes, and crashes involving roadside barriers and bridge structures. Particular attention will be given to locations exhibiting patterns of severe injury or fatal roadway departure crashes, as these locations often provide the greatest opportunity for safety improvement.

In addition, bridge and culvert inventories will be reviewed to identify sites with existing obsolete bridge rail transitions, bridge end treatments, and approach guardrail systems. Geographic Information System (GIS) tools will be utilized to spatially evaluate locations and organize the statewide inventory into a consistent and searchable database.

The result of this effort will be a validated statewide inventory that serves as the basis for the prioritization methodology and subsequent project development activities.

PRIORITIZATION METHODOLOGY

Given the magnitude of the statewide inventory and the limited resources available for implementation, a transparent and defensible prioritization methodology is essential to direct investments toward locations where the greatest safety benefits can be achieved.

Our team will work closely with LADOTD to develop a quantitative, risk-based prioritization framework tailored specifically to Louisiana's roadway network and safety objectives. The methodology will incorporate both exposure-related factors and risk-related factors to establish a comprehensive assessment of each location.

The prioritization framework will be developed using industry best practices, Federal Highway Administration (FHWA) guidance, Highway Safety Manual principles, and LADOTD-specific safety priorities. Individual criteria will be assigned weighted values based on their relative influence on roadway departure crash risk and potential severity.

Potential evaluation criteria will include:

- Existing guardrail hardware condition and type.
- Existing end treatment condition and type.
- Crash frequency and severity.
- National Highway System status.
- Roadway functional classification.
- Average Daily Traffic (ADT).
- Percentage of truck traffic.
- Number of travel lanes.
- Posted speed limit.
- Bridge and culvert characteristics.

Using these factors, each candidate location will receive a composite risk score allowing statewide comparison and ranking. Sensitivity analyses may also be performed to

evaluate how different weighting assumptions impact the prioritization results and ensure the methodology produces reasonable outcomes.

The proposed methodology will be presented to LADOTD through technical review meetings and reports. Feedback received from LADOTD stakeholders will be incorporated prior to final approval and implementation.

DEVELOP OF THREE YEAR IMPLEMENTATION PROGRAM

Following LADOTD approval of the prioritization methodology, our team will conduct a statewide evaluation of all candidate locations and develop a strategic three-year implementation program.

Using the approved scoring system, locations will be screened, ranked, and grouped according to safety risk, constructability, geographic distribution, and anticipated funding availability. The objective is to create an implementation strategy that maximizes safety benefits while supporting efficient project delivery and program management.

Each location will undergo an engineering review to determine the probable scope of improvements required to achieve MASH compliance. Preliminary quantities and planning-level cost estimates will be developed using recent LADOTD bid data, historical construction costs, and current market conditions. Cost estimates will include anticipated guardrail upgrades, terminal replacements, bridge transition retrofits, embankment improvements, maintenance of traffic requirements, and other associated construction activities.

The project team will evaluate opportunities to combine nearby locations into logical construction packages, **thereby reducing mobilization costs and improving construction efficiency**. Potential phasing strategies will also be developed to align projects with anticipated funding availability and LADOTD letting schedules.

The resulting implementation program will provide LADOTD with a practical decision-making tool that identifies recommended projects for near-term advancement while establishing a framework for future statewide MASH upgrades.

FIELD REVIEWS & RETROFIT RECOMMENDATIONS

Following identification of proposed project locations, our team will perform detailed field reviews to verify existing conditions and determine the most appropriate MASH-compliant retrofit solution for each site.



Existing guardrail and embankment condition will factor into methodology

Field investigations represent a critical component of the project because statewide inventory records frequently do not capture all site-specific conditions that influence design decisions. During each field visit, experienced roadway safety engineers will document existing guardrail installations, end treatments, bridge rail transitions, roadside terrain, drainage conditions, utilities, access constraints, and other physical features that may impact retrofit design.

The team will collect photographs, field measurements, and observations regarding existing hardware condition and operational performance. Particular attention will be given to locations exhibiting damaged, obsolete, or non-standard installations.

For bridge applications, field reviews will evaluate bridge approach guardrail systems, bridge rail connections, parapet details, and existing transition hardware. For culvert installations, the team will examine culvert dimensions, slope geometry, embankment conditions, and potential drainage impacts associated with retrofit alternatives.

Each location will be evaluated against current LADOTD standards, standard plans, and approved MASH-compliant products. The engineering team will determine the most appropriate retrofit strategy based on the specific site constraints and operational characteristics.

Potential improvements may include:

- Replacement of obsolete end terminals with MASH-compliant systems.
- Upgrade of bridge rail transitions.
- Installation of MASH-compliant bridge end treatments.
- Replacement or extension of line guardrail.
- Embankment grading and slope modifications.
- Drainage improvements.
- Relocation of obstacles within the clear zone.

Field reviews will also identify locations requiring topographic surveys prior to design development. Sites with significant terrain challenges, drainage complexities, or geometric constraints will be flagged for additional survey efforts.

The resulting site-specific retrofit recommendations will allow LADOTD to move efficiently into final design while minimizing uncertainties during subsequent project development phases.



H&H field crew confirmed existing guardrail, transition to bridge rail, and end down turn were not MASH compliant on Hazard Elimination and Safety Improvements project

TOPOGRAPHIC SURVEY SERVICES

Our subconsultant, **Chustz Surveying, LLC** (Chustz) will provide all surveying services necessary to support the design and development of the proposed guardrail and roadside safety improvements in accordance with the current edition of the LADOTD Location and Survey Manual and all applicable LADOTD requirements. Prior to beginning work, the team will review current LADOTD standards and coordinate with the Project Manager and Location and Survey Administrator to ensure compliance with required procedures and deliverables.

Topographic surveys will be performed in English units and will provide sufficient detail to support design, quantity calculations, utility coordination, right-of-way considerations, and construction plan development. Survey efforts will include establishment and verification of project control, centerline staking where feasible, and traverses necessary to compute and establish centerline alignments where direct staking is not practical.

Field data collection will document roadway geometry, existing guardrail systems, drainage features, culverts, bridge approaches, pavement edges, utilities, signs, fences, and other topographic features. Utility investigations will identify ownership and available depth information, and finish floor elevations of buildings within survey limits will be obtained when necessary to support design and drainage evaluations.

Project control will be established using the Louisiana State Plane Coordinate System (NAD 83) based on GPS observations. Referenced iron rods or other approved control monuments will be established as required, and a control sketch documenting the horizontal and vertical control network will be submitted to the LADOTD Location and Survey Administrator for approval prior to advancing detailed survey activities.

Where traffic volumes, site conditions, or safety concerns warrant, Chustz may utilize mobile LiDAR, aerial LiDAR, or photogrammetry to enhance efficiency, safety, and data quality. All roadway data collection will be performed under appropriate traffic control procedures by qualified personnel.

Chustz will obtain all necessary property access permissions prior to entering private property and will conduct all field activities in a safe and professional manner. Survey data will be processed into a comprehensive digital terrain model, and all final deliverables, including control information, alignments, and topographic mapping, will be provided in OpenRoads Designer (ORD) format compatible with LADOTD design standards and workflows.

PLANS, SPECIFICATIONS, AND ESTIMATE (PS&E)

H&H will prepare complete contract documents suitable for construction bidding.

Depending on project complexity, plans may be prepared in either full-size or letter-size format consistent with LADOTD requirements.

Typical plan sheets may include:

- Title Sheets with project identification,



Typical LADOTD MASH Compliant Bridge Attachment

- location information, and sheet index.
- Reference maps of the project location.
- Summary Sheets with item breakdown and estimated quantities.
- Project Location Maps with site mapping and access information.
- Design Sheets including guardrail layouts, design tables, and retrofit details.
- Drainage and Embankment Sheets with earthwork details, drainage modifications, and slope adjustments.
- Traffic Control Plans for maintenance of traffic staging and temporary traffic control details.
- Survey Sheets with reference points and benchmark elevations.
- Applicable LADOTD Standard Plans and Special Details.
- General Notes

PROJECT SUBMITTALS & SCHEDULE

The anticipated design submittals include:

- 60% Final Plans Submittal with preliminary design, quantities, and cost estimate.
- 95% Final Plans Submittal with final design plans, specifications, and refined quantities and cost estimates.
- 100% PS&E with stamped and sealed plans, final specifications, construction cost estimate, and electronic and hard-copy deliverables per LADOTD requirements.

A detailed schedule will be developed to complete each project within an acceptable schedule. The time required to complete each project will vary, depending on the scope and size, as well as LADOTD reviews. **H&H strives to complete projects ahead of their scheduled completion date, when possible.**

Sample Guardrail Safety Upgrades Project Schedule								
Task	Months							
	1	2	3	4	5	6	7	8
Kickoff Meeting & Site Visit								
Topographic Surveys								
60% Final Plans								
95% Final Plans								
100% PS&E								

H&H will be responsible for project tracking and will deliver all tasks on schedule. All correspondence will include applicable state project numbers, along with the project names, route number, parish, and federal aid project numbers. We will provide the LADOTD PM with a monthly project schedule and progress report including the estimated and actual date of completion of each task to be performed and the monthly invoices using the LADOTD's standard form for invoicing. A completed Contract Tracking spreadsheet will be submitted with each invoice.

PROJECT LETTING AND CONSTRUCTION SUPPORT

Following completion of the final PS&E, H&H will provide comprehensive support during the project bidding and construction phases. During the bidding phase, we will assist LADOTD by preparing plan clarifications or addenda as needed, reviewing bidder inquiries, and providing technical support related to design assumptions, quantities, constructability, and project requirements. Our team will remain available throughout the letting process to ensure bidder questions are addressed promptly and consistently.

During construction, we will provide engineering support as requested by LADOTD. We will respond to contractor RFIs; review shop drawings, product data, proposed material substitutions, and change orders; contractor requests for clarification, and address field condition issues that may arise. We will assist in evaluating unforeseen site conditions, reviewing proposed design modifications, and prepare plan revisions when necessary to address field conflicts or constructability concerns. Site visits may be conducted to verify existing conditions, support resolution of technical issues, and confirm that installed guardrail systems, transitions, end treatments, and associated improvements are consistent with the approved plans and current MASH requirements.

DELIVERABLES

The H&H Team is proficient in using LADOTD's current preferred software including Bentley ProjectWise Explorer V8i, Bentley MicroStation V8i, Bentley InRoads V8i (SS2), CADConform, HYDRWin, and all other pertinent software programs required to complete LADOTD plan sets. With the knowledge that Bentley is sunsetting InRoads (SS2), we have already begun transitioning to Bentley's OpenRoads platform- a unique advantage once fully implemented. H&H staff have been utilizing OpenRoads since Bentley released this software. The specific project deliverables include:

- Design Criteria
- Design Report Form
- Design Waivers or Design Exceptions (if required)
- Final Plans with Engineer's Estimate

QUALITY ASSURANCE/QUALITY CONTROL

Quality control is a continual effort. H&H is committed to fostering the improvement of quality by generating a project-specific Quality Management Plan (QMP) to provide guidance to the project team. The objective of the QMP is to provide tools to the project team so that our professional services are performed and delivered in accordance with applicable industry standards of care and to the satisfaction of project scope requirements while remaining within the allocated schedule and budget. The QMP includes the H&H standard Quality Assurance and Quality Control Plans. Together these plans form our Quality Management System (QMS) which defines procedures to minimize errors, discrepancies, and omissions in our work products.

Our QMS is a living document that will be continually assessed and revised to reflect best practices and lessons learned. This process includes clarification of design information to support construction or production, correction, and prevention of errors and omissions, and response to client feedback.

19. Workload:

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Hardesty & Hanover, LLC 	Other (Tunnel Inspection)	4400028222; H.011006.5 Task 1	IDIQ Contract for Tunnel Inspection Services	\$463,365
	Bridge	4400023511; H.009730.5 Task 1	Bridge Inspection of Complex Structures	\$156,781
	Bridge	4400023511; H.009730.5 Task 2	Bridge Inspection of Complex Structures LADOTD Movable Bridge Inspection Manual	\$457,629
	Bridge	4400023511; H.009730.5 Task 3	Bridge Inspection of Complex Structures US 190 bridge Inspection; Krotz Springs	\$92,941
	Bridge	4400023511; H.009730.5 Task 5	Bridge Inspection of Complex Structures SNBI Data Collection	\$1,651,542
	CE&I/OV	4400017430; H.001498.6	LA 24 and LA 316: Company Canal Bridge, Terrebonne Parish	\$78,342
	Bridge	4400023909; H.002244.5 Task 2	IDIQ Contract for Movable Bridge Preservation Boudreaux Canal (Mechanical)	\$49,617
	Bridge	4400023909; H.015963.5 Task 4	IDIQ Contract for Movable Bridge Preservation Boudreaux Canal (Structural)	\$5,841
	Bridge	4400023909; H.015963.6 Task 5	IDIQ Contract for Movable Bridge Preservation Red River MB Ped Gates (Jackson St)	\$60,574
	Bridge	4400023909; H.002798.6 Task 6	IDIQ Contract for Movable Bridge Preservation Bayou Teche Bridge (Oaklawn) Arc-Flash	\$8,687
	CE&I/OV	4400024021; H.015028.6	LA 302: Bayou Barataria MB Replacement Route: LA 302	\$3,641,142
	CE&I/OV	4400024022; H.002264.6	LA 302: Bayou Barataria MB Replacement Route: LA 302, LA 47, and LA 3257	\$788,659
	Bridge	4400021516; H.011962; H.012063; H.013818; H.011986; H.012734	Contract 4 for Movable Bridges (5) – Original contract plus Supplemental Agreement (SA) No 1	\$1,506,007
	Bridge	4400021516; H.013818	Contract 4 for Movable Bridges (5) – SA No. 2	\$1,667,698
	Bridge	4400026585; H.006226.5	Point-a-la-Hatche Ferry Landing Replacement	\$2,058,738
	CE&I/OV	4400031700; H.016464	LA 23 Russell Dr to Hwy 11	\$721,496

Chustz Surveying, L.L.C. 	Survey	4400021531 SP H.011829	IMP@LA 13 & LA 100 & I-10 Acc. Rd (Crowley)	\$16,119
	Survey	4400031909 SP H.016507	US 90 Over Wax Lake Outlet Scour Repair	\$22,125
	Survey	4400031909 SP H.016146	I-49: Lafayette P/L – US 190	\$118,951

20. Certifications/Licenses:**Secretary of State Documents**

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
HARDESTY & HANOVER, LLC	Limited Liability Company (Non-Louisiana)	WILMINGTON	Active

Previous Names

Business: HARDESTY & HANOVER, LLC

Charter Number: 40880812Q

Registration Date: 7/6/2012

Domicile Address

2711 CENTERVILLE ROAD, SUITE 400
WILMINGTON, DE 19808

Mailing Address

1501 BROADWAY, 6TH FLOOR
NEW YORK, NY 10036

Principal Business Office

1501 BROADWAY, 6TH FLOOR
NEW YORK, NY 10036

Registered Office in Louisiana

201 RUE BEAUREGARD, STE. 202
LAFAYETTE, LA 70508

Principal Business Establishment in Louisiana

3850 N. CAUSEWAY BOULEVARD, SUITE 1625
METAIRIE, LA 70002

Status

Status: Active

Annual Report Status: In Good Standing

Qualified: 7/6/2012

Last Report Filed: 6/24/2026

Type: Limited Liability Company (Non-Louisiana)

Registered Agent(s)

Agent:	REGISTERED AGENTS INC
Address 1:	201 RUE BEAUREGARD, STE. 202
City, State, Zip:	LAFAYETTE, LA 70508
Appointment Date:	5/27/2026

Officer(s)

Additional Officers: No

Officer:	SEAN BLUNI
Title:	Member
Address 1:	1501 BROADWAY, 6TH FLOOR
Address 2:	HARDESTY & HANOVER, LLC
City, State, Zip:	NEW YORK, NY 10036
Officer:	RICHARD STEVENS
Title:	Manager
Address 1:	1501 BROADWAY, 6TH FLOOR
City, State, Zip:	NEW YORK, NY 10036

Amendments on File (2)

Description	Date
Foreign LLC Statement of Change	6/1/2017
Foreign LLC Statement of Change	5/27/2026

[Print](#)

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
CHUSTZ SURVEYING, L.L.C.	Limited Liability Company	GALLIANO	Active

Previous Names

CHUSTZ SURVEYING, INC. (Changed: 12/31/2016)
CHUSTZ-GARRETT, INC. (Changed: 9/2/1998)
CHUSTZ SURVEYING, INC. (Changed: 11/5/1997)

Business: CHUSTZ SURVEYING, L.L.C.

Charter Number: 34494673K

Registration Date: 5/25/1995

Domicile Address

18838 HWY. 3235
GALLIANO, LA 70354

Mailing Address

P.O. BOX 820
GALLIANO, LA 70354

Status

Status: **Active**

Annual Report Status: **In Good Standing**

File Date: 5/25/1995

Last Report Filed: 4/27/2026

Type: Limited Liability Company

Registered Agent(s)

Agent: DANIEL ST. GERMAINE
Address 1: 18838 HWY. 3235
City, State, Zip: GALLIANO, LA 70354
Appointment Date: 3/9/2022

Officer(s)

Additional Officers: No

Officer: MARK PREGEANT, II
Title: Manager
Address 1: 18838 HWY. 3235
City, State, Zip: GALLIANO, LA 70354

Officer: BRAD PREGEANT
Title: Manager

Address 1: 18838 HWY. 3235
City, State, Zip: GALLIANO, LA 70354

Officer: DANIEL ST. GERMAINE
Title: Manager
Address 1: 18838 HWY. 3235
City, State, Zip: GALLIANO, LA 70354

Officer: GIS ENGINEERING, LLC
Title: Member
Address 1: 18838 HWY. 3235
City, State, Zip: GALLIANO, LA 70354

Officer: BILLY JOSEPH PELLEGRIN
Title: Manager
Address 1: 18838 HWY. 3235
City, State, Zip: GALLIANO, LA 70354

Officer: ROBERT BLANTON
Title: Manager
Address 1: 18838 HWY. 3235
City, State, Zip: GALLIANO, LA 70354

Amendments on File (8)

Description	Date
Appointing, Change, or Resign of Officer	1/17/1996
Name Change	11/5/1997
Name Change	9/2/1998
Disclosure of Ownership	1/5/2005
Appointing, Change, or Resign of Officer	7/14/2014
Conversion	12/31/2016
Name Change	12/31/2016
Domestic LLC Agent/Domicile Change	3/9/2022

Print

21. QA/QC Plan:

Our QA/QC Plan will be submitted within 10 days of contract award.

22. Sub-consultant information:

Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>)	Address	Point of Contact and email address	Phone Number
Chustz Surveying, L.L.C.	211 Richey St New Roads, LA, 70760	James H. Chustz, Jr. PLS ichustz@chustz.com	(225) 718-7103

23. Location:

N/A



3850 N. Causeway Blvd, Suite 1625
Metairie, LA 70002
T: 504.962.9212
la@hardestyhanover.com