DOTD FORM: 24-102

(Revised December 12, 2024)

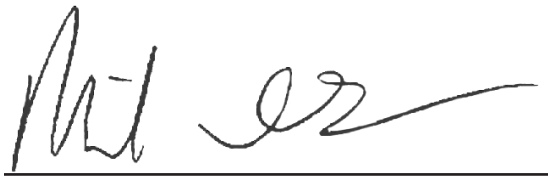
PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1. Contract Name as shown in the advertisement	IDIQ Contract for Inventory and Inspection of Sign Trusses and Radio Towers
2. Contract Number(s) as shown in the advertisement	4400031911
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name **(name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)**	Consor Engineers, 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)	3246
6. Prime consultant mailing address	15310 Park Row Houston, Texas 77084
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	110 West Airline Drive, Suite F Kenner, Louisiana 70062
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Michael Dukes, PE | Vice President P: 864.431.0572|E: mdukes@consoreng.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Michael Dukes, PE | Vice President P: 864.431.0572|E: mdukes@consoreng.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. **Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm entity or firearm trade association.**	 Signature above shall be the same person listed in Section 9: 04/22/2025 Date:
11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	Firm(s): N/A Firm(s)' %: N/A

12. **Discipline Table:**

Discipline(s)	% of Overall Contract	Prime Consor Engineers, LLC	Firm B Bridge Diagnostics, Inc.	Firm C Delta Oaks Group	Each Discipline must total to 100%
Bridge	72%	100%			100%
Data Collection	20%		100%		100%
Other (Contract Management)	5%	100%			100%
Other (Above Grade Inspection)	3%			100%	100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.					
Percent of Contract	100%	77%	20%	3%	**100%**

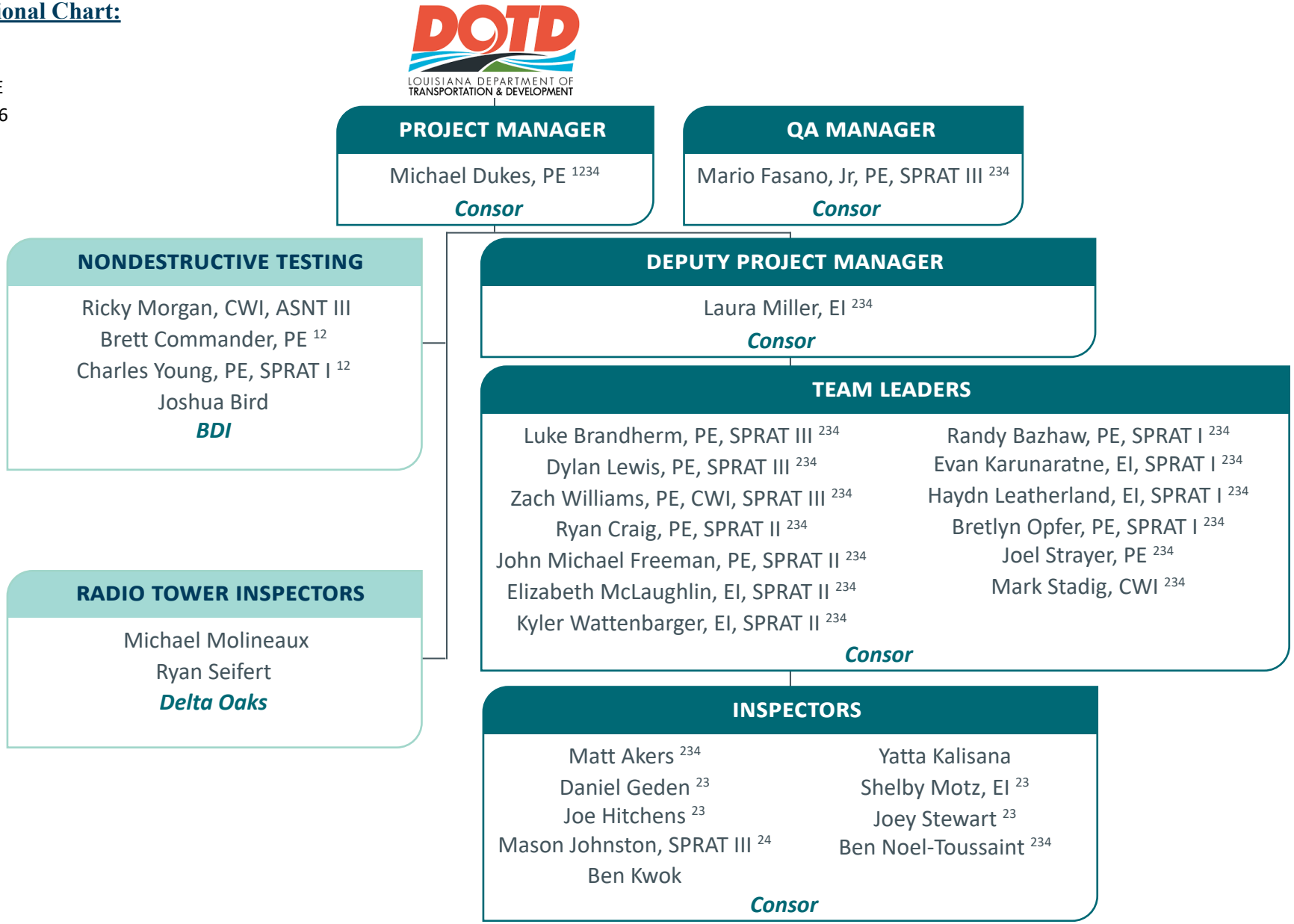
13. **Firm Size:**

Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in the DOTD Job Classification (if needed)
Consor Engineers, LLC (Consor)	CADD Technician	1	3
	Engineer	1	5
	Engineer Intern	5	12
	Engineer - Other	9	29
	Inspector - Bridge	25	59
	Principal	1	5
	Supervisor - Eng	1	5
Bridge Diagnostics, Inc. (BDI)	Computer Analyst	1	4
	Engineer	1	3
	Engineer-Aide	1	3
	Engineer-Other	4	21
	Engineer Intern	1	6
	Supervisor-Other	1	2
	Principal	1	5
	Senior Technician	1	2
	Supervisor - Eng	1	10
	Technician	2	4
Delta Oaks Group, PLLC (Delta Oaks)	Engineer	1	3
	Engineer - Other	1	15
	CADD Operator	1	5
	Inspector	3	15
	Professional	1	10
	Principal	1	3
	Supervisor - Other	1	3
	Senior Technician	1	4

14. **Organizational Chart:**

Key:

1 = LA Licensed PE
2 = NHI 130055/56
3 = NHI 130078
4 = NHI 130087



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	State of license	License / certification expiration date
1, 2	Michael Dukes, PE	Consor	PE #40986 - Civil	LA	Exp. 03/31/2027
3	Mario Fasano, Jr, PE	Consor	PE #31860 SPRAT #160907 - Level III	KY	Exp. 06/30/2025 Exp. 01/13/2026
4	Zach Williams, PE, CWI	Consor	PE #139740 - Civil Certified Welding Inspector #13040023 SPRAT #151142 - Level III	TX	Exp. 09/30/2025 Exp. 04/2027 Exp. 07/17/2027
4	Ricky Morgan	BDI	ASNT Level III #56955		Exp. 11/01/2025
5	Mark Stadig, CWI	Consor	Certified Welding Inspector #03071501		Exp. 07/01/2027
6	Bretlyn Opfer, PE	Consor	PE #35326 - Civil SPRAT #2400138 - Level I	OK	Exp. 10/31/2026 Exp. 01/26/2027
6	Randy Bazhaw, PE	Consor	PE #34923 - Civil SPRAT #2400141 - Level I	OK	Exp. 08/31/2025 Exp. 01/26/2027
6	Evan Karunaratne, EIT	Consor	Engineer Intern #06457 SPRAT #2400136 - Level I	OK	Exp. N/A Exp. 01/26/2027
6	Haydn Leatherland, EIT	Consor	Engineer Intern #16931 SPRAT #2400135 - Level I	OK	Exp. N/A Exp. 01/26/2027
6	Charles Young, PE	BDI	PE #427739 - Civil SPRAT #190511 - Level I	LA	Exp. 03/31/2027 Exp. 08/18/2026
7	Ryan Craig, PE	Consor	PE #33419 - Civil SPRAT #2100273 - Level II	OK	Exp. 11/30/2025 Exp. 07/11/2027
7	John Michael Freeman, PE	Consor	PE #33039 - Civil SPRAT #2100701 - Level II	OK	Exp. 01/31/2026 Exp. 04/09/2027

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	State of license	License / certification expiration date
7	Elizabeth McLaughlin, EIT	Consor	Engineer Intern #16458 SPRAT #2300028 - Level II	OK	Exp. N/A Exp. 07/19/2027
7	Kyler Wattenbarger, EIT	Consor	Engineer Intern #16462 SPRAT #2300027 - Level II	OK	Exp. N/A Exp. 02/02/2027
8	Luke Brandherm, PE	Consor	PE #32402 - Civil SPRAT #160866 - Level III	OK	Exp. 09/30/2025 Exp. 03/12/2027

16. **Staff Experience:**

Firm employed by:	Consor Engineers, LLC		
Name: Michael Dukes, PE Title: Vice President/Central District Manager		Years of relevant experience with this employer	15
		Years of relevant experience with other employer(s)	2
Degree(s)/Years/Specialization	BS/2008/Civil Engineering MS/2009/Civil Engineering MS/2019/Engineering Management		
Active registration number/state/ expiration date	40986/Louisiana/03.31.2025		
Year registered	2016	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Michael will serve as project manager and fulfills the minimum personnel requirement for MPR 1 and 2.		

Experience dates (mm/yy–mm/yy)

Michael is a professional engineer with experience managing and leading ancillary structure inspection, bridge safety inspection, structural design, and waterfront facility inspection projects nationwide. His responsibilities include overall project management, coordinating logistics for inspection teams nationwide, serving as team leader for above and below water NBIS bridge inspections, load rating of steel and concrete structures, emergency responses, and quality control of element-level inspection data submittals in various bridge inspection databases. He has made presentations on underwater bridge inspections and acoustic imaging at numerous conferences, including the Louisiana Transportation Conference.

Courses:

- NHI 130055, Safety Inspection of In-Service Bridges – 10/16/2015
- NHI 130053, Bridge Inspection Refresher Training – 03/12/21
- NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 02/18/2022
- NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 07/26/2016
- NHI 130091, Underwater Bridge Inspection – 01/30/2015
- NHI 420018, Instructor Development Training – 03/21/2014

Certifications:

- FHWA-certified NHI Bridge Instructor (2015): NHI 130053, NHI 130078, NHI 130091
- Surface-supplied Air Diving Supervisor – ADCI #58165

1/20 - Ongoing	**Statewide Ancillary Inspections, Oklahoma Department of Transportation (ODOT) – Project Principal/Project Manager** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
08/24 – Ongoing	**Contract 4400029206: Statewide Underwater Bridge Inspections, Louisiana Department of Transportationand Development (LADOTD) – Team Leader/Acoustic Imaging** Under four consecutive contracts since 2013, Consor has performed 1,707 underwater bridge inspections statewide. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway, the Huey P. Long Bridge over the Mississippi River, and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and SNBI ratings are reported in LADOTD's bridge management database. CADD inspection drawings, stream bed cross sections comparing previous to current soundings, repair recommendations, and photo documentation are included as part of each inspection submittal.
07/23 – Ongoing	**FHWA/NHI 130078, Bridge Inspection Techniques for Nonredundant Steel Tension Members (NSTM), Federal Highway Administration – Instructor** Consor is currently teaching the FHWA's 3.5-day NSTM inspection course. Upon completion of the course, participants are able to identify nonredundant steel tension members (NSTM); identify problematic details; identify areas most susceptible to fatigue and fracture; record defects; evaluate defects; evaluate nondestructive evaluation (NDE) methods; and evaluate retrofit details. Classroom activities include participation in interactive discussion via an audience response system (ARS), hands-on demonstrations, and case studies. Consor also instructed this course from 2018 - 2023 under its previous name, Fracture Critical Bridge Inspection Techniques for Steel Bridges.
06/20 – 06/22	**Statewide Sign Truss and Light Tower Inspection, Kansas Department of Transportation (KDOT) – Team Leader** Consor performed NBIS inspections of overhead signs and high mast light towers located statewide. The firm provided structure climbing and ultrasonic testing as required. All inspections were performed in accordance with the NBIS and state policies and procedures, including the submission of comprehensive inspection reports.

Firm employed by:	Consor Engineers, LLC		
Name: **Laura Miller, EIT** Title: **Structural Assessment Lead – Louisiana**		Years of relevant experience with this employer	1
		Years of relevant experience with other employer(s)	21
Degree(s)/Years/Specialization	BS/2002/Human & Regional Geography and Spanish MS/2021/Civil & Environmental Engineering MBA/2017/Corporate Structure and Strategy MS/2017/Global Management		
Active registration number/state/ expiration date	EI.0034949/Louisiana/09.30.2025		
Year registered	2021	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities	Laura will serve as deputy project manager.		

Experience dates (mm/yy–mm/yy)

Laura is a project engineer with experience managing and leading ancillary structure inspection and inspecting and rehabilitating waterfront structures and bridges, delivering products to meet her client' unique challenges. ***She has direct project experience performing sign structure inspections for LADOTD with her previous firm.*** Laura has developed a diverse skill set in 21 years of project and program management in the oil and gas industry and the US Army, where she successfully managed complex projects in high-intensity conditions, coordinating between commercial and governmental agencies on both local and international scales. Laura's academic background supports her practical experience with advanced degrees in engineering and business.

Courses:

- NHI 130055, Safety Inspection of In-Service Bridges – 01/21/2022
- NHI 130091, Underwater Bridge Inspection – 06/08/2018
- NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 03/01/2023
- NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 10/29/2021
- NHI 135086, Stream Stability Factors and Concepts – 10/18/20223
- NHI 135087, Scour at Highway Bridges – 10/18/2018

Certifications:

- ATTSA Traffic Control Technican - Exp. 12/16/2025
- ATTSA Traffic Control Supervisor - Exp. 12/14/2025
- ATTSA Flagger # 191-57-124847- Exp. 04/03/2028
- National Registry of Emergency Medical Technicians: E3634413

02/19-09/23	**Ancillary Sign Inspection, LADOTD - Deputy Project Manager/Team Leader.** Laura performed approximately 1,500 overhead sign truss inspections and rehabilitation designs throughout Louisiana. Ancillary inspections included steel and aluminum welds, high stress moment connections, and fracture critical elements in accordance with FHWA guidelines. The team performed Level III inspections with ultrasonic testing on bolted connections, mag particle testing on steel welded connections, and dye penetrant testing on aluminum-welded connections. Laura performed budget analysis, asset management, efficiency analysis, technology integration, quality assurance/quality control reviews on inspections reports, and programmatic rebuild of the workflow process. Laura was a contributing author for the development of the LADOTD Ancillary Sign Inspection Manual.
08/23	**Emergency Landside Wayfinding Signage Inspection, Louis Armstrong International Airport - Team Leader.** As a subconsultant, Laura was responsible for executing the emergency inspections of 61 overhead sign trusses as part of a larger Hurricane Ida damage assessment of all wayfinding signage at Louis Armstrong International Airport
11/23 - Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
11/23 – Ongoing	**Contract 4400019122: Statewide Underwater Bridge Inspections, LADOTD – Team Leader** Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide. Consor's most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive contract's first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included as part of each inspection submittal.

Firm employed by:	Consor Engineers, LLC		
Name: Mario Fasano, Jr, PE Title: Senior Project Manager		Years of relevant experience with this employer	2
		Years of relevant experience with other employer(s)	13
Degree(s)/Years/Specialization	BS/2007/Civil Engineering MS/2009/Civil Engineering		
Active registration number/state/ expiration date	31860/Kentucky/06.30.2025		
Year registered	2016	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Mario will serve as an Inspection Team Leader and QA/QC Manager. He fulfills the minimum personnel requirement for MPR 3 and MPR 8.		

Experience dates (mm/yy–mm/yy)	Mario joined Consor as a senior project manager in September 2022. He has dedicated the better part of the last decade to the maintenance and preservation of bridge inventory across multiple states. From 2018 to 2022, Mario served as the Prime Consultant Rehabilitation Manager for the Commonwealth's Bridging Kentucky Program, where he co-developed the screening-prioritization process, conducted 100+ structural assessments, and then developed 55+ bridge rehabilitation PS&E packages. He has also led NSTM and overhead sign inspections in Ohio, West Virginia, Florida, Maryland, Mississippi, Nevada, and South Carolina. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 03/05/2010 • NHI 130053, Bridge Inspection Refresher Training – 03/09/2023 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 10/08/2021 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 03/22/2023 • NHI 130092-Fundamentals of LRFR and Applications of LRFR for Bridge Structures – 03/25/2016 • NHI 130110, Tunnel Safety Inspection – 03/13/2020 **Certifications:** • SPRAT Level III Rope Access Engineer – #160907
12/22 – Ongoing	**Statewide Overhead Sign Support Inspections, Ohio Department of Transportation (Ohio DOT) – Project Manager** In 2022, Consor was selected to systematically assess the structure integrity of the Ohio DOT-maintained overhead sign support structures and related components. Two task orders were given for overhead sign structures in Ohio DOT Districts 5, 6, 7, and 8, as well as one additional task order for 12 electronic variable message sign structures in Districts 6, 11, and 12. To date, our team has carried out 1,724 ancillary inspections, consisting of the following structure types: box truss, single-arm cantilever, dual-arm cantilever, span wire, bridge-mounted, monotube, center mount, butterfly, aesthetic cantilever, and

	electronic variable message sign. For all structure types, inspectors were limited to a visual inspection of elements from the ground using high-powered binoculars. A hands-on inspection of the foundation and the base-related elements was highlighted by hammer-sounding all anchor bolts to verify structural integrity. Unsound anchor bolts received ultrasonic testing by qualified personnel to search for potential cracks. Inspectors checked all anchor nuts and tightened any loose anchor nuts per the turn-of-nut method prescribed in Section 513 of the Construction and Materials Specification. Consor documented all deficiencies with notes and photographs within the OhioDOT Sign and Support Inventory Collector Application. When necessary, critical finding reports were issued within 24 hours, and maintenance recommendations for each inspected sign structure were relayed to OhioDOT every two weeks.
09/22 – Ongoing	**Ancillary Structure Inspections, Texas Department of Transportation (TxDOT) – Team Leader** As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.
09/22 – Ongoing	**Indefinite Delivery Of Structural Assessment And Review Services, Dallas Fort Worth (DFW) International Airport – Team Leader** Consor provided comprehensive engineering expertise in inspection/assessment services. The vast majority of work performed consisted of assessment of civil assets throughout DFW International Airport. For each assessment, a detailed report and executive summary was produced to provide the client with the existing condition as well as repair/rehabilitation recommendations. Other responsibilities included the evaluation and professional review of projects conducted by external entities, focusing on structural, civil, and construction aspects. Additionally, Consor provided ancillary services, including personal, professional, and planning support directly related to the primary engineering services. The execution of these tasks adhered rigorously to the regulatory frameworks outlined in the Texas Government and Occupations Codes, ensuring the highest standards of compliance and safety throughout the airport's infrastructure projects. The nature of work performed on this contract can also be on-call, requiring a prompt response to emergent situations. The team is readily available to address unforeseen challenges or emergencies. Following on-call and emergency responses, timely and effective solutions are provided to maintain the integrity and functionality of critical infrastructure components at the airport.
05/24 – Ongoing	**Wheeling Suspension Bridge: Six-Year NBIS, West Virginia Department of Transportation – Project Manager** Consor is performing the NBIS inspections for the Wheeling Suspension Bridge. This historic suspension bridge was built in 1849 and has a 1,008-ft. clear span over the Ohio River. The bridge has been closed to vehicular traffic since 2019 but a comprehensive rehabilitation was recently carried out and Consor performed a hands-on inspection in June of 2024. The inspection team accessed the main span elements via rope access techniques and from a bucket boat in the channel. A manlift was utilized to inspect the backstay cables and towers at each end of the bridge. Confined space entry procedures were implemented while inspecting the cable anchorages and UAS/drone flights were conducted to supplement the hands-on inspection. The inventory inspection report contains NBI/element-level condition ratings and data, condition sketches of all the bridge elements, and the newly required SNBI data.

Firm employed by:	Consor Engineers, LLC		
Name: **Zach Williams, PE, CWI** Title: **Team Leader**		Years of relevant experience with this employer	2
		Years of relevant experience with other employer(s)	10
Degree(s)/Years/Specialization	BS/2012/Civil Engineering ME/2017/Civil Engineering-Structural/Geotechnical		
Active registration number/state/ expiration date	139740/Texas/09.30.2025		
Year registered	2020	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Zach will serve as a team leader and fulfills the minimum personnel requirement for MPRs 3, 4, and 8.		

Experience dates (mm/yy–mm/yy)	
	Zach is a bridge inspection team leader with experience in construction and structural engineering by performing initial, routine, fracture critical, in-depth, and emergency inspections on a variety of structures including bridges, culverts, dams, and ancillary structures for multiple Departments of Transportations, federal agencies, and private entities throughout the country. Zach's inspection capabilities are supplemented by being a certified member of the Society of Professional Rope Access Technician (SPRAT) Level III, a Certified Welding Inspector (CWI), and a Limited Level II UT and MT Specialist in accordance with the standards of ASNT SNT-TC-1A. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 02/13/2015 • NHI 130053, Bridge Inspection Refresher Training – 09/19/2024 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 02/08/2016 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 04/06/2016 • NHI 130110, Tunnel Safety Inspection – 01/12/2024 • NHI 130112C, NDE for Timber and Other Material Bridge Elements – 06/18/2024 **Certifications:** • SPRAT Level III Rope Access Engineer – #151142 • Certified Welding Inspector – #13040023
02/23 – Ongoing	**Ancillary Structure Inspections, TxDOT – Project Manager/Team Leader** As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative

	percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.
12/23 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
02/23 – 03/25	**Statewide NSTM Bridge & Tunnel Inspections, TxDOT – Team Leader** Consor provided hands-on inspection of the NSTM components of on- and off-system bridges throughout the state and NTIS inspection of tunnels for this task order-based three-year contract. Signature structure inspections included during this contract were the Sidney Sherman Bridge, Rainbow Bridge, Butterfly Bridge, Klyde Warren Tunnel, Port Aransas Ferry Terminals, and the Queen Isabella Causeway. Additionally, work authorizations included a high percentage of welded steel tub girders and box cap structures including many over railroads. Common in urban areas, Consor completed many inspections of welded tub girders framing into welded box pier cap elements often requiring multiple lane closures and night work. Each Consor inspector was experienced and equipped with basic NDE (magnetic particle (MT) or dye penetrant (PT) test kits) to confirm the extent of fatigue related deficiencies. Hands-on access to the designated members (superstructure and substructure components) required advanced training in railroad safety and right-of-entry requirements, confined space entry, use of mechanically elevated work platforms, industrial rope access, NDE testing methods (PT, MT and ultrasonic (UT)) and knowledge of the MUTCD. Access was determined and coordinated based on the bridge type, route carried or over; our robust specialized access expertise allows us to utilize the most efficient and effective method for completing the inspection. Inspections were conducted in compliance with the state, SNBI, AASHTO, and FHWA regulations. Each NSTM inspection included a fracture critical report narrative detailing the condition of the NSTMs with element-level assessment including representative photographs and a separate fatigue details document which are submitted through AssetWise.
02/23 – Ongoing	**Routine Bridge Inspections, TxDOT – Team Leader** Consor has provided initial, routine, and special bridge inspections and load rating analysis services to TxDOT throughout the state under multiple consecutive contracts since 2000. Under the current active contract since 2022, Consor is executing two simultaneous Work Authorizations comprising 569 bridge inspections and load ratings for the Dallas District over a six-month period. Access to assigned structures is gained on foot and using ladders, waders, or confined-space entry with report documents prepared and submitted using Bentley's Assetwise asset management system. Load rating analysis services include updating previous load ratings, developing new load ratings, and validating existing load ratings attached to each bridge file as needed. Teamed with Consor on this Work Authorization are Star Engineering Group, Inc. and SEK Engineering, LLC for supplemental capacity and exceeding TxDOT's and Consor's internal goals for participation from DBEs.

Firm employed by:	Consor Engineers, LLC		
Name: **Dylan Lewis, PE** Title: **Team Leader**		Years of relevant experience with this employer	10
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2012/Interdisciplinary Studies MS/2014/Mechanical Engineering		
Active registration number/state/ expiration date	31300/Oklahoma/07.31.2026		
Year registered	2019	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Dylan will serve as a team leader and fulfills the minimum personnel requirement for MPRs 3 and 8.		

Experience dates (mm/yy–mm/yy)	Dylan serves as a structural engineer for NBIS routine, special, NSTM, and and ancillary structure inspections nationwide. He has served as a team leader and bridge inspector on a multitude of projects for state DOT contracts in Oklahoma, Florida, Pennsylvania, Texas, and Wyoming, among others. As a SPRAT-certified Level III engineer, Dylan specializes in performing rope access inspections. He also provides aerial inspection and photography/videography services as a FAA-licensed unmanned aerial system (UAS) pilot. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 10/16/2015 • NHI 130053, Bridge Inspection Refresher Training – 10/17/2024 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 06/09/2017 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 07/26/2016 • NHI 130092, Load Resistance Factor Rating of Highway Bridges – 09/15/2022 **Certifications:** • SPRAT Level III Rope Access Engineer – #160863 • FAA-certified UAS Remote Pilot – #4096885 • FHWA-certified NHI Bridge Instructor (2019): NHI 130078
01/20 – Ongoing	**Statewide Ancillary Inspections, ODOT – Project Manager/Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.

06/15 – 04/25	**Off-system Truss and NSTM Inspections, ODOT – Project Manager/Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
06/15 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.
02/22 – 12/23	**Bridge Load Ratings, Oklahoma Turnpike Authority (OTA) – Project Manager** Consor has provided OTA with 330 load ratings since 2022 as part of a federal corrective action plan. The scope included establishing a bridge record for each structure by researching all construction projects to date. This research consisted of identifying as-built plans, any rehabilitation projects that may have impacted the load rating in any way, and verification of as-built configuration and condition. Our team reviewed bridge inspection reports and photographs and conducted site visits to obtain the necessary data to facilitate the load rating analysis. Load rating analysis was completed using either load factor rating (LFR) or load resistance factor rating (LRFR), depending on the design loading indicated in applicable plans. Analysis was performed using a combination of in-house developed calculation templates and analysis programs such as LEAP Bridge Concrete, LEAP Bridge Steel, BAR7, PS3, BRASS Culvert, STLRFD, and PSLRFD. Additional refinements to models were explored and utilized as a load posting mitigation strategy, particularly to avoid posting due to emergency vehicle ratings.

Firm employed by:	Consor Engineers, LLC		
Name: **Luke Brandherm, PE** Title: **Team Leader**		Years of relevant experience with this employer	10
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2014/Civil Engineering		
Active registration number/state/ expiration date	32402/Oklahoma/09.30.2025		
Year registered	2021	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Luke will serve as a team leader and fulfills the minimum personnel requirement for MPR 8.		

Experience dates (mm/yy–mm/yy)	
	Luke serves as a team leader for routine and NSTM bridge inspections nationwide. He is a SPRAT-certified Level III technician who is proficient in inspection and report preparation. He has performed NBIS inspections for various state departments of transportation, including Arkansas, Colorado, Iowa, Kansas, Maryland, Mississippi, Nebraska, North Carolina, Ohio, Oklahoma, Oregon, Texas, and Wyoming. Luke has also served as an inspector for federal contracts with the United States Coast Guard and Bureau of Indian Affairs. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 05/05/2017 • NHI 130053, Bridge Inspection Refresher Training – 04/07/2022 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 06/22/2018 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 10/29/2021 **Certifications:** • SPRAT Level III Rope Access Engineer – #160866 • FAA-certified UAS Remote Pilot – #4251541
01/20 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.

08/21 – Ongoing	**Ancillary Structure Inspections, TxDOT – Team Leader** As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.
05/16 – 04/25	**Off-system Truss and NSTM Inspections, ODOT – Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
04/21 – 03/25	**Statewide NSTM Bridge & Tunnel Inspections, TxDOT – Team Leader** Consor provided hands-on inspection of the NSTM components of on- and off-system bridges throughout the state and NTIS inspection of tunnels for this task order-based three-year contract. Signature structure inspections included during this contract were the Sidney Sherman Bridge, Rainbow Bridge, Butterfly Bridge, Klyde Warren Tunnel, Port Aransas Ferry Terminals, and the Queen Isabella Causeway. Additionally, work authorizations included a high percentage of welded steel tub girders and box cap structures including many over railroads. Common in urban areas, Consor completed many inspections of welded tub girders framing into welded box pier cap elements often requiring multiple lane closures and night work. Each Consor inspector was experienced and equipped with basic NDE MT or PT test kits to confirm the extent of fatigue related deficiencies. Hands-on access to the designated members (superstructure and substructure components) required advanced training in railroad safety and right-of-entry requirements, confined space entry, use of mechanically elevated work platforms, industrial rope access, NDE testing methods (PT, MT, and UT) and knowledge of the MUTCD. Access was determined and coordinated based on the bridge type, route carried or over; our robust specialized access expertise allows us to utilize the most efficient and effective method for completing the inspection. Inspections were conducted in compliance with the state, SNBI, AASHTO, and FHWA regulations. Each NSTM inspection included a fracture critical report narrative detailing the condition of the NSTMs with element-level assessment including representative photographs and a separate fatigue details document which are submitted through AssetWise.

Firm employed by:	Consor Engineers, LLC		
Name: **Bretlyn Opfer, PE** Title: **Team Leader**		Years of relevant experience with this employer	5
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2019/Civil Engineering		
Active registration number/state/ expiration date	35326/Oklahoma/10.31.2026		
Year registered	2024	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Bretlyn will serve as a team leader and fulfills the minimum personnel requirement for MPR 6.		

Experience dates (mm/yy–mm/yy)	
	Bretlyn is a structural inspector for Consor with five years of experience performing ancillary structure inspections and NBIS routine and NSTM bridge inspections throughout the United States. She is an active climber-inspector and team leader/ inspector for routine and NSTM bridge inspection contracts. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/06/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 03/22/2023 **Certifications:** • SPRAT Level I Rope Access Engineer – #2400138
01/20 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
09/19 – 02/22	**Statewide Sign Truss and Light Tower Inspection, KDOT – Inspector** Consor performed NBIS inspections of overhead signs and high mast light towers located statewide. The firm provided structure climbing and ultrasonic testing as required. All inspections were performed in accordance with the NBIS and state policies and procedures, including the submission of comprehensive inspection reports.

08/21 – 12/21	**I-70 and I-270 Sign Inspections, Missouri Department of Transportation (MoDOT) – Inspector** As a subconsultant, Consor was retained in Fall 2021 to provide inspection of various ancillary structures throughout the I-70, I-255, and I-270 corridors in St Louis, MO. The signs inspected included 110 cross span and 28 butterfly structures on I-70 crossing up to five lanes of traffic. The I-270 corridor included 93 cross span structures over up to 7 lanes of traffic and 33 butterfly structures. The I-255 corridor included 12 cross span and four butterfly structures. Crews gained access to the signs and supporting structures via bucket trucks and structure climbing. Consor inspectors performed inspection of the 280 assigned structures during a contiguous 10-week period from September through November. Inventory and condition state data was collected and entered into tablet-based asset management systems. Due to various efficiencies gained throughout the project, the field work and reporting tasks were completed 8 weeks ahead of schedule and significantly below the assigned budget.
09/19 – 04/25	**Off-system Truss and NSTM Inspections, ODOT – Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
09/19 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.

Firm employed by:	Consor Engineers, LLC		
Name: Randy Bazhaw, PE Title: Team Leader		Years of relevant experience with this employer	5
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2019/Civil Engineering		
Active registration number/state/ expiration date	34923/Oklahoma/08.31.2025		
Year registered	2024	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Randy will serve as a team leader and fulfills the minimum personnel requirement for MPR 6.		

Experience dates (mm/yy–mm/yy)	Randy is a team leader for Consor with five years of experience performing ancillary and NBIS routine bridge inspections throughout the United States. He is a SPRAT Level I Technician and an FAA-certified UAS (drone) pilot. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 04/22/2022 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 03/19/2024 **Certifications:** • SPRAT Level I Rope Access Engineer – #110222 • FAA-certified UAS Remote Pilot – #4774548
03/20 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
03/20– 04/25	**Off-system Truss and NSTM Inspections, ODOT – Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often

	best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
03/20 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.
07/22 – Ongoing	**Indefinite Delivery Of Structural Assessment And Review Services, DFW International Airport – Team Leader** Consor provided comprehensive engineering expertise in inspection/assessment services. The vast majority of work performed consisted of assessment of civil assets throughout DFW International Airport. For each assessment, a detailed report and executive summary was produced to provide the client with the existing condition as well as repair/rehabilitation recommendations. Other responsibilities included the evaluation and professional review of projects conducted by external entities, focusing on structural, civil, and construction aspects. Additionally, Consor provided ancillary services, including personal, professional, and planning support directly related to the primary engineering services. The execution of these tasks adhered rigorously to the regulatory frameworks outlined in the Texas Government and Occupations Codes, ensuring the highest standards of compliance and safety throughout the airport's infrastructure projects. The nature of work performed on this contract can also be on-call, requiring a prompt response to emergent situations. The team is readily available to address unforeseen challenges or emergencies. Following on-call and emergency responses, timely and effective solutions are provided to maintain the integrity and functionality of critical infrastructure components at the airport.
03/20 – 1/25	**NBIS Bridge Inspections, Bureau of Indian Affairs (BIA) – Team Leader** Under four consecutive task order-based contracts, Consor performed NBIS routine, underwater, and NSTM bridge inspections of Indian-owned bridges throughout the US. Services included engineering analysis of existing conditions, reviewing and updating previous inspection reports and drawings, recommendations for follow-up actions, cost estimates, and documentation of findings in accordance with BIA, NBIS, and AASHTO reporting requirements. Load ratings were performed on new bridges and bridges with significant deterioration. Rope access techniques were also used as required to perform inspections. Under these contracts, Consor provided 1,500+ bridge inspections and reports in every BIA region under 25 task orders.

Firm employed by:	Consor Engineers, LLC		
Name: **Evan Karunaratne, EI** Title: **Team Leader**		Years of relevant experience with this employer	4
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2018/Civil Engineering MS/2020/Civil Engineering		
Active registration number/state/ expiration date	06457/Oklahoma/N/A		
Year registered	2021	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities	Evan will serve as a team leader and fulfills the minimum personnel requirement for MPR 6.		

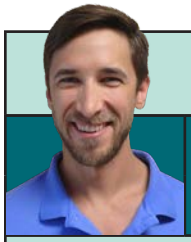
Experience dates (mm/yy–mm/yy)	
	Evan is a team leader for Consor with four years of experience performing ancillary and NBIS routine bridge inspections throughout the United States. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 02/16/2022 **Certifications:** • SPRAT Level I Rope Access Technician – #2400136
06/20 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
06/20 – 02/22	**Statewide Sign Truss and Light Tower Inspection, KDOT – Inspector** Consor performed NBIS inspections of overhead signs and high mast light towers located statewide. The firm provided structure climbing and ultrasonic testing as required. All inspections were performed in accordance with the NBIS and state policies and procedures, including the submission of comprehensive inspection reports.

08/21 – 12/21	**I-70 and I-270 Sign Inspections, MDOT – Inspector** As a subconsultant, Consor was retained in Fall 2021 to provide inspection of various ancillary structures throughout the I-70, I-255, and I-270 corridors in St Louis, MO. The signs inspected included 110 cross span and 28 butterfly structures on I-70 crossing up to five lanes of traffic. The I-270 corridor included 93 cross span structures over up to 7 lanes of traffic and 33 butterfly structures. The I-255 corridor included 12 cross span and four butterfly structures. Crews gained access to the signs and supporting structures via bucket trucks and structure climbing. Consor inspectors performed inspection of the 280 assigned structures during a contiguous 10-week period from September through November. Inventory and condition state data was collected and entered into tablet-based asset management systems. Due to various efficiencies gained throughout the project, the field work and reporting tasks were completed 8 weeks ahead of schedule and significantly below the assigned budget.
06/20– 04/25	**Off-system Truss and NSTM Inspections, ODOT – Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
06/20 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.

Firm employed by:	Consor Engineers, LLC		
Name: Haydn Leatherland, EI Title: Team Leader		Years of relevant experience with this employer	2
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2021/Civil Engineering		
Active registration number/state/ expiration date	16931/Oklahoma/N/A		
Year registered	N/A	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities	Haydn will serve as a team leader and fulfills the minimum personnel requirement for MPR 6.		

Experience dates (mm/yy–mm/yy)	Haydn is a SPRAT-certified Level I rope access technician with two years of experience. He performs routine and NSTM bridge inspections, as well as ancillary structure inspections for state DOTs across the nation. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 03/31/2023 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 06/23/2023 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 01/09/2024 **Certifications:** • SPRAT Level I Rope Access Technician – #2400135 • FAA-certified UAS Remote Pilot – #4774548
02/23 – Ongoing	**Statewide Ancillary Inspections, ODOT – Inspector** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
02/23– 04/25	**Off-system Truss and NSTM Inspections, ODOT – Inspector** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access

	equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
02/23 – 03/25	**Statewide NSTM Bridge & Tunnel Inspections, TxDOT – Inspector** Consor provided hands-on inspection of the NSTM components of on- and off-system bridges throughout the state and NTIS inspection of tunnels for this task order-based three-year contract. Signature structure inspections included during this contract were the Sidney Sherman Bridge, Rainbow Bridge, Butterfly Bridge, Klyde Warren Tunnel, Port Aransas Ferry Terminals, and the Queen Isabella Causeway. Additionally, work authorizations included a high percentage of welded steel tub girders and box cap structures including many over railroads. Common in urban areas, Consor completed many inspections of welded tub girders framing into welded box pier cap elements often requiring multiple lane closures and night work. Each Consor inspector was experienced and equipped with basic NDE (MT or PT test kits) to confirm the extent of fatigue related deficiencies. Hands-on access to the designated members (superstructure and substructure components) required advanced training in railroad safety and right-of-entry requirements, confined space entry, use of mechanically elevated work platforms, industrial rope access, NDE testing methods (PT, MT and UT) and knowledge of the MUTCD. Access was determined and coordinated based on the bridge type, route carried or over; our robust specialized access expertise allows us to utilize the most efficient and effective method for completing the inspection. Inspections were conducted in compliance with the state, SNBI, AASHTO, and FHWA regulations. Each NSTM inspection included a fracture critical report narrative detailing the condition of the NSTMs with element-level assessment including representative photographs and a separate fatigue details document which are submitted through AssetWise.
02/23 – Ongoing	**Indefinite Delivery Of Structural Assessment And Review Services, DFW International Airport – Inspector** Consor provided comprehensive engineering expertise in inspection/assessment services. The vast majority of work performed consisted of assessment of civil assets throughout DFW International Airport. For each assessment, a detailed report and executive summary was produced to provide the client with the existing condition as well as repair/rehabilitation recommendations. Other responsibilities included the evaluation and professional review of projects conducted by external entities, focusing on structural, civil, and construction aspects. Additionally, Consor provided ancillary services, including personal, professional, and planning support directly related to the primary engineering services. The execution of these tasks adhered rigorously to the regulatory frameworks outlined in the Texas Government and Occupations Codes, ensuring the highest standards of compliance and safety throughout the airport's infrastructure projects. The nature of work performed on this contract can also be on-call, requiring a prompt response to emergent situations. The team is readily available to address unforeseen challenges or emergencies. Following on-call and emergency responses, timely and effective solutions are provided to maintain the integrity and functionality of critical infrastructure components at the airport.



Firm employed by:	Consor Engineers, LLC		
Name: John Michael Freeman, PE Title: Team Leader		Years of relevant experience with this employer	5
		Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization	BS/2009/Civil and Environmental Engineering MS/2012/Civil and Environmental Engineering		
Active registration number/state/ expiration date	33039/Oklahoma/12.31.2026		
Year registered	2021	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	John Michael will serve as a team leader and fulfills the minimum personnel requirement for MPR 7.		

Experience dates (mm/yy–mm/yy)	John Michael is a SPRAT Level II certified bridge inspector with six years of experience performing ancillary, NSTM, and and NBIS routine bridge inspections throughout the United States. **Courses:** • NHI 130056, Safety Inspection of In-Service Bridges for PEs – 03/04/2022 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 01/09/2024 • NHI 130092, Load Resistance Factor Rating of Highway Bridges – 09/15/2022 **Certifications:** • SPRAT Level II Rope Access Engineer – #2100701
01/20 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
10/19 – 04/25	**Off-system Truss and NSTM Inspections, ODOT – Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access

	equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
09/19 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.
09/19 – Ongoing	**NBIS Bridge Inspections, BIA – Team Leader** Under three consecutive task order-based contracts, Consor performed NBIS routine, underwater, and NSTM bridge inspections of Indian-owned bridges throughout the US. Services included engineering analysis of existing conditions, reviewing and updating previous inspection reports and drawings, recommendations for follow-up actions, cost estimates, and documentation of findings in accordance with BIA, NBIS, and AASHTO reporting requirements. Load ratings were performed on new bridges and bridges with significant deterioration. Rope access techniques were also used as required to perform inspections. Under these contracts, Consor provided 1,500+ bridge inspections and reports in every BIA region under 21 task orders. Consor is performing on a fourth contract as a subconsultant to native-owned OES.
09/19 – 09/22	**On-System Bridge Inspection, Wyoming Department of Transportation (WyDOT) – Team Leader** Consor is performing statewide NBIS routine on-system bridge inspections of 500+ bridges along with special inspections of pin and hanger assemblies on various bridges in Wyoming. Each routine inspection includes element level inspection and BrM report submission with photographs. The inspections are conducted in compliance with the NBIS, WYDOT, and current AASHTO policies. The pin and hanger inspections required ultrasonic testing on all pins utilizing a 2.25 MhZ straight beam transducer, as well as a hands-on inspection, within three ft. of each hanger assembly. Inspectors accessed the pins by means of a bucket truck or various rope access techniques. Deliverables were finalized within two weeks from the date of inspection and included field notes, pin deficiency summaries, and photos from the inspection. Pins were classified in red, yellow, and green labeling, categorizing the significance of the deficiency. Red defects were outside of the limits of acceptable criteria per the AASHTO/AWS D1.5M/D1.5 Bridge Welding Code.

Firm employed by:	Consor Engineers, LLC		
Name: **Elizabeth McLaughlin, EI** Title: **Team Leader**		Years of relevant experience with this employer	4
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2021/Civil Engineering		
Active registration number/state/ expiration date	16458/Oklahoma/N/A		
Year registered	2021	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities	Elizabeth will serve as a team leader and fulfills the minimum personnel requirement for MPR 7.		

Experience dates (mm/yy–mm/yy)	
	Elizabeth is a team leader for Consor with four years of experience performing NBIS routine, NSTM, and ancillary structure inspections throughout the United States. She is a SPRAT-certified Level II rope access technician. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 02/16/2022 **Certifications:** • SPRAT Level II Rope Access Technician – #2300028 • FAA-certified UAS Remote Pilot – #4590083
06/21 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
06/21 – 02/22	**Statewide Sign Truss and Light Tower Inspection, KDOT – Inspector** Consor performed NBIS inspections of overhead signs and high mast light towers located statewide. The firm provided structure climbing and ultrasonic testing as required. All inspections were performed in accordance with the NBIS and state policies and procedures, including the submission of comprehensive inspection reports.

06/21 – Ongoing	**Ancillary Structure Inspections, TxDOT – Team Leader** As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.
06/21 – 04/25	**Off-system Truss and NSTM Inspections, ODOT – Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
06/21 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.
06/21 – 09/22	**On-System Bridge Inspection, Wyoming DOT – Inspector** Consor performed statewide NBIS routine on-system bridge inspections of 500+ bridges along with special inspections of pin and hanger assemblies on various bridges in Wyoming. Each routine inspection included element level inspection and BrM report submission with photographs. The inspections were conducted in compliance with the NBIS, WYDOT, and AASHTO policies. The pin and hanger inspections required ultrasonic testing on all pins utilizing a 2.25 MhZ straight beam transducer, as well as a hands-on inspection, within three ft. of each hanger assembly. Inspectors accessed the pins by means of a bucket truck or various rope access techniques. Deliverables were finalized within two weeks from the date of inspection and included field notes, pin deficiency summaries, and photos from the inspection.

Firm employed by:	Consor Engineers, LLC		
Name: **Kyler Wattenbarger, EI** Title: **Team Leader**		Years of relevant experience with this employer	4
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2021/Civil Engineering		
Active registration number/state/ expiration date	16462/Oklahoma/N/A		
Year registered	2021	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities	Kyler will serve as a team leader and fulfills the minimum personnel requirement for MPR 7.		

Experience dates (mm/yy–mm/yy)	
	Kyler is a team leader with four years of experience. He performs ancillary and NBIS routine and NSTM bridge inspections throughout the United States for state DOTs including Oklahoma, Florida, Texas, and South Carolina. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 02/16/2022 **Certifications:** • SPRAT Level II Rope Access Technician – #2300027 • FAA-certified UAS Remote Pilot – #4590089
06/21 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
06/21 – 02/22	**Statewide Sign Truss and Light Tower Inspection, KDOT – Inspector** Consor performed NBIS inspections of overhead signs and high mast light towers located statewide. The firm provided structure climbing and ultrasonic testing as required. All inspections were performed in accordance with the NBIS and state policies and procedures, including the submission of comprehensive inspection reports.

06/21 – Ongoing	**Ancillary Structure Inspections, TxDOT – Team Leader** As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.
06/21 – 04/25	**Off-system Truss and NSTM Inspections, ODOT – Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
06/21 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.
06/22 – Ongoing	**IDIQ On-call Bridge Inspection and Related Services, Mississippi Office of State Aid Road Construction (OSARC) – Team Leader** Consor provides NBIS inspections, evaluations, and load ratings for bridges owned and maintained by various local government entities throughout Mississippi. Bridge features include complex structures, NSTM, and timber components. Detailed engineering reports, including element conditions, documentation of findings, photographs, CAD drawings, stream profiles, and maintenance/repair recommendations are required for each bridge. Load rating analysis are performed using LRFR, LFR, and ASR methods to calculate the load capacity of all spans and substructure units on select bridges. Deliverables are submitted using Bentley's AssetWise asset management system.

Firm employed by:	Consor Engineers, LLC		
Name: **Mason Johnston** Title: **Bridge Inspector**		Years of relevant experience with this employer	2
		Years of relevant experience with other employer(s)	3
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Mason will serve as an inspector and fulfills the minimum personnel requirement for MPR 8.		

Experience dates (mm/yy–mm/yy)	Mason is a SPRAT-certified Level III rope access technician with five years of experience. He performs routine and NSTM bridge inspections, as well as ancillary structure inspections for state DOTs across the nation. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 05/12/2023 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 04/19/2023 **Certifications:** • SPRAT Level III Rope Access Technician – #2000729
04/23 – Ongoing	**Statewide Ancillary Inspections, ODOT – Inspector** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.
04/23 – Ongoing	**Ancillary Structure Inspections, TxDOT – Inspector** As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include

	tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.
04/23 – 03/25	**Statewide NSTM Bridge & Tunnel Inspections, TxDOT – Inspector** Consor provided hands-on inspection of the NSTM components of on- and off-system bridges throughout the state and NTIS inspection of tunnels for this task order-based three-year contract. Signature structure inspections included during this contract were the Sidney Sherman Bridge, Rainbow Bridge, Butterfly Bridge, Klyde Warren Tunnel, Port Aransas Ferry Terminals, and the Queen Isabella Causeway. Additionally, work authorizations included a high percentage of welded steel tub girders and box cap structures including many over railroads. Common in urban areas, Consor completed many inspections of welded tub girders framing into welded box pier cap elements often requiring multiple lane closures and night work. Each Consor inspector was experienced and equipped with basic NDE MT or PT test kits to confirm the extent of fatigue related deficiencies. Hands-on access to the designated members (superstructure and substructure components) required advanced training in railroad safety and right-of-entry requirements, confined space entry, use of mechanically elevated work platforms, industrial rope access, NDE testing methods (PT, MT and UT) and knowledge of the MUTCD. Access was determined and coordinated based on the bridge type, route carried or over; our robust specialized access expertise allows us to utilize the most efficient and effective method for completing the inspection. Inspections were conducted in compliance with the state, SNBI, AASHTO, and FHWA regulations. Each NSTM inspection included a fracture critical report narrative detailing the condition of the NSTMs with element-level assessment including representative photographs and a separate fatigue details document which are submitted through AssetWise.
04/23 – Ongoing	**Area Wide State Bridge Inspection (Interstate and Non-Interstate), Florida DOT (FDOT) District Two – Inspector** Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM (fracture critical) inspections for an expanded inventory of more than 270 bridges carrying interstate and state highways located primarily in the Jacksonville area. Jacksonville's two signature steel trusses, with lengths of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques. Jacksonville's third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors, which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. The remaining interstate bridges are prestressed and reinforced concrete and steel span multi-beam structures. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.

Firm employed by:	Consor Engineers, LLC		
Name	Joel Strayer, PE	Years of relevant experience with this employer	<1
Title	Senior Project Manager/Team Leader	Years of relevant experience with other employer(s)	14
Degree(s)/Years/Specialization	BS/2010/Civil Engineering		
Active registration number/state/ expiration date	49403/MD/06.02.2026		
Year registered	2016	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Joel will serve as a team leader.		

Experience dates (mm/yy–mm/yy)	Joel is a structural engineer with a background in design and rehab design of bridges, tunnels, and ancillary highway structures. ***He has 14 years experience with Sixsense's BeyondAsset infrastructure management software used for culverts, sign structures, small bridges and large complex bridges.*** Additionally, he has extensive experience in bridge inspection management, scheduling, reporting, and execution. Joel has served as bridge inspection team leader on assignments throughout the Maryland, Virginia, and DC areas. These assignments included hands-on, in-depth, underwater, and NSTM bridge inspections, verifying and coding SI&A information, determining condition ratings, and coding element-level condition ratings. His access technique experience includes underbridge inspection vehicles, manlifts, bucket trucks, watercraft, rigging, and confined space entry. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 11/19/2010 • NHI 130053, Bridge Inspection Refresher Training – 01/08/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 03/04/2016 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 08/01/2018 • NHI 130110, Tunnel Safety Inspection – 006/09/2023 **Certifications:** • FHWA-certified NHI Bridge Instructor (2024): NHI 130078
08/24 – Ongoing	**Inspection of State Owned Bridges and Ancillary Structures, Virginia DOT (VDOT) – Team Leader** As a subconsultant, Consor is providing NBIS routine and NSTM inspection services for state owned bridges and ancillary structures. Inspections are conducted using equipment as needed, including bucket trucks, under bridge inspection vehicles, and boats. Applicable inspection data items for each structure are entered and/or updated in VDOT's InspectX system or provided for input into HMMS. A comprehensive report is prepared detailing the inspection procedures used, field inspection findings, photographs, sketches, completed inventory forms, and recommendations for repairs if applicable.

01/25 – Ongoing	**FHWA/NHI 130078, Bridge Inspection Techniques for NSTM, Federal Highway Administration – Instructor** Consor is currently teaching the FHWA's 3.5-day NSTM inspection course. Upon completion of the course, participants are able to identify fracture critical members (FCMs); identify problematic details; identify areas most susceptible to fatigue and fracture; record defects; evaluate defects; evaluate nondestructive evaluation (NDE) methods; and evaluate retrofit details. Classroom activities include participation in interactive discussion via an audience response system (ARS), hands-on demonstrations, and case studies. Consor also instructed this course from 2018 - 2023 under its previous name, Fracture Critical Bridge Inspection Techniques for Steel Bridges.
08/24 – Ongoing	**Statewide Bridge Inspection & Evaluation Engineering Services, South Carolina Department of Transportation (SCDOT) – Team Leader** Under a both task order-based contract and a master contract, Consor provides NBIS routine and fracture critical bridge inspections statewide Our inspection contract has included more than 1,000 bridges with various load ratings in Districts 2, 3, 5, and 6. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, top of deck, and traffic safety features. Our inspection teams take soundings on the upstream and downstream faces and evaluate the presence of scour if applicable. Measurements are taken from the top of the deck or the concrete parapet to the channel bottom on both the upstream and downstream side of all bents in the water, as well as from the waterline to the channel bottom These measurements, along with all other information and forms specified within the BIGD, are included in the report for each bridge. Underwater, complex, NSTM, and emergency inspections have also been included. This project also included the production of critical finding forms and repair recommendations, all while adhering to time-sensitive standards. Consor has also provided QA reviews for inspections performed by other consultants and provided input into improvements to the SCDOT bridge inspection program.
08/24 – Ongoing	**Bridge Condition Inspections of State, County, and Local Jurisdiction Bridges, Maryland Department of Transportation State Highway Administration (SHA) – Team Leader** Under eight task orders, Consor is performing bridge condition inspections including underwater inspections and spans over electrified railroads of assigned State, County, and local jurisdiction bridges, for SHA. The bridges include complex bridges that are owned by the State. The scope of work involved routine and emergency inspections of bridges, evaluations, load rating analysis of routine and complex bridges, and nondestructive testing. Consor is also responsible for inspection reports, charts, tables, engineering recommendations and all engineering services necessary to prepare design, plans, specifications for repairs to bridges. This includes coordinating, preparing for and the performance of inspecting bridges using under bridge inspection vehicles.
08/24 – Ongoing	**NBIS Bridge Inspection of Bridges Owned by Allegheny County, Pennsylvania DOT (PennDOT) - District 11-0 – Team Leader** As a subconsultant, Consor is providing NBIS routine, special, and in-depth inspection services for state- and locally-owned bridges in Allegheny County, Pennsylvania. In-depth inspection tasks include non-destructive testing, laboratory analysis, geotechnical sampling and testing, structure instrumentation, and underwater inspection. Load ratings are also performed at the request of the Department. Applicable inspection data items for each bridge are entered and/or updated in PennDOT's BMS2 system. A comprehensive report is prepared detailing the inspection procedures used, field inspection findings, photographs, sketches, completed inventory and inspection forms, recommendations for repairs, and load rating summary if applicable.

Firm employed by:	Consor Engineers, LLC		
Name: **Mark Stadig, CWI** Title: **Team Leader**		Years of relevant experience with this employer	4
		Years of relevant experience with other employer(s)	33
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Mark will serve as a Team Leader and fulfills the minimum personnel requirement for MPR 4 and MPR 5.		

Experience dates (mm/yy–mm/yy)

Mark has 35 years of bridge-specific inspection, construction, and fabrication experience. He has working knowledge of steel bridge fabrication, welding inspection, and testing procedures in accordance with AWS D1.5 and AWS D1.1 and has comprehensive knowledge of NDT testing, and destructive testing methods for steel and concrete. Mark spent five years with Colorado Department of Transportation as project manager for the statewide inspection of ancillary structures, minor structures, wall structures, and tunnels. He also spent 13 years as the subject matter expert for steel welding issues with Staff Bridge Design and Management.

Courses:

- NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021
- NHI 130053, Bridge Inspection Refresher Training – 03/30/2023
- NHI 130078, Fracture Critical Bridge Inspection Techniques for Steel Bridges –04/11/213
- NHI 130087, Inspection and Maintenance of Ancillary Highway Structures –07/28/2016

Certifications:

- Certified Welding Inspector #03071501 - Exp. 07/01/2027

1/21 – Ongoing	**Statewide NPS Ancillary, Minors, Miscellaneous, and Non-Qualifying Structures Inspection Engineering Services - Colorado Department of Transportation (CDOT) - Team Leader.** Consor is performing statewide routine and NSTM inspections to ancillary/minor structures on Colorado's state highway system under a third consecutive 4-year contract. The goal is to update the inventory, conduct evaluations, and report the findings of existing structures. The assignments include 200+ overhead signs, 1,900+ mast arms, and 25+ high mast light poles. Inspection work is performed in accordance with FHWA, AASHTO, American Welding Society, and Colorado DOT specifications Access to these structures is achieved through any variation of the following: adapted rope access techniques, bucket trucks or UBIVs with traffic control closures, boats, ladders, or drones when approved by CDOT. Inspections are performed using customary visual means as designated in the scope. NDT is performed in accordance with the scope, as needed. Detailed engineering reports documenting inspection findings including the SI&A items, NBE, BME, and ADE conditions with associated comments are submitted to CDOT for approval. The reports also include maintenance recommendations, such as photographs for all Element Level Condition States of 4. Sketches are submitted for each bridge report, along with diagrams for channel profile and vertical clearances.
2022	**Ancillary, Minors, Miscellaneous, and Non-Qualifying Structures Inspection - CIty of Greely, CO - Project Manager** Consor was contracted to update the inventory and inspect the ancillary, minor, miscellaneous, and non-qualifying structures for the City of Greeley, and to report the conditions of the individual structures to the City's Public Works Department. All work is performed in accordance with CDOT/FHWA Standards. As a contingency, Consor is also called upon for emergency inspections for vehicle impacts to ancillary structures.
1/22-11/24	**Traffic Signal and Street Light Structure Inspections - City of Greenwood Village, CO - Project Manager** Under two inspection cycles, Consor provided structural inspection and nondestructive testing (NDT) of traffic signal structures owned and/or maintained by the City. The work included evaluating the condition of signal pole bases, mast arms, and all associated welded connections. Inspections were conducted in accordance with the FHWA Guidelines for the Installation, Inspection, Maintenance and Repair of Structural Supports for Highway Signs, Luminaires, and Traffic Signals. Ultrasonic Testing (UT) was performed on accessible anchor bolts at the base plates to detect potential subsurface fractures or corrosion. All inspection and testing procedures followed standards established by ASNT, ASTM, and AASHTO. Each inspection was documented with digital photographs, including images of identified defects and overall structure views. Reports included an assessment of each structure's condition, estimated remaining service life, and recommendations for future inspection frequency.
01/14 – 12/19	**Statewide NPS Ancillary, Minors, Miscellaneous, and Non-Qualifying Structures Inspection Engineering Services - Colorado DOT - Program Manager** In 2014, Mark was promoted as the CDOT project manager for the statewide inspection of signs, signals, high mast lights, miscellaneous structures, and the minor structures which were primarily culverts and bridges with a clear span of less than 20 ft. Mark managed three consultant contracts for the CDOT Staff Bridge program that included multiple projects and task orders for the inspection of 13,265 structures on 24-to-48-month inspection cycles. His responsibilities included consultant management and coordination of these structure inspections which were divided into three areas of the state. Mark determined the disposition of all Essential Repair Findings submitted by the consultants resulting from the inspections and made recommendations to the CDOT Division of Highway Maintenance Section for repairs to these structures.

Firm employed by:	Consor Engineers, LLC		
Name Ryan Craig, PE **Title** Team Leader		Years of relevant experience with this employer	7
		Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization	BS/2021/Civil Engineering		
Active registration number/state/ expiration date	33419/OK/11.30.2025		
Year registered	2022	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Ryan will serve as a team leader and fulfills the minimum personnel requirement for MPR 7.		

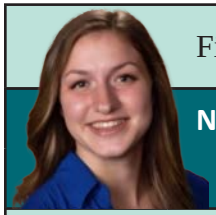
Experience dates (mm/yy–mm/yy)	Ryan is a team leader and SPRAT inspector with eight years of experience. He performs inspections of ancillary structures as well as NBIS routine and NSTM bridge inspections for state DOTs across the United States, including Oklahoma, Mississippi, and South Carolina. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/16/2019 • NHI 130059, Bridge Inspection Refresher Training – 05/02/2024 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 10/18/2019 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – MISSING **Certifications:** • SPRAT Level II Rope Access Technician – #2100273
01/20 – Ongoing	**Statewide Ancillary Inspections, ODOT – Team Leader** Consor is performing a third consecutive cycle of ancillary inspections statewide for ODOT. To date, more than 688 high-mast lighting towers and more than 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/ fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.

06/19 – 04/25	**Off-system Truss and NSTM Inspections, ODOT – Deputy Project Manager/Team Leader** Consor has provided 1,500+ inspections under seven contracts for off-system and on-system truss and NSTM bridges. Access to the primary structural members and floor systems for the bridges was coordinated based on the structure needs and owner preference; our robust specialized access expertise allows us to utilize the most optimal method. Mechanical access equipment or traffic control may not have been feasible due to posting or traffic restrictions; hands-on access was often best facilitated by industrial rope access techniques, structure climbing, ladders, and/or boats. Inspections included NDT and
	were conducted in compliance with the state, NBIS, AASHTO, and FHWA regulations. Each inspection included element-level assessment, a report narrative detailing the structure condition, extensive photographs, and updated load rating analysis when applicable. As part of the off-system contract, we load rated more than 150 bridges, often including gusset plate analysis. Without plans on file, field measurements and photographs for structure types including trusses, two-girder floor systems, and multi-beam (steel, concrete, and timber) were obtained to analyze each structure using a combination of in-house developed calculation templates and analysis programs such as BAR7, AASHTO BrR, and BRASS.
06/18 – Ongoing	**Off- and On-system Bridge Inspections, ODOT – Project Manager/Team Leader** Under multiple contracts, Consor has provided 3,000+ on- and off-system NBIS routine inspections for ODOT Field Districts 1 and 4, as well as multiple local agencies. Inspections are preformed in compliance with FHWA guidelines and with instruction from ODOT QA/QC conferences. Consor teams evaluate the entire condition of each structure including decks, superstructures, and substructures constructed of concrete, steel, and timber elements. Condition assessments also contain traffic safety feature, channel, and scour ratings. Each inspection is documented with a detailed engineering report including element conditions, photo documentation, repair recommendations, and load ratings as necessary. Reports are submitted through AASHTOWare BrM software and through PDF copies of report and photo documents.
06/18 – Ongoing	**IDIQ On-call Bridge Inspection and Related Services, Mississippi OSARC – Team Leader** Consor provides NBIS inspections, evaluations, and load ratings for bridges owned and maintained by various local government entities throughout Mississippi. Bridge features include complex structures, NSTM, and timber components. Detailed engineering reports, including element conditions, documentation of findings, photographs, CAD drawings, stream profiles, and maintenance/repair recommendations are required for each bridge. Load rating analysis are performed using LRFR, LFR, and ASR methods to calculate the load capacity of all spans and substructure units on select bridges. Deliverables are submitted using Bentley's AssetWise asset management system.

Firm employed by:	Consor Engineers, LLC		
Name: Matt Akers Title: Team Leader/Inspector		Years of relevant experience with this employer	13
		Years of relevant experience with other employer(s)	11
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Matt will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	
	Matt serves as a team leader for sign and bridge inspection. He is experienced in scheduling, mobilization, and inspection of state, local, and arterial bridges. He has served as a team leader responsible for bridge inspection, inventory, and Pontis input. He is experienced in bridge repair and the inspection of various structures, including culverts, high mast light poles, and overhead signs. His specialties include movable, NSTM, segmental, and post tensioned bridges. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 11/9/2001 • NHI 130053, Bridge Inspection Refresher Training – 09/12/2024 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/19/2002 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 12/08/2021 • NHI 130091, Underwater Bridge Inspection – 10/13/2023
06/05 – 12/23	**NBIS Structures Inspections and Load Ratings, Northern System, FDOT Turnpike Enterprise – Team Leader** Consor performed eight two-year contract cycle of NBIS inspections on the Turnpike's North System. Each cycle includes the inspection of 400+ bridges and culverts, 300+ overhead sign structures, 200+ high-mast light poles, and up to 45 non-qualifying culverts. The contract also includes underwater dive inspections, load rating analysis, BrM report preparation, and emergency response. For example, during one cycle, we provided load rating updates for 236 simply supported structures using the LRFR SMART Bridge program within an eight-month schedule. The superstructure types included AASHTO beams, cast-in-place concrete flat slabs, and prestressed concrete voided slabs. We were also asked to provide load rating updates for 12 steel beam bridges and a concrete culvert using AASHTOWare BrR.
08/22 – 09/22	**Traffic Signal Mast Arm Inspections, Sarasota County, Florida – Team Leader** Under two consecutive contracts, Consor, as a subconsultant, provided initial inspections for traffic signal mast arm (TSMA) at a total of 42 intersections totaling 161 TSMAs within the north, mid, and south county areas. Inspections included hands-on

	structural assessment, development of as-built sketches, measurement of pole and arm(s) thicknesses using NDT methods, documentation of deficiencies, prompt action notification as needed, and development of inspection reports in FDOT format. One task order was performed under an accelerated schedule and included one prompt action notification requiring one TSMA to be removed from service.
07/11 – 06/18	**Inspection of Overhead Signs, High Mast Light Poles, and Traffic Signal Mast Arms, FDOT District Two – Team Leader** For two consecutive two-year cycles, Consor provided hands-on inspection of 950+ overhead sign structures, 490+ high mast light poles and 1,000+ traffic signal mast arms in 18 counties throughout District Two. Each inspection required a written inspection report in Pontis format. The Pontis element notes provided a comprehensive description of all sign and pole deficiencies and stated probable causes of deficiencies, specified required corrective action, and contained an evaluation of corrective action performed since the last inspection.
06/12 – 06/17	**Districtwide Ancillary Structures Inspection, FDOT District Three – Team Leader** As a subconsultant, Infrastructure Engineers assisted with the hands-on inspection of 850 overhead sign structures, 438 high mast light poles, and 396 traffic signal mast arms throughout District Three. Each inspection required inventory photographs and a written inspection report in the Pontis format.
08/22 – Ongoing	**Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT District Three – Team Leader** Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater inspections, NDT, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles.
07/22 – Ongoing	**Area Wide State Bridge Inspection (Interstate and Non-Interstate), FDOT District Two – Team Leader** Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM (fracture critical) inspections for an expanded inventory of more than 270 bridges carrying interstate and state highways located primarily in the Jacksonville area. Jacksonville's two signature steel trusses, with lengths of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques. Jacksonville's third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors, which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. The remaining interstate bridges are prestressed and reinforced concrete and steel span multi-beam structures. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.



Firm employed by:	Consor Engineers, LLC		
Name **Shelby Motz, EIT** Title **Inspector**		Years of relevant experience with this employer	2
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2022/Civil Engineering MS/2023/Engineering		
Active registration number/state/ expiration date	77463/TX/01.25.2031		
Year registered	2023	Discipline	Engineer Intern/Civil
Contract role(s)/brief description of responsibilities	Shelby will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	Shelby is a bridge inspector for Consor with two years of experience performing ancillary and NBIS bridge inspections nationwide. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 04/19/2024 • NHI 130078, Bridge Inspection Techniques for Nonredundant Steel Tension Members – 05/02/2024 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 03/19/2024
06/23 – Ongoing	**Ancillary Structure Inspections, TxDOT – Inspector** As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.
06/23 – 03/25	**Statewide NSTM Bridge & Tunnel Inspections, TxDOT – Inspector** Consor provided hands-on inspection of the NSTM components of on- and off-system bridges throughout the state and NTIS inspection of tunnels for this task order-based three-year contract. Signature structure inspections included during this contract were the Sidney Sherman Bridge, Rainbow Bridge, Butterfly Bridge, Klyde Warren Tunnel, Port Aransas Ferry Terminals, and the Queen Isabella Causeway. Additionally, work authorizations included a high percentage of welded steel tub girders and box cap structures including many over railroads. Common in urban areas, Consor completed many inspections of welded tub girders framing into welded box pier cap elements often requiring multiple lane closures and night work. Each

	Consor inspector was experienced and equipped with basic NDE MT or PT test kits to confirm the extent of fatigue related deficiencies. Hands-on access to the designated members (superstructure and substructure components) required advanced training in railroad safety and right-of-entry requirements, confined space entry, use of mechanically elevated work platforms, industrial rope access, NDE testing methods (PT, MT and UT) and knowledge of the MUTCD. Access was determined and coordinated based on the bridge type, route carried or over; our robust specialized access expertise allows us to utilize the most efficient and effective method for completing the inspection. Inspections were conducted in compliance with the state, SNBI, AASHTO, and FHWA regulations. Each NSTM inspection included a fracture critical report narrative detailing the condition of the NSTMs with element-level assessment including representative photographs and a separate fatigue details document which are submitted through AssetWise.
06/23 – Ongoing	**Indefinite Delivery Of Structural Assessment And Review Services, DFW International Airport – Inspector** Consor provided comprehensive engineering expertise in inspection/assessment services. The vast majority of work performed consisted of assessment of civil assets throughout DFW International Airport. For each assessment, a detailed report and executive summary was produced to provide the client with the existing condition as well as repair/rehabilitation recommendations. Other responsibilities included the evaluation and professional review of projects conducted by external entities, focusing on structural, civil, and construction aspects. Additionally, Consor provided ancillary services, including personal, professional, and planning support directly related to the primary engineering services. The execution of these tasks adhered rigorously to the regulatory frameworks outlined in the Texas Government and Occupations Codes, ensuring the highest standards of compliance and safety throughout the airport's infrastructure projects. The nature of work performed on this contract can also be on-call, requiring a prompt response to emergent situations. The team is readily available to address unforeseen challenges or emergencies. Following on-call and emergency responses, timely and effective solutions are provided to maintain the integrity and functionality of critical infrastructure components at the airport.
06/23 – Ongoing	**Routine Bridge Inspections, TxDOT – Inspector** Consor has provided initial, routine, and special bridge inspections and load rating analysis services to TxDOT throughout the state under multiple consecutive contracts since 2000. Under the current active contract since 2022, Consor is executing two simultaneous Work Authorizations comprising 569 bridge inspections and load ratings for the Dallas District over a six-month period. Access to assigned structures is gained on foot and using ladders, waders, or confined-space entry with report documents prepared and submitted using Bentley's Assetwise asset management system. Load rating analysis services include updating previous load ratings, developing new load ratings, and validating existing load ratings attached to each bridge file as needed. Teamed with Consor on this Work Authorization are Star Engineering Group, Inc. and SEK Engineering, LLC for supplemental capacity and exceeding TxDOT's and Consor's internal goals for participation from DBEs.

Firm employed by:	Consor Engineers, LLC		
Name Ben Kwok **Title** Inspector		Years of relevant experience with this employer	<1
		Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Ben will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	Ben is a bridge inspector and diver for Consor with one year of experience performing and NBIS bridge inspections nationwide. **Courses:** • NHI 130091, Underwater Bridge Inspection – 12/19/2024 **Certifications:** • Entry Level Tender/Diver – ADCI #66655
11/24 – Ongoing	**Contract 4400029206: Statewide Underwater Bridge Inspections, LADOTD – Inspector/Diver** Under four consecutive contracts since 2013, Consor has performed 1,707 underwater bridge inspections statewide. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway, the Huey P. Long Bridge over the Mississippi River, and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and SNBI ratings are reported in LADOTD's bridge management database. CADD inspection drawings, stream bed cross sections comparing previous to current soundings, repair recommendations, and photo documentation are included as part of each inspection submittal.
11/24 – Ongoing	**Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT District Three – Inspector** Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater inspections, NDT, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each

	local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles.
11/24 – Ongoing	**Districtwide State Bridge Inspections, FDOT District Three – Inspector** Under a second task order based contract, Consor performs NBIS routine, fracture critical, and underwater safety inspections for state-owned bridges over a 60-month period in accordance with federal and state regulations. Additional services included non-destructive testing and post-storm assessments. Each inspection requires an engineering report and bridge load rating if applicable.
11/24 – Ongoing	**Statewide Underwater Bridge Inspections, TxDOT – Inspector** Under a fourth consecutive task order based contract, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.

Firm employed by:	Consor Engineers, LLC		
Name Kenyatta Kalisana **Title** Inspector		Years of relevant experience with this employer	<1
		Years of relevant experience with other employer(s)	14
Degree(s)/Years/Specialization	AA/Liberal Arts/1988		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Kenyatta will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	Kenyatta (Yatta) serves as a bridge inspector/diver for Consor. He primarily performs bridge inspections in the southeast United States, including Louisiana, Mississippi, and Florida. **Courses:** • NHI 130091, Underwater Bridge Inspection – 12/09/2016 **Certifications:** • AWS D1.1 Structural Steel SMAW/FCAW #P031349- Exp.05/15/2027 • Surface-supplied Air Diver – ADCI #38246
12/24 – Ongoing	**Contract 4400029206: Statewide Underwater Bridge Inspections, Louisiana DOTD – Inspector/Diver** Under four consecutive contracts since 2013, Consor has performed 1,707 underwater bridge inspections statewide. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway, the Huey P. Long Bridge over the Mississippi River, and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and SNBI ratings are reported in LADOTD's bridge management database. CADD inspection drawings, stream bed cross sections comparing previous to current soundings, repair recommendations, and photo documentation are included as part of each inspection submittal.

12/24 – Ongoing	**IDIQ On-call Bridge Inspection and Related Services, Mississippi OSARC – Inspector** Consor provides NBIS inspections, evaluations, and load ratings for bridges owned and maintained by various local government entities throughout Mississippi. Bridge features include complex structures, NSTM, and timber components. Detailed engineering reports, including element conditions, documentation of findings, photographs, CAD drawings, stream profiles, and maintenance/repair recommendations are required for each bridge. Load rating analysis are performed using LRFR, LFR, and ASR methods to calculate the load capacity of all spans and substructure units on select bridges. Deliverables are submitted using Bentley's AssetWise asset management system.
12/24 – Ongoing	**Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT District Three – Inspector** Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater inspections, NDT, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles.

Firm employed by:	Consor Engineers, LLC		
Name: Ben Noel-Toussaint Title: Team Leader/Inspector		Years of relevant experience with this employer	3
		Years of relevant experience with other employer(s)	12
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Ben will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	
	Ben is a bridge and transportation structures lead inspector responsible for the maintenance of traffic set up, equipment operation and scheduling, quantities for SI&A updates, and managing condition state data collection. He provides overhead sign and bridge inspection services throughout Florida, including FDOT Districts Four, Five, and Six as well as Florida's Turnpike Enterprise and Miami-Dade Expressway Authority. Additionally, he is a computer drafter designer responsible for drafting bridge plans per FDOT standards. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 05/09/2014 • NHI 130053, Bridge Inspection Refresher Training – 01/18/2024 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 05/25/2015 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 06/29/2016 • NHI 130091, Underwater Bridge Inspection – 10/13/2023 • NHI 130110, Tunnel Safety Inspection – 10/03/2016 • NHI 130125, Tunnel Safety Inspection Refresher – 04/08/2023
12/21 – 12/23	**NBIS Structures Inspections and Load Ratings, Northern System, FDOT Turnpike Enterprise – Team Leader** Consor performed eight two-year contract cycle of NBIS inspections on the Turnpike's North System. Each cycle includes the inspection of 400+ bridges and culverts, 300+ overhead sign structures, 200+ high-mast light poles, and up to 45 non-qualifying culverts. The contract also includes underwater dive inspections, load rating analysis, BrM report preparation, and emergency response. For example, during one cycle, we provided load rating updates for 236 simply supported structures using the LRFR SMART Bridge program within an eight-month schedule. The superstructure types included AASHTO beams, cast-in-place concrete flat slabs, and prestressed concrete voided slabs. We were also asked to provide load rating updates for 12 steel beam bridges and a concrete culvert using AASHTOWare BrR.

08/23 – Ongoing	**NBIS Structures Inspections And Load Ratings, Southern System, FDOT Turnpike Enterprise – Team Leader** As a subconsultant, Consor is providing NBIS inspections for two 2-year cycles on the Turnpike's South System between Milepost 0 to Milepost 237, as well as the Sawgrass Expressway and the Turnpike spur. Each cycle includes routine, initial, post rehabilitation and repair, special interim and emergency inspections for bridges, overhead sign structures, high mast light towers and large non-qualifying culverts.
08/22 – Ongoing	**Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT District Three – Team Leader** Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater inspections, NDT, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles.
12/21 – Ongoing	**Districtwide State Bridge Inspections, FDOT District Three – Inspector** Under a second task order based contract, Consor performs NBIS routine, fracture critical, and underwater safety inspections for state-owned bridges over a 60-month period in accordance with federal and state regulations. Additional services included non-destructive testing and post-storm assessments. Each inspection requires an engineering report and bridge load rating if applicable.
07/22 – Ongoing	**Area Wide State Bridge Inspection (Interstate and Non-Interstate), FDOT District Two – Team Leader** Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM (fracture critical) inspections for an expanded inventory of more than 270 bridges carrying interstate and state highways located primarily in the Jacksonville area. Jacksonville's two signature steel trusses, with lengths of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques. Jacksonville's third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors, which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. The remaining interstate bridges are prestressed and reinforced concrete and steel span multi-beam structures. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.

Firm employed by:	Consor Engineers, LLC		
Name: **Daniel Geden** Title: **Inspector**		Years of relevant experience with this employer	7
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Daniel will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	Daniel serves as a dive supervisor and team leader for Consor. His inspection experience includes concrete and steel substructures foundations, fender systems, confined space penetration, and channel bottom evaluation. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Bridge Inspection Techniques for Nonredundant Steel Tension Members – 10/03/2024 • NHI 130091, Underwater Bridge Inspection – 01/25/2019 **Certifications:** • Surface-supplied Air Diving Supervisor – ADCI #66586
05/18 – 12/23	**NBIS Structures Inspections and Load Ratings, Northern System, FDOT Turnpike Enterprise – Team Leader** Consor performed eight two-year contract cycle of NBIS inspections on the Turnpike's North System. Each cycle includes the inspection of 400+ bridges and culverts, 300+ overhead sign structures, 200+ high-mast light poles, and up to 45 non-qualifying culverts. The contract also includes underwater dive inspections, load rating analysis, BrM report preparation, and emergency response. For example, during one cycle, we provided load rating updates for 236 simply supported structures using the LRFR SMART Bridge program within an eight-month schedule. The superstructure types included AASHTO beams, cast-in-place concrete flat slabs, and prestressed concrete voided slabs. We were also asked to provide load rating updates for 12 steel beam bridges and a concrete culvert using AASHTOWare BrR.
05/18 – Ongoing	**NBIS Structures Inspections And Load Ratings, Southern System, FDOT Turnpike Enterprise – Team Leader** As a subconsultant, Consor is providing NBIS inspections for two 2-year cycles on the Turnpike's South System between Milepost 0 to Milepost 237, as well as the Sawgrass Expressway and the Turnpike spur. Each cycle includes routine, initial,

	post rehabilitation and repair, special interim and emergency inspections for bridges, overhead sign structures, high mast light towers and large non-qualifying culverts.
05/18 – Ongoing	**Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT District Three – Team Leader** Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater inspections, NDT, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles.
05/18 – Ongoing	**Districtwide State Bridge Inspections, FDOT District Three – Team Leader** Under a second task order based contract, Consor performs NBIS routine, fracture critical, and underwater safety inspections for state-owned bridges over a 60-month period in accordance with federal and state regulations. Additional services included non-destructive testing and post-storm assessments. Each inspection requires an engineering report and bridge load rating if applicable.
01/24 – 12/24	**Underwater Inspections, Brightline Bridge Management – Team Leader** As a contractor for Herzog, Consor is providing underwater inspections on the new Brightline rail bridges that carry high-speed locomotives and passenger cars from the Orlando International Airport to Miami. At each unique inspection location, a job safety analysis is conducted. Client expectations and response scenarios were identified prior to the start of inspections at each job site. The project photo above shows the Brightline passing overhead while our teams inspect the bridge below. Our teams are well-versed in providing inspection services while navigating challenging circumstances, such as confined space penetration dives, led and attended multiple safety briefings, obtained railway safety certifications, and worked with watchman/lookout teams to gain clearance to cross or access tracks.
07/22 – Ongoing	**Area Wide State Bridge Inspection (Interstate and Non-Interstate), FDOT District Two – Team Leader** Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM (fracture critical) inspections for an expanded inventory of more than 270 bridges carrying interstate and state highways located primarily in the Jacksonville area. Jacksonville's two signature steel trusses, with lengths of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques. Jacksonville's third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors, which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. The remaining interstate bridges are prestressed and reinforced concrete and steel span multi-beam structures. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.

Firm employed by:	Consor Engineers, LLC		
Name: Joe Hitchens Title: Inspector		Years of relevant experience with this employer	6
		Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Joe will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	Joe serves as a dive technician and underwater team leader for Consor. He has experience performing underwater bridge inspections for state departments of transportation, including Louisiana, Florida, and South Carolina. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Bridge Inspection Techniques for Nonredundant Steel Tension Members – 10/03/2024 • NHI 130091, Underwater Bridge Inspection – 01/25/2019 **Certifications:** • Surface-supplied Air Diver – ADCI #61590
01/19 – Ongoing	**Contract 4400029206: Statewide Underwater Bridge Inspections, LADOTD – Team Leader/Diver** Under four consecutive contracts since 2013, Consor has performed 1,707 underwater bridge inspections statewide. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway, the Huey P. Long Bridge over the Mississippi River, and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and SNBI ratings are reported in LADOTD's bridge management database. CADD inspection drawings, stream bed cross sections comparing previous to current soundings, repair recommendations, and photo documentation are included as part of each inspection submittal.

01/19 – 12/23	**NBIS Structures Inspections and Load Ratings, Northern System, FDOT Turnpike Enterprise – Team Leader** Consor performed eight two-year contract cycle of NBIS inspections on the Turnpike's North System. Each cycle includes the inspection of 400+ bridges and culverts, 300+ overhead sign structures, 200+ high-mast light poles, and up to 45 non-qualifying culverts. The contract also includes underwater dive inspections, load rating analysis, BrM report preparation, and emergency response. For example, during one cycle, we provided load rating updates for 236 simply supported structures using the LRFR SMART Bridge program within an eight-month schedule. The superstructure types included AASHTO beams, cast-in-place concrete flat slabs, and prestressed concrete voided slabs. We were also asked to provide load rating updates for 12 steel beam bridges and a concrete culvert using AASHTOWare BrR.
01/19 – Ongoing	**NBIS Structures Inspections And Load Ratings, Southern System, FDOT Turnpike Enterprise – Team Leader** As a subconsultant, Consor is providing NBIS inspections for two 2-year cycles on the Turnpike's South System between Milepost 0 to Milepost 237, as well as the Sawgrass Expressway and the Turnpike spur. Each cycle includes routine, initial, post rehabilitation and repair, special interim and emergency inspections for bridges, overhead sign structures, high mast light towers and large non-qualifying culverts.
08/22 – 09/22	**Traffic Signal Mast Arm Inspections, Sarasota County, Florida – Team Leader** Under two consecutive contracts, Consor, as a subconsultant, provided initial inspections for traffic signal mast arm (TSMA) at a total of 42 intersections totaling 161 TSMAs within the north, mid, and south county areas. Inspections included hands-on structural assessment, development of as-built sketches, measurement of pole and arm(s) thicknesses using NDT methods, documentation of deficiencies, prompt action notification as needed, and development of inspection reports in FDOT format. One task order was performed under an accelerated schedule and included one prompt action notification requiring one TSMA to be removed from service.
01/19 – Ongoing	**Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT District Three – Team Leader** Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater inspections, NDT, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles.
05/18 – Ongoing	**Districtwide State Bridge Inspections, FDOT District Three – Team Leader** Under a second task order based contract, Consor performs NBIS routine, fracture critical, and underwater safety inspections for state-owned bridges over a 60-month period in accordance with federal and state regulations. Additional services included non-destructive testing and post-storm assessments. Each inspection requires an engineering report and bridge load rating if applicable.

Firm employed by:	Consor Engineers, LLC		
Name: Joey Stewart Title: Team Leader		Years of relevant experience with this employer	9
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Joey will serve as an inspector.		

Experience dates (mm/yy–mm/yy)	Joey is a bridge Inspector for Consor, assisting with NBIS bridge and ancillary structure inspection projects in Florida and other states nationwide. His inspection experience includes bridges, culverts, overhead signs, high mast poles, and traffic signal arms. Joey also has experience with detailed inspections for bridge repair plan development. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 08/27/2021 • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 01/21/2022 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 12/08/2021 • NHI 130091, Underwater Bridge Inspection – 04/05/2024 • NHI 130107A, Fundamentals of Bridge Maintenance – 05/02/2019 **Certifications:** • FAA-certified UAS Remote Pilot – #4160559
10/15 – Ongoing	**Contract 4400029206: Statewide Underwater Bridge Inspections, LADOTD – Team Leader/Diver** Under four consecutive contracts since 2013, Consor has performed 1,707 underwater bridge inspections statewide. Inspections have included challenging aspects specifically related to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway, the Huey P. Long Bridge over the Mississippi River, and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and SNBI ratings are reported in LADOTD's bridge

	management database. CADD inspection drawings, stream bed cross sections comparing previous to current soundings, repair recommendations, and photo documentation are included as part of each inspection submittal.
01/19 – Ongoing	**NBIS Structures Inspections And Load Ratings, Southern System, FDOT Turnpike Enterprise – Team Leader** As a subconsultant, Consor is providing NBIS inspections for two 2-year cycles on the Turnpike's South System between Milepost 0 to Milepost 237, as well as the Sawgrass Expressway and the Turnpike spur. Each cycle includes routine, initial, post rehabilitation and repair, special interim and emergency inspections for bridges, overhead sign structures, high mast light towers and large non-qualifying culverts.
10/15 – 12/23	**NBIS Structures Inspections and Load Ratings, Northern System, FDOT Turnpike Enterprise – Team Leader** Consor performed eight two-year contract cycle of NBIS inspections on the Turnpike's North System. Each cycle includes the inspection of 400+ bridges and culverts, 300+ overhead sign structures, 200+ high-mast light poles, and up to 45 non-qualifying culverts. The contract also includes underwater dive inspections, load rating analysis, BrM report preparation, and emergency response. For example, during one cycle, we provided load rating updates for 236 simply supported structures using the LRFR SMART Bridge program within an eight-month schedule. The superstructure types included AASHTO beams, cast-in-place concrete flat slabs, and prestressed concrete voided slabs. We were also asked to provide load rating updates for 12 steel beam bridges and a concrete culvert using AASHTOWare BrR.
08/22 – 09/22	**Traffic Signal Mast Arm Inspections, Sarasota County, Florida – Team Leader** Under two consecutive contracts, Consor, as a subconsultant, provided initial inspections for traffic signal mast arm (TSMA) at a total of 42 intersections totaling 161 TSMAs within the north, mid, and south county areas. Inspections included hands-on structural assessment, development of as-built sketches, measurement of pole and arm(s) thicknesses using NDT methods, documentation of deficiencies, prompt action notification as needed, and development of inspection reports in FDOT format. One task order was performed under an accelerated schedule and included one prompt action notification requiring one TSMA to be removed from service.
10/15 – 06/18	**Inspection of Overhead Signs, High Mast Light Poles, and Traffic Signal Mast Arms, FDOT District Two – Team Leader** For two consecutive two-year cycles, Consor provided hands-on inspection of 950+ overhead sign structures, 490+ high mast light poles and 1,000+ traffic signal mast arms in 18 counties throughout District Two. Each inspection required a written inspection report in Pontis format. The Pontis element notes provided a comprehensive description of all sign and pole deficiencies and stated probable causes of deficiencies, specified required corrective action, and contained an evaluation of corrective action performed since the last inspection.
10/15 – Ongoing	**Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT District Three – Team Leader** Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District Three. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater inspections, NDT, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles.

Firm employed by:	Bridge Diagnostics, Inc. (BDI)		
Name **Ricky Morgan, CWI** **Title** **NDT Technician**		Years of relevant experience with this employer	6
		Years of relevant experience with other employer(s)	32
Degree(s)/Years/Specialization	BS/1983/Political Science		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Ricky will serve as an NDT inspector and fulfills the minimum personnel requirement for MPR 4 and 5.		

Experience dates (mm/yy–mm/yy)	Ricky L. Morgan, ASNT Fellow, MInstNDT, ASNT NDT Level III, and ICC SSW has more than 32 years of inspection and NDT experience. He is the Steel NDT Division Manager at BDI. He is a CWI with endorsements in structural drawings and high strength bolts through the American Welding Society and was a Certified High Strength Bolting and Structural Steel Inspector through the International Code Council in the past. Ricky is a Fellow of ASNT, as well as a past Chairperson of the Board of Directors. Currently he is a technical reviewer for The NDT Technician and member of the Technician Advisory Committee, vice chair/secretary for the Ultrasonic Committee, and past chair and current member of the Ground Penetrating Radar Committee. He has been an instructor of ultrasonic classes at Don Bosco Technical Institute and sits on the Student Advisory Board for the Material Science Department. He is currently on the Board of Directors for American Aerospace Technical Academy, a not-for-profit organization providing NDT training to veterans and underrepresented individuals in NDT. **Certifications:** • ASNT Level III UT, MT, and PT # 56955 - Exp. 11/2025
06/20 - Ongoing	**Ultrasonic Testing of The Oroville Trunnion Anchor Rods, California Department of Water Resources (DWR) – NDT Inspector** BDI performed acoustic differential testing with ultrasonic testing (UT) and phased array ultrasonic testing (PAUT) using ASNT certified inspectors to determine the integrity and in place tension of the trunnion anchor rods of the Oroville FCO and Thermalito Bypass dams. Mr. Morgan performed calibration and modeling for the field-testing methodologies.
07/20-01/21	**Advanced Ultrasonic Testing of Welds, US Army Core of Engineers (USACE) - NDT Inspector** BDI performed research to identify and determine best practices for steel weld inspection utilizing advanced UT methods such as phased array ultrasonic testing (PAUT) and total focus method/full matrix capture (TFM/FMC). Ricky performed calibration and modeling for the field-testing methodologies.

04/20-07/20	**NDE Investigation of Wheel Track Anchor Bolts, Virginia Department of Transportation (VDOT) - Project Manager** Ricky served as the project manager for this project in which BDI performed a NDE of the wheel track anchor bolts which support the doubleswing assembly on the George P. Coleman Bridge in Yorktown, VA. The testing methodology consisted of performing ultrasonic testing of each anchor bolt by an ASNT III UT inspector to identify, locate, and measure any cracks in the bolts. Split between an inner and outer ring configuration, a total of 88 anchor bolts were tested on both Pier 1S and Pier 1N of the bridge for an overall total of 176 anchor bolts having been tested.
03/17-06/19	**Testing of In-Service Bridges using Automated Ultrasonic Testing Methods, National Cooperative Highway Research Program (NCHRP) - Project Manager** Ricky served as project manager on this project that included the design and fabrication of automated UT apparatus for the testing of in-service steel bridges. Advanced UT methods are utilized including PAUT and Time of Flight Diffraction (TOFD) to determine best practices for weld flaw identification and measurement. These best practices are paired with automated testing methods to improve the efficiency of UT on in-service steel bridges

Firm employed by:	Bridge Diagnostics, Inc.		
Name **Brett Commander, PE** **Title** **NDT Inspector**		Years of relevant experience with this employer	36
		Years of relevant experience with other employer(s)	1
Degree(s)/Years/Specialization	MS/1989/Structural Engineering BS/1986/Civil Engineering		
Active registration number/state/ expiration date	PE.0035864/LA/3.31.2027		
Year registered	2010	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Brett will serve as an NDT inspector.		

Experience dates (mm/yy–mm/yy)	Brett is a co-founder of BDI and has led the research and implementation of structural performance evaluation through testing, monitoring, and nondestructive evaluation. As a principal engineer, he leads the engineering department and oversees all structural evaluation projects involving inspection, load testing, load rating, structural monitoring, and nondestructive evaluation. Having been involved in more than a thousand structural evaluation projects over the last 36 years, he has led the industry in utilizing a wide range of instrumentation tools to evaluate structural condition and performance. While much of his work has been considered innovative research, his goal has always been to produce practical results towards structural evaluation. The scientific aspect of his work has been utilization of the latest measurement and analytical tools. The art has been the integration of results with the corresponding design codes and providing useful information to infrastructure owners. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 07/22/2016 • NHI 130053, Bridge Inspection Refresher Training – 07/30/2021
10/15 – Ongoing	**Statewide Instrumentation and Monitoring On-Call, VDOT - Subject Matter Expert** Brett's role is to develop monitoring and quality control plans to address specific structural concerns on bridges, tunnels, and ancillary systems. This includes working with VDOT and developing monitoring scopes, providing monitoring solutions, and providing a team of engineers and technicians to implement the monitoring project. This project involves various monitoring methods and structural evaluation and can include everything from Automated Total Stations to strain gage installation and load testing to geotechnical monitoring systems. The current IDIQ is a $7M per year contract for up to four years. BDI held the previous contract from 2017 through 2022, which was a $3M, 2-year contract with two renewable terms.

12/17 - Ongoing	**Instrumentation and Monitoring IDIQ, USACE – Principal** Brett is responsible for inspection, instrumentation, structural testing and monitoring of mechanical systems, moveable structures, and stationary structures at several dams in the northwest region. His role is to address issues presented by USACE project and district personnel and develop inspection and instrumentation methods that best answer complex problems. In addition, he manages BDI engineers to develop and implement various testing and monitoring programs. The initial 2017 IDIQ was a $5M/5-year contract utilized by all USACE districts in the northwest region. This contract was re-awarded to BDI in 2023 as a $7M/5-year contract. Brett is tasked to quantify the condition and performance of critical structures.
07/17-08/23	**Load Testing and Field-Verified Load Ratings of 10 Structures, LADOTD - Principal Engineer** BDI performed refined load ratings of ten structures based on load testing of each structure. The evaluated structures ranged from short-span reinforced concrete slabs to culverts of various types with minimal fill depths. In all cases, the bridges were selected for refined analysis based on their inability to meet posting requirements using more standard evaluation techniques. BDI designed each structure's instrumentation/testing plans and coordinated the field activity. BDI then performed load testing and subsequent load rating within the requirements of LADOTD and AASHTO based on BDI's field-verified integrated approach. Individual load rating reports meeting LADOTD requirements were submitted.
12/16-06/23	**Port of New Orleans Seabrook Bascule Bridge – Principal Engineer** BDI was responsible for developing instrumentation, testing, and counterweight-to-span balance and trunnion friction calculations. The Seabrook railroad bridge is a Strauss double heel-trunnion bascule bridge crossing the Industrial Canal. Due to its exposure to saltwater and hurricane winds it is subject to extensive corrosion and operational issues. As a subcontractor, BDI performed balance and friction tests on four separate instances after various stages of repair construction.
09/21-10/22	**Nondestructive Evaluation of the Whiskey Bay and Piot Channel Bridge Decks, LADOTD - QA/QC Review**er BDI performed NDE of 3.5M sf of the bridge deck on the structure carrying I-10 over the Atchafalaya Basin between Baton Rouge and Lafayette. Testing included IR/HRI, CWSF GPR, and SounDAR from BDI's mobile NDE testing van. IR/HRI bridge deck data was also collected via drone. BDI also inspected the substructure to satisfy LADOTD's NBI requirements of the structure with IR/HRI via drone. The data will be used to quantify and locate repair and preservation areas and report NBE and NBI data to FHWA.
07/19-01/20	**Port of New Orleans St Claude Bascule Bridge, LADOTD – Principal Engineer** BDI was responsible for the development of instrumentation, testing and analytical procedures required to evaluate observed performance issues and compute counterweight/span balance. This bridge is a Strauss double heal-trunnion bascule bridge that carries St. Claude Avenue over the Industrial Canal. It is subject to hurricane winds and salt water and therefore has extreme corrosion and operational issues. During an inspection, the counterweight-to-span link bushings were found to be broken and falling out of the bearing hub. BDI was subcontracted by HNTB to measure force and moment in the truss link member and evaluate the span balance and operational friction. Operational test results showed high levels of friction and asymmetry in both the friction and lifting torque. Tests were initially performed to identify operational issues and again after bushings were replaced and drive torque imbalance conditions were addressed. BDI's instrumentation and data analysis was essential to identifying and solving the operational problems.

Firm employed by:	Bridge Diagnostics, Inc.		
Name **Charles Young, PE** **Title** **NDT Inspector**		Years of relevant experience with this employer	7
		Years of relevant experience with other employer(s)	6
Degree(s)/Years/Specialization	MS/2017/Civil Engineering BS/2012/Civil Engineering		
Active registration number/state/ expiration date	PE.0042773/LA/03.31.2027		
Year registered	2018	Discipline	Professional Engineer/Civil
Contract role(s)/brief description of responsibilities	Charles will serve as an NDT inspector. He fulfills the minimum personnel requirement for MPR 6.		
Experience dates (mm/yy–mm/yy)	Charles (Charlie) has 13 years of experience in the fields of nondestructive evaluation and testing (NDE/NDT), structural monitoring, and inspection/evaluation of civil infrastructure. He is responsible for program management, project management, analysis, and field services related to inspection and NDE/NDT of civil infrastructure. Charlie is certified ASNT Level II GPR and IR Inspector, SPRAT Level I certified, is a registered Part 107 UAS Pilot, and holds multiple certifications from NHI including 130055, Safety Inspection of In-Service Bridges, 130053, Bridge Inspection Refresher Training, and 420018, Instructor Development Course. He is a registered Professional Engineer in multiple states including Louisiana. **Courses:** • NHI 130055, Safety Inspection of In-Service Bridges – 02/07/2014 • NHI 130053, Bridge Inspection Refresher Training – 07/30/2021 **Certifications:** • SPRAT Level I Rope Access Technician #190511 – 08/18/2026		
12/22 - Ongoing	**IDIQ Contract for NDE of Structures Statewide (Contract No. 4400025002), LADOTD - Project Manager** BDI provides statewide NDE of structures for DOTD under this contract. Scope items include testing of bridge decks, concrete substructures, steel elements such as welds and pin and hanger assemblies, unknown foundations, tunnels, culverts, and other highway transportation infrastructure. Charlie assists DOTD and the project team with successfully implementing NDE and inspection technologies for application and best methods for analysis and reporting of findings into DOTD's AssetWise.		

05/23-Ongoing	**Twin Spans and Six Mile Bridge Inspection and NDE (Contract No. 4400025002), LADOTD - Project Manager** The objective of this project is to perform a comprehensive inspection and NDE of the reinforced concrete bridge decks of the Twin Spans and Six Mile Bridges in Louisiana. Also included are supplemental inspection access techniques including UAS. NDE includes a multi-technology bridge deck assessment including Deck Acoustic Response (DAR), GPR, IR, and high-resolution imagery (HRI).
01/19-12/22	**IDIQ Contract for NDE of Structures Statewide (Contract No. 4400015262), LADOTD - Project Manager** Scope items included testing of bridge decks, concrete substructures, steel elements such as welds and pin and hanger assemblies, unknown foundations, tunnels, culverts, and other highway transportation infrastructure. Charlie assisted DOTD and the project team with successfully implementing NDE and inspection technologies for application and best methods for analysis and reporting of findings into DOTD's AssetWise.
07/21-10/22	**I-10 Over Atchafalaya Basin Inspection and NDE (Contract No. 4400015262), LADOTD - Project Manager.** BDI performed routine and fracture critical (NSTM) inspection of the bridge carrying I-10 over the Atchafalaya Basin between New Baton Rouge and Lafayette along with targeted NDE techniques at various critical portions of the structure. Supplemental inspection access techniques included UAS. NDE included a multi-technology bridge deck assessment including DAR, GPR, IR, and HRI.
10/20-09/22	**Bonnet Carre Spillway Inspection and NDE (Contract No. 4400015262), LADOTD – Project Manager** **Under an IDIQ, BDI performed** NBIS routine and fracture critical (NSTM) inspection of the Bonnet Carre Spillway Bridge and targeted NDE techniques at various critical portions of the structure. Two cycles of routine and fracture critical inspections were conducted for this structure. Also included were supplemental inspection access techniques including UAS. Nondestructive evaluation includes a multi-technology bridge deck assessment including DAR, GPR, IRT, and HRI.
08/19-07/20	**NDE of City Park Lake Bridge (Contract No. 4400015262), LADOTD - Project Manager** This project included a routine inspection of the structure, along with NDE technologies including GPR, DAR, IR, and high-resolution video (HRV). The remote inspection was performed on the substructure utilizing visual inspection and IR.
10/19-11/19	**Fracture Critical (NSTM) Inspection of the Memorial Bridge, Maine Department of Transportation – Inspector** The Memorial Bridge is a 2,100-ft. long, 12- span structure consisting of steel arch deck truss spans, simply supported steel multi-girder spans. Complex access was required to complete the FC inspection including advanced rope access rigging to access cantilever sections of the trusses, steel multigirders, and piers.

Firm employed by:	Bridge Diagnostics, Inc.		
Name **Joshua Bird** **Title** **NDT Inspector**		Years of relevant experience with this employer	5
		Years of relevant experience with other employer(s)	17
Degree(s)/Years/Specialization	N/A		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Joshua will serve as an NDT inspector.		

Experience dates (mm/yy–mm/yy)	Joshua has in-depth experience and key certifications as a senior technician and steel inspector. His capabilities meet private and public sector client needs including critical infrastructure inspection, difficult access inspection, and hydra platform vehicle operation. Joshua applies his extensive experience to meet client needs and works in concert with the BDI team to achieve critical objectives. He is a Level I and II in UT, MT, and Visual Inspection (VT). **Certifications:** • UT Level I and II - Exp. 07/18/2028 • MT Level I and II - Exp. 07/18/2028
03/22-08/22	**City Of Tempe Dam Anchor Bolt Inspection, Arizona DOT – NDT Inspector** Joshua performed UT of 280 steel anchor bolts to determine their integrity and identify areas of corrosion. The results assisted the City of Tempe determine the need for bolt replacement in each of the cylinders of the dam**.**
10/21-12/24	**Pin and Hanger Inspection, City and County of Denver, CO - NDT Inspector** Joshua performed UT on the pin and hanger connections of four bridges in Denver to determine their integrity. The results were used by the city to identify the integrity of the pins and determine if any needed to be repaired or replaced. He performed this inspection for two inspection cycles for the City and County of Denver.
04/20-07/20	**Coleman Bridge Anchor Bolt Inspection, Vriginia DOT - NDT Inspector** Joshua performed UT of 176 steel anchor bolts to identify and quantify cracks in the bolts. The results assisted VDOT to determine which bolts needed to be replaced.
09/21-0923	**Priest Rapids Steel Anchor Rod Inspection, Grant County Public Uility District (GCPUD) - NDT Inspector** Joshua performed UT of 184 steel anchor rods to determine integrity and length. The results assisted GCPUD determine the need for preservation or maintenance activities on the critical element of their structure

Firm employed by:	Delta Oaks Group		
Name: **Michael Molineaux** Title: **Above Grade Inspector**		Years of relevant experience with this employer	8
		Years of relevant experience with other employer(s)	N/A
Degree(s)/Years/Specialization	BS/2016/Geology		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Michael will serve as an inspector and perform above grade infrastructure maintenance services for radio tower inspections.		

Experience dates (mm/yy–mm/yy)	Michael has eight years of telecommunications experience that includes on-site management of telecommunication tower site inspections for various scopes of work such as tower mappings, foundation mappings, maintenance inspections, and post modifications inspections. He is skilled in leading large scale telecom inspection and mapping projects across the continental US, US Virgin Islands, and Puerto Rico, including the coordinating and training of field crews for work on wireless telecommunication facilities and towers. **Certifications:** • NWSA TTT-1 Certified
10/21 – Ongoing	**Above and Below Grade Infrastructure Maintenance services, Various Clients, Nationwide - Project Manager** Michael manages multiple remote field crews performing above and below grade infrastructure maintenance services. He is responsible for assisting in the development and refinement of protocols and systems associated with personnel management, logistical, technical, production, and client-facing aspects of the departments. He also leads field crew training activities regarding safety and company policy procedures. He is part of the new hire training team of operational excellence to achieve the highest standards of safety, quality, and efficiency. Michael is a point of contact for both on-site and other locations for company personnel, vendors, and subcontractors.

10/16- 09/21	**Multiple Projects, Tower Technician** Michael was responsible for completing a wide range of cell tower inspection types including Telecommunications Industry Association (TIA), PMI, PCI, PII, Mount, L&A, and Tower Mappings. He performed hands-on construction tasks in tower steel maintenance that included tensions and T&P, as well as foundation and sub-surface inspections including new and rebar installations, concrete inspection testing (including samples, slump, and air entrainment testing). Michael conducted geotechnical lab procedures such as USCS, Atterberg limits, UCS testing, and reactivity assessments, rock core capping and concrete break tests, as well as interpreting drill bore logs both in the field and laboratory settings. Additionally, he was responsible for creating and reviewing report templates for various above-ground inspection scopes of work to ensure his team exceeded his clients' expectations. Michael managed dig-to-block inspections, coordinating material deliveries, organizing trip details and equipment rentals to ensure seamless project execution. He maintained onsite OSHA safety standards for crew teams and trained crews on OSHA and company standards of safety.

Firm employed by:	Delta Oaks Group		
Name **Ryan Seifert** **Title** **Above Grade Inspector**		Years of relevant experience with this employer	1
		Years of relevant experience with other employer(s)	18
Degree(s)/Years/Specialization	BS/2010/Accounting		
Active registration number/state/ expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s)/brief description of responsibilities	Ryan will serve as an inspector and perform above grade infrastructure maintenance services for radio tower inspections.		

Experience dates (mm/yy–mm/yy)	Ryan has 19 years of structural inspection experience with demonstrated history of technical expertise in the areas of Tower Mappings, Foundation Mappings, Mount Mappings, Post Construction Inspections, Post Modification Inspections, Telecommunications Industry Association (TIA) Inspections, and Certified Weld Inspections throughout the United States. **Certifications:** • CPR/First Aid/BBP • Fundamentals of RF/EME Radiation • OSHA 10 • NWSA Tower Technician 1 (TTT-1) • Aerial Work Platform and Mobile Elevating Work Platform (MEWP) Operator
08/24-Pres	**Multiple Projects, Nationwide - Project Manager** Ryan oversees all facets of above and below-grade field inspection services, with responsibility for field crew performance, technical training, safety compliance, scheduling, and deliverable quality. He develops and implements standard operating procedures and inspection protocols to ensure consistency, accuracy, and compliance across the department. Ryan provides real-time support to inspection teams, conducts QAQC reviews on key deliverables, and performs site visits to deliver hands-on coaching and ensure adherence to OSHA safety standards. He plays a central role in the hiring, onboarding, and ongoing training of field staff, driving improvements in morale, technical competency, and reporting efficiency. In addition, he collaborates closely with internal CAD and structural engineering teams to streamline field-to-office workflows, resolve technical issues, and enhance overall project delivery. Ryan also manages client relationships, supporting departmental growth, service quality, and long-term client satisfaction.

06/23-08/24	**Multiple Projects, Nationwide - Director of Field Services** Ryan managed and coordinated all phases of field inspection services and oversaw the performance of field crews, including technical training, scheduling, equipment use, and employee relations. He developed and implemented policies and SOPs to support field inspectors and drone pilots, leading to improvements in scheduling, data collection, crew management, reporting efficiency, and team morale. As a key technical resource, he provided real-time support, hands-on training, and conducted site visits and QA/QC reviews to ensure compliance with safety and inspection standards. He also performed OSHA-focused safety audits and reviewed critical deliverables such as TIA Inspection Reports and Tower Mappings. Ryan played a central role in hiring, onboarding, and training field staff, emphasizing safety, quality, and procedural adherence. He collaborated with CAD and Structural Engineering teams to streamline workflows and resolve technical issues, while also managing client relationships and supporting the department's strategic growth.
09/21-06/23	**Multiple Projects, Nationwide - Senior Director of Inspections** Ryan managed and coordinated all phases of above and below-grade field inspection services, overseeing field crew performance in technical training, scheduling, equipment usage, and employee relations. He developed and implemented management policies and inspection protocols to support internal crews, improving scheduling, data collection, crew performance, morale, and report efficiency. As a lead technical resource, he addressed field crew issues, conducted QA/QC reviews, and performed site visits for compliance and training. He ensured OSHA compliance through safety site visits and reviewed deliverables including TIA Inspection Reports, Tower, Mount, and Foundation Mappings, and Post Construction/Modification Inspections. Ryan led hiring, onboarding, and training for field crews and collaborated with CAD and Structural Engineering teams on technical processes. He was also responsible for client management and the overall development and maintenance of the Inspections Department.
02/16-08/22	**Multiple Projects, Nationwide - Quality Assurance Engineer** Ryan was responsible for providing extensive training on practices and approaches for completing inspections and maintenance. He was responsible for the National TIA Maintenance and Condition Assessment program equating to about 6,000 inspections per year. He was responsible for training and certifying all climbed inspection vendors to industry standards, audit the inspections to those standards and lead the bi-annual bid for all inspections nationwide. Ryan worked with other business units to improve internal processes and create efficiencies to improve the overall client experience and reduce cost. He was responsible for creating, editing, and reviewing Company Standards with projects including TIA Maintenance and Condition Assessment Manual, TIA Maintenance and Condition Assessment SOW, Site Condition Standards, Base Plate and Foundation Inspection Procedures, Torque Line Striping Procedure, Tower Grounding Requirements, Tension, Twist and Plumb Tool Procedures, to name a few.
01/13/ – 02/16	**Multiple Projects, Nationwide - Division Manager, Inspections** Ryan was responsible for handling all of the competitive bidding on TIA inspections nationwide for multiple clients. He was responsible for accurately developing his division's budget and forecast. He coordinated crews nationwide to complete inspections on time and on/under budget, typically coordinating between 1,200 and 1,600 inspections per year. Ryan developed and maintained project trackers to effectively communicate progress and ensure timelines were met. He was responsible for the quality of Inspections and proactively hired and trained competent inspections teams and performed auditing reports which led to a lower percentage of employee turnover. He acted as liaison between the Company and clients, ensuring his division consistently exceeded his clients' expectations. In addition, he was responsible for rolling out new initiatives amongst his division, enlisting key leaders within his to ensure maximum buy-in to facilitate positive change.

17. **Firm Experience:**

Firm name	Consor Engineers, LLC	Discipline(s)*	Bridge
Project name	Statewide Ancillary Inspections	Firm responsibility (prime or sub?)	Prime
Project number	EC 2478B	Owner's name	Oklahoma Department of Transportation
Project location	Oklahoma, Statewide	Owner's Project Manager	Lauren January
Owner's address, phone, email	200 NE 21st Street, Oklahoma City, OK 73105/405.521.4140/ lauren.january@odot.ok.com		
Services commenced by this firm (mm/yy)	01/2020	Total consultant contract cost ($1,000's)	$2,250 to date
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)	$2,250 to date

Staff Involved

Dylan Lewis, Michael Dukes, Bretlyn Opfer, Elizabeth McLaughlin, Ryan Craig, Randy Bazhaw, Kyler Wattenbarger, Evan Karunaratne, Kyler Wattenbarger, John Michael Freeman, Haydn Leatherland, Luke Brandherm, Mason Johnston, Zach Williams, Laura Miller

Under a third consecutive contract, Consor is performing ancillary inspections statewide for Oklahoma DOT. To date, 688 high mast lighting towers and 820 overhead signs have been inspected. Commercial drone use allows high-resolution inspection and photography of all luminaire and slip-joint elements for high-mast towers. Climbing, ladder use, and mechanical access is utilized to achieve hands-on access to all structural components for truss structures. Ultrasonic testing is performed on all anchor rods for all single-foundation structures to determine length of anchorage and to scan for cracks/fractures. Consor has issued 30 critical inspection findings, leading to more than a dozen sign removals.

For structures in poor condition, Consor has submitted drawings as part of our reports with detailed mapping of cracked welds. During this project, Consor assisted ODOT in development of a usable report format and submitted data in a format compatible with ODOT's GIS.

We have assisted the DOT with identifying and inspecting over 250 structures which were not inventoried. Additionally, we have worked with ODOT GIS team to format data submittals to align with their existing inventory, implemented on-demand report generation for maintenance recommendations and retroreflecivity readings.

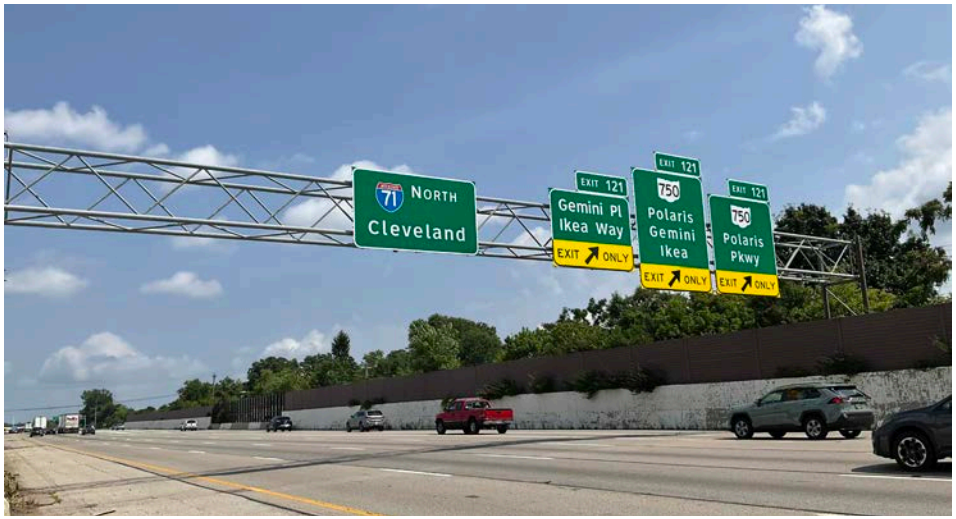
Firm name	Consor Engineers, LLC	Discipline(s)*	Bridge
Project name	Ancillary Structure Inspections	Firm responsibility (prime or sub?)	Sub
Project number	58-0IDP5001	Owner's name	Texas Department of Transportation
Project location	Texas, Statewide	Owner's Project Manager	Greg Jones
Owner's address, phone, email	125 E 11th St, Austin, TX 78701/512.463.8588/greg.jones@txdot.gov		
Services commenced by this firm (mm/yy)	08/21	Total consultant contract cost ($1,000's)	$5,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)	$746

As a subconsultant, Consor is working to identify, locate, inventory, and evaluate ancillary structures across the state of Texas that fall under the maintenance responsibility of TxDOT. The project includes the development of inspection standards and procedures, the development of an inspection database and reporting system, and the inspection of a representative percentage of the structure inventory. The project has systematically crossed the state, first identifying and inspecting high-mast light poles, and gradually moving through cantilever sign structures and overhead sign structures. Tasks include tightening loose anchor bolts, identification of potential cracks and other defects, and the subsequent reporting and request for appropriate follow-up actions.

Staff Involved

Zach Williams, Luke Brandherm, Shelby Motz, Mason Johnston, Kyler Wattenbarger, Elizabeth McLaughlin, Bretlyn Opfer, Haydn Leatherland

Firm name	Consor Engineers, LLC	Discipline(s)*	Bridge
Project name	Overhead Sign Inspection	Firm responsibility (prime or sub?)	Prime
Project number	4511	Owner's name	Ohio Department of Transportation
Project location	Ohio, Statewide	Owner's Project Manager	Duane Soisson
Owner's address, phone, email	1980 West Broad Street, Columbus, OH 43223/614.466.3649/ Duane.Soisson@dot.ohio.gov		
Services commenced by this firm (mm/yy)	12/22	Total consultant contract cost ($1,000's)	$354 to date
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)	$354 to date



Staff Involved

Mario Fasano, Jr,

In 2024 under a second consecutive two-year inspection cycle, Consor was selected to systematically inspect the structural components of ODOT-maintained overhead sign supports to assess their structural integrity. To date, we have inspected 972 sign supports, including box trusses, dual-arm cantilevers, single-arm cantilevers, span wires, structure mounted, span monotubes, center mounts, butterflies, aesthetic cantilevers and spans, and semi-overheads. These signs were all located within the Southwest quadrant of Ohio (ODOT Districts 5, 6, 7, and 8). The visual inspection of all elements of these sign structures was done from the ground using binoculars. We tested the structural integrity by sounding all anchor bolts with a hammer for structural integrity and tightened loose anchor nuts following the turn-of-nut method per Construction and Materials Specification Section 513. We documented all resolved and unresolved deficiencies using the ODOT Sign and Support Inventory Collector Application. Photographs documented the level of deterioration and current conditions seen during the inspection.

Firm name	Consor Engineers, LLC	Discipline(s)*	Bridge
Project name	Statewide NPS Ancillary, Minors, Miscellaneous, and Non-Qualifying Structures Inspection Engineering Services	Firm responsibility (prime or sub?)	Prime
Project number	25-HAA-XB-00107 32100318	Owner's name	Colorado Department of Transportation
Project location	Statewide, Colorado	Owner's Project Manager	Lynn Croswell
Owner's address, phone, email	2829 W. Howard Place, Denver, CO 80204/303.757.9188/lynn.croswell@state.com.us		
Services commenced by this firm (mm/yy)	06/24	Total consultant contract cost ($1,000's)	$475 to date
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)	$475 to date

Staff Involved

Mark Stadig, CWI

Consor is performing statewide routine and NSTM inspections to ancillary/minor structures on Colorado's state highway system under a third consecutive 4-year contract. The goal is to update the inventory, conduct evaluations, and report the findings of existing structures. The assignments include 200+ overhead signs, 1,900+ mast arms, and 25+ high mast light poles. Inspection work is performed in accordance with FHWA, AASHTO, American Welding Society, and Colorado DOT specifications Access to these structures is achieved through any variation of the following: adapted rope access techniques, bucket trucks or UBIVs with traffic control closures, boats, ladders, or drones when approved by CDOT. Inspections are performed using customary visual means as designated in the scope. NDT is performed in accordance with the scope, as needed. Detailed engineering reports documenting inspection findings including the SI&A items, NBE, BME, and ADE conditions with associated comments are submitted to CDOT for approval. The reports also include maintenance recommendations, such as photographs for all Element Level Condition States of 4. Sketches are submitted for each bridge report, along with diagrams for channel profile and vertical clearances

Firm name	Consor Engineers, LLC	Discipline(s)*	Bridge
Project name	NBIS Structures Inspection, Northern System	Firm responsibility (prime or sub?)	Prime
Project number	(N)/CA542	Owner's name	Florida Department of Transportation, Turnpike
Project location	DIstrict 8 (Turnpike)	Owner's Project Manager	Aren Lessard
Owner's address, phone, email	PO Box 9282, Fort Lauderdale, FL 33310/954.934.1234/Aran.Lessard@dot.state.fl.us		
Services commenced by this firm (mm/yy)	08/19	Total consultant contract cost ($1,000's)	$4,370
Services completed by this firm (mm/yy)	12/23	Cost of consultant services provided by this firm ($1,000's)	$4,370

Staff Involved

Daniel Geden, Ben Noel-Toussaint, Matt Akers, Joey Stewart, Joe Hitchens

Consor performed eight contract cycle of NBIS inspections on the Turnpike's North System, most recently from 2019 to 2023. Each cycle includes the inspection of 400+ bridges and culverts, 300+ overhead sign structures, 200+ high-mast light poles, and up to 45 non-qualifying culverts. The contract also includes underwater dive inspections, load rating analysis, BrM report preparation, and emergency response. For example, during one cycle, we provided load rating updates for 236 simply supported structures using the LRFR SMART Bridge program within an eight-month schedule. The superstructure types included AASHTO beams, cast-in-place concrete flat slabs, and prestressed concrete voided slabs. We also povided load rating updates for 12 steel beam bridges and a concrete culvert using AASHTOWare BrR.

Firm name	Bridge Diagnostics, Inc. (BDI)	Discipline(s)*	Bridge
Project name	LADOTD Task Order 3 – Bridge Deck and Pin and Hanger NDT-E	Firm responsibility (prime or sub?)	Prime
Project number	Contract No. 44-25002 Task Order 3	Owner's name	LADOTD
Project location	Statewide, Louisiana	Owner's Project Manager	Bradley Mistich
Owner's address, phone, email	PO Box 94245, Baton Rouge, LA 70804/225.379-1438 bradley.mistich@la.gov		
Services commenced by this firm (mm/yy)	08/23	Total consultant contract cost ($1,000's)	$1,489
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)	$1,489

BDI performs NDT/E on LADOTD bridge decks and pins statewide under an IDIQ contract. The bridge deck NDE included 270 bridges along the I-20 corridor. The pin and hanger UT testing included 37 bridges across the state. The bridge deck NDE included a multi-technology bridge deck assessment including Deck Acoustic Response (SounDAR), GPR with 3-D Radar, IR, and HRI. HRI and IR data were collected with a drones and vehicle-based systems depending upon airspace restrictions and required scanning speeds. The pin and hangers were inspected with straight-beam ultrasonic testing to identify any defects within the pins that could compromise their integrity.

Staff Involved

Brett Commander – Principal Engineer & QC, Charlie Young – Project Manager, Josh Bird – Level II UT Inspector, Ricky Morgan – Level III UT Inspector

Firm name	Bridge Diagnostics, Inc. (BDI)	Discipline(s)*	Bridge
Project name	Sunshine Bridge – Emergency Monitoring After Bridge Impact	Firm responsibility (prime or sub?)	Sub
Project number	M&M 4400012382 TO H.012343.6-1	Owner's name	LADOTD
Project location	Luling, Louisiana	Owner's Project Manager	Dana Feng
Owner's address, phone, email	PO Box 94245, Baton Rouge, LA 70804/225.379.1438/dana.feng@la.gov		
Services commenced by this firm (mm/yy)	10/18	Total consultant contract cost ($1,000's)	$184
Services completed by this firm (mm/yy)	11/19	Cost of consultant services provided by this firm ($1,000's)	$184

Following a bridge impact by a barge crane, the Sunshine Bridge was closed until emergency repairs could be completed. Modjeski & Masters was tasked with assessing the overall condition of bridge and design of repairs. BDI was subcontracted to assist in inspection and to provide instrumentation and structural monitoring.

After performing rope access inspection, the instrumentation was installed prior to the beginning of repairs so that deformation and structural stability could be verified. Structural monitoring included a web-based monitoring portal complete with alarm systems to warn of excessive deformation. Installation began within days of the bridge impact and monitoring continued throughout the repair construction

This project illustrates BDI's technical capabilities with emergency instrumentation of LADOTD structures, structural monitoring via ropes access, and provides critically important data regarding structural performance and safety. In addition, it shows BDI's commitment to respond to emergency situations with local personnel and staff around the US.

Staff Involved

Brett Commander – Principal Engineer & QC, Charlie Young – Inspection and Instrumentation Engineer, Brice Carpenter – Inspection and Instrumentation

Firm name	Bridge Diagnostics, Inc. (BDI)	Discipline(s)*	Bridge
Project name	George P. Coleman Anchor Bolt Inspection	Firm responsibility (prime or sub?)	Sub
Project number	N/A	Owner's name	Virginia Department of Transportation
Project location	Yorktown, Vriginia	Owner's Project Manager	Shannon Ternes
Owner's address, phone, email	7511 Burbage Drive, Suffolk, VA 23435/ 757.956.3217/shannon.ternes@vdot.virginia.gov		
Services commenced by this firm (mm/yy)	12/24	Total consultant contract cost ($1,000's)	$26
Services completed by this firm (mm/yy)	02/25	Cost of consultant services provided by this firm ($1,000's)	$26

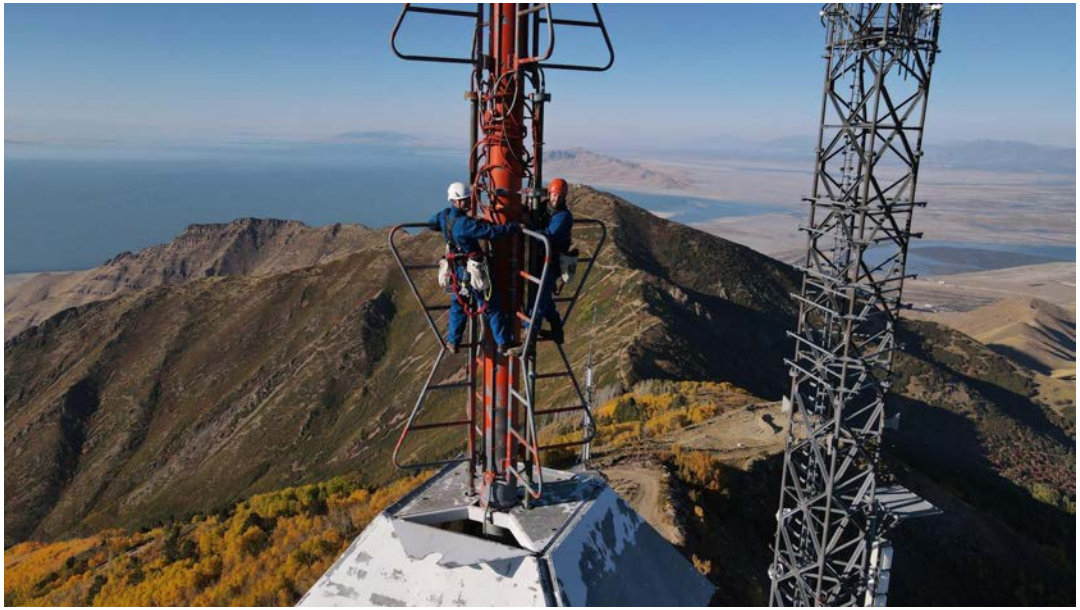
BDI performed a NDE of the wheel track anchor bolts which support the double-swing assembly on the George P. Coleman Bridge in Yorktown, Vriginia. The testing methodology consisted of performing ultrasonic testing of each anchor bolt by an ASNT III UT inspector to identify, locate, and measure any cracks in the bolts. Split between an inner and outer ring configuration, a total of 88 anchor bolts were tested on both Pier 1S and Pier 1N of the bridge for an overall total of 176 anchor bolts having been tested.

Relevance: This project illustrates BDI's technical capabilities with identifying cracks and breakages in anchor bolts, which is a common type of UT performed on sign structures.

Staff Involved

Brett Commander – Principal Engineer & QC, Charlie Young – Project Manager, Ricky Morgan –ASNT Level III UT Inspector, Joshua Bird – ASNT

Firm name	Delta Oaks Group	Discipline(s)*	Other (Above Grade Infrastructure Inspections)
Project name	ANSI/TIA-222 Maintenance and Condition Assessment of Tele-communication Towers	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Confidential Communications Corporation
Project location	Florida and Georgia, Statewide	Owner's Project Manager	Bree Hierholzer
Owner's address, phone, email	8051 Congress Avenue, Boca Raton, FL 33487/804.803.1580/bhierholzer@sbasite.com		
Services commenced by this firm (mm/yy)	01/25	Total consultant contract cost ($1,000's)	$360
Services completed by this firm (mm/yy)	03/25	Cost of consultant services provided by this firm ($1,000's)	$360



Staff Involved

Michael Molineaux

Ryan Seifert

Delta Oaks Group was hired by SBA Communications Corporation to inspect and perform minor maintenance on approximately 140 telecommunications structures across Florida and Georgia. Services included the complete inspection and assessment of telecommunications towers spanning in height from 100 ft. above grade level (AGL) to 600 ft. AGL. Led by Department Manager Michael Molineaux and Vice President Ryan Seifert, Delta Oaks Group's two-man inspection teams performed these physical inspections in approximately two and a half months. Inspections adhered to TIA standards, including compliance with ANSI/TIA-222, as well as measuring tower tension, twist, and plumb, and providing maintenance recommendations based on identified issues3

Firm name	Delta Oaks Group	Discipline(s)*	Other (Above Grade Infrastructure Inspections)
Project name	ANSI/TIA-222 Maintenance and Condition Assessment of Telecommunication Towers	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Carolina West Wireless
Project location	North Carolina	Owner's Project Manager	Joel McMillian
Owner's address, phone, email	PO Box 959, Wilkesboro, NC 28697/336.927.2200/joelm@carolinawest.com		
Services commenced by this firm (mm/yy)	10/24	Total consultant contract cost ($1,000's)	$75
Services completed by this firm (mm/yy)	10/24	Cost of consultant services provided by this firm ($1,000's)	$75

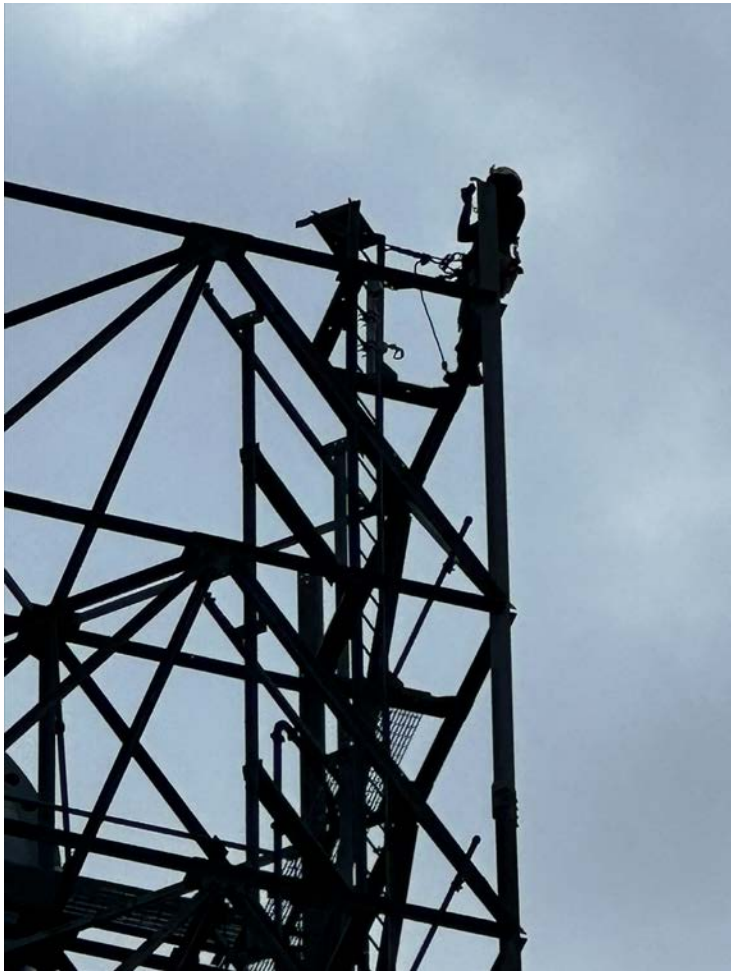
Staff Involved

Michael Molineaux

Ryan Seifert

Delta Oaks Group was hired by Carolina West Wireless to inspect 25 telecommunications structures across western North Carolina in response to Hurricane Helene. Services included the complete inspection and assessment of Monopole, Self-support and Stealth telecommunications towers spanning in height from 100 ft. AGL to 300 ft. AGL. Towers that were found unsafe to climb were inspected utilizing drones. Led by Department Manager Michael Molineaux and Vice President Ryan Seifert, Delta Oaks Group's two-man inspection teams performed the physical inspection of the telecommunications structures in two weeks. Inspections adhered to TIA standards including compliance with ANSI/TIA-222.

Firm name	Delta Oaks Group	Discipline(s)*	Other (Above Grade Infrastructure Inspections)
Project name	ANSI/TIA-222 Maintenance and Condition Assessment of Telecommunication Towers	Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	Horvath Communications
Project location	Multiple States (NY, PA, NJ, GA, AL, and MS)	Owner's Project Manager	Gina Rodefer
Owner's address, phone, email	2307 Edison Road, South Bend, IN, 46615/574.237.0464/ grodefer@horvathcommunications.com		
Services commenced by this firm (mm/yy)	05/24	Total consultant contract cost ($1,000's)	$175
Services completed by this firm (mm/yy)	10/24	Cost of consultant services provided by this firm ($1,000's)	$175



Staff Involved

Michael Molineaux

Ryan Seifert

Delta Oaks Group was hired by Horvath Communications to inspect approximately 88 telecommunication structures across multiple states including NY, PA, NJ, GA, AL, and MS. Services included a complete inspection and assessment of telecommunication towers ranging from 50 ft. AGL to 450 ft. AGL as well as completing minor maintenance during the site visits. Led by Department Manager Michael Molineaux and Vice President Ryan Seifert, Delta Oaks Group's two-man inspection teams performed the physical inspections of the telecommunication structures. Inspections adhered to TIA standards, including compliance with ANSI/TIA-222, as well as measuring tower tension, twist, and plumb, and providing maintenance recommendations based on identified issues.

18. **Approach and Methodology:**

PLANNING AND COORDINATION

Bretlyn Opfer, PE leads a sign truss inspection

Since 1994, Consor has completed more than 20,000 ancillary structure inspections, including overhead signs, high mast light poles (HMLPs), and similar infrastructure. Our management approach prioritizes transparency, safety, quality, accuracy, and efficiency throughout every stage of the inspection process. With extensive multi-state experience and a dedicated team of specialized inspectors, we deliver consistent, high-quality results across a wide range of environments. Our inspections are guided by proven, validated operational procedures, and each structure is managed through a geospatial system that enhances trip planning, traffic control coordination, and access strategy development. Project Manager Michael Dukes and the Consor team will collaborate closely with your staff to develop customized inspection schedules, offering flexibility to adapt to changing needs or to scale operations rapidly, for instance, in response to major weather events.

Asset and Inventory Management: Our team has experience with the Sixense asset management program and can seamlessly continue operations with minimal transition time. Our partners at BDI are also able to maximize the system's value by integrating their monitors into the Sixense platform.

Field Preparation: During the pre-planning phase, determining the necessary access methods and identifying the team members with the necessary experience, proper training, and certifications are key elements to an efficient, quality inspection. By investing in advanced certifications for all access methods, we implement each method where it excels on a variety of structure geometries. Our teams' proficiency with a full range of inspection equipment and methods provides us with the capability to use the most appropriate access techniques, limiting closure durations, inspection team on-site exposure, and overall inspection costs while providing the highest quality inspection data. Our project management team works hand-in-hand with our field team leaders to ensure we are well-prepared for upcoming inspections. This includes developing the safety plan and reviewing the schedule, scope of work and critical finding procedures prior to teams mobilizing for inspections. Field forms are generated with historical data references to properly prepare for the inspection and save valuable time in the field. Checklists ensure that all inspection and access equipment are mobilized and that all scope required data is collected.

Inspection: Our inspection teams use methodical, time-tested procedures to ensure all elements of each structure are thoroughly inspected. Our teams employ a variety of access methods, including mechanical access, ladders, and protected climbing/industrial rope access techniques (in compliance with SPRAT), which provides dexterity and the greatest opportunity for hands-on access to critical elements. When elements cannot be safely accessed for hands-on inspection, our team will document the reason and use an alternate means of inspection. We will use every inspection method available to minimize lane closures; however, when unavoidable, we will coordinate with LADOTD closely to approve and schedule any required lane closures.

Ancillary structures typically have a non-redundant structural configuration, with connections typically being the elements of greatest interest. Like NSTM bridge inspection, hands-on inspection in these critical regions is paramount. Structures will be inspected for:

- ***Foundation condition:*** *We will assess the overall soundness of the concrete and remove any moderate debris that obstructs access to the foundation. Anchor rods on cantilever and monopole structures will be tested using UT gauges to detect potential cracking. Any questionable anchor rods will be further evaluated by trusted LADOTD partner BDI.*
- ***Pole base connection (via handholes, if accessible):*** *We will inspect the inside pole-to-base plate weld. Poles that do not include backer rings are historically more prone to cracking at this connection.*
- ***Bolted connections:*** *We will examine all bolted connections for distress and for nuts that are loose or not fully engaged.*
- ***Welded connections:*** *All welded connections, particularly those located in tension zones, will be visually inspected by experienced NBIS-certified inspectors.*

If cracks are suspected, NDT methods such as MT or PT will be used to confirm the findings. Cracks located in tension zones will be considered high-priority inspection finds.

- ***Bolted splices:*** *We will check for alignment issues between connected surfaces. If the average gap exceeds 0.25 in. and cannot be corrected by the turn-of-nut method, the splice will be documented as a critical finding.*
- ***Collision damage:*** *Ancillary structures located near active traffic will be carefully examined for any signs of impact damage.*
- ***Corrosion:*** *Surfaces will be evaluated for corrosion; if section loss is observed, UT gauges will be used to quantify the remaining material.*
- ***Missing hardware:*** *All missing or detached hardware will be identified and documented.*
- ***Sign panels:*** *Panels will be assessed for impact damage, bullet holes, and moss growth, which can reduce retroreflectivity. These conditions are of concern in Louisiana, where sign panels are subjected to high-stress environmental conditions. Sign panel connection hardware will also be assessed.*
- ***Railing protection systems (if applicable):*** *The condition of any existing railing protection systems will be evaluated and noted.*

Careful attention will be given to ensure that any cracks, section loss, or missing/loose hardware are discovered and accurately documented. Any loose bolts will be snug-tightened, if possible, and carefully documented. NDT methods will be employed, as appropriate. An overall condition rating will be assigned at the structure level, all elements will be assigned the appropriate condition state, and related conditions will be documented. We will then use this assessment to recommend corrective actions or an increase in inspection frequency if the condition warrants more frequent monitoring. Photographic documentation is essential for any type of structural inspection. Inventory (or context) photographs will be taken at each structure, at least one showing the overall configuration and position of the structure and one showing the foundation. At a minimum, all conditions requiring corrective action and any elements with a moderate condition state or below will be photographed. All photos will be taken with a GPS-enabled camera, meet the size requirements, be accurately captioned, and receive a file name including the structure number in accordance with LADOTD naming policies. Our inspectors understand the importance of immediately reporting critical inspection findings. Apart from reporting critical inspection findings, determining the appropriate maintenance and repair activities for each structure is the most important aspect of this project. Our maintenance and repair recommendations will focus on making the best use of your available resources.

Rope Access/Protected (Structure) Climbing: Consor has 45 SPRAT certified inspectors at three levels: 18 Level III, 7 Level II, and 16 Level I. Each of these inspectors' full time role with Consor is the inspection of ancillary structures and bridges, making them specialists ideal for this project. For portions of the structure that are directly over traffic, our preferred method of access is protected (structure) climbing, which is safer for the traveling public and our inspectors as it can be accomplished without lane closures. Our climbers wear fall protection harnesses using appropriate SPRAT strategies to ensure inspectors are 100% tied off to the structure and are in control of slack at all times. In addition, all tools are tethered to meet the American National Standard for Dropped Object Prevention Solutions (ANSI/ISEA 121-2018) standards. For structures with elements over traffic that cannot be safely climbed (i.e. mast arms), we will typically inspect those elements with binoculars from the ground or a bucket truck in the shoulder area. Our philosophy is the benefits of performing a hands-on inspection of these components are far outweighed by the reduction in safety and inconvenience to the traveling public that results from lane closures.

Mechanical Access: Our teams typically only employ this method when it can be accomplished without closing traffic lanes. A bucket truck is used to inspect the column, connections of the truss/mast arm to the column, and portions of the horizontal elements that are not directly above traffic. In locations where a bucket truck is the best form of access, but requires lane closures, our team will coordinate closures well in advance with LADOTD.

UAS (Drone) Technology: The Consor team commonly utilizes drones to enhance the visual inspection of overhead sign structures and HMLTs. In situations where an extended-reach bucket truck is required, we propose the deployment of UAS technology. Our drones can fly within reasonable proximity to each element, while the licensed drone pilot/inspector on the ground identifies defects. We can review and take pictures or video of the critical areas with a high

powered/high definition (21 megapixel) camera with an optical zoom. A 180-degree camera head gives the inspectors the ability to review areas where a ground-based inspector would not be able to access. The use of this technology gives us the ability to successfully observe the condition of the various elements for corrosion, section loss, cracks, and wear, and then accurately identify items that warrant a critical finding notification and/or require attention by maintenance crews. We have successfully employed this technology in other states with exceptional results.

Traffic Control: With 30+ years of experience inspecting ancillary structures, we prioritize avoiding lane closures whenever possible to minimize traffic delays and maintain safer driving conditions. Closures are only used when no alternative access methods are feasible. Our goal is to safely accomplish the inspections without lane closures, using a combination of the access methods described in the preceding paragraphs. When lane closures are unavoidable, we follow advance notification protocols and traffic control plans. Our inspection plans will follow Louisiana-specific ATSSA traffic control procedures to ensure both the safety of our inspection teams and public and we will partner with a local traffic control company to develop and execute appropriately scaled plans.

NDT: Our inspectors will perform the appropriate NDT as required by the scope and as needed based on observed deficiencies. We have the equipment and experience to perform ultrasonic thickness readings of steel when section loss is observed. We also have the equipment and expertise to detect cracks in embedded anchor bolts utilizing ultrasonic testing methods. Dye-penetrant and magnetic particle testing (steel only) is utilized to confirm and accurately measure cracks found in steel or aluminum when visual confirmation is insufficient, especially in welded connections. For more in-depth NDT, we will call upon BDI's expertise.

Remote Monitoring: We strive to be industry leaders in the application of new technology when it is a benefit to our clients. Recognizing the challenging environment ancillary structures may face, remote monitoring may be a safer, more economic approach for scenarios such as structures in remote locations with critical defects or structures subject to prolonged, intense vibrations. Working with our partners at BDI, our team can assist LADOTD in developing a structure monitoring system to meet your needs.

Post-Hurricane Events: With ancillary inspection teams operating across the country, we have institutionalized manpower, resiliency, and are positioned to responsed to surge inspections when a natural disaster strikes to simultaneously perform both disaster-and non-disaster related inspections, allowing for local teams affected by the disaster to prioritize their personal recovery without compromising the overall inspection program. Following Hurricane Helene in 2024, we demonstrated this capability by performing 900+ post-event assessments within a two-week period, while simultaneously maintaining all other planned inspections on their original schedule.

Radio Towers: Our agile, scalable team is equipped to meet your needs, with expert inspectors well-versed in LADOTD and FHWA guidelines. Partnering with Delta Oaks Group, we ensure strict adherence to TIA standards and ANSI/TIA-222 compliance.

Communication of Findings/Reporting: All inventory data will be accurately verified and documented. We will assign an overall condition rating at the structure level, assign all elements the proper condition state, and document related conditions. Inventory (or context) photographs will be taken at each structure, at least one showing the overall configuration and position of the structure and one showing the foundation and at least one showing the sign panel. At a minimum, we will photograph all conditions requiring corrective action and any elements with a satisfactory or lower condition rating. For the benefit of subsequent inspections and LADOTD maintenance crews, drawings for structures rated poor, with critical deficiencies, and requiring maintenance activities will be produced to easily identify and access defect locations.

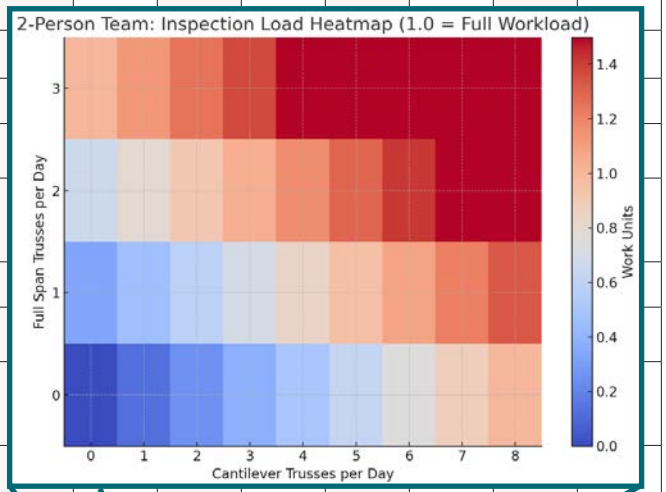
Quality: Consor ensures the highest quality inspection services through a structured quality control process that includes systematic field procedures, multi-phase reviews, and thorough team coordination. Every inspection undergoes pre- and post-review steps, including verbal confirmation of deficiencies, tailored assignment of qualified personnel, and final review by a Louisiana-registered professional engineer. Our team is committed to delivering accurate, consistent, and fully compliant reports that meet LADOTD's standards and schedule requirements.

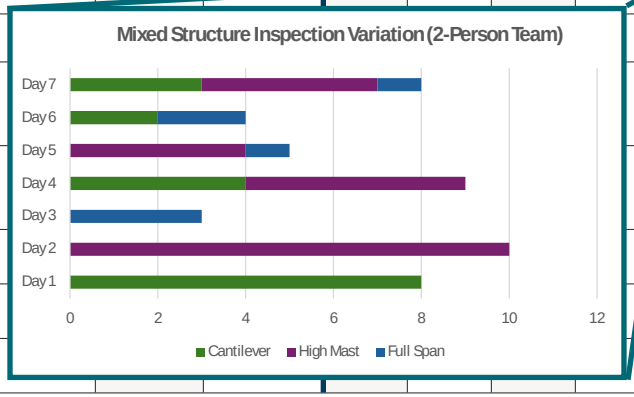
SCHEDULE

The sample schedule on the following page outlines key milestones, deliverables, and tasks, demonstrating our thorough understanding of a typical task order.

Task	Project Turnover			Operational Planning				Sample Workflow Schedule							
	Work Block 1	Work Block 2	Work Block 3	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Week 9	Week 10	Week 11	Week 12
Project Turnover Planning & Coordination															
Client Needs Assessment															
Sixense Database Access															
Database Research															
5-year Inspection Schedule Development															
Specialized Access Identification															
Lane Closure Location Identification															
Remote Monitoring Candidate Identification															
Enchanced Team Training															
Client report template acceptance															
Gain Administrative Roles in Sixsense															
Final Review/Inspection Prep															
Coordinate MOT/Notify District (TBD)															
Inspection Trip															
Report Drafted															
Team Leader Review and Corrections (CAD and Report)															
PE Review and Corrections (CAD and Report)															
Report Finalized and Signed															
Final QC															
Report Submittal															

NOTICE TO PROCEED





KEY: Project Turnover | Operational Planning | Inspection | Report Drafting | Final Submittal

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**
Consor Engineers, LLC	Bridge	Co. #4400019122 SP #: H.009730.5	Statewide Underwater Bridge Inspections – Task Order 2	$1,318,622
Bridge Diagnostics, Inc. (BDI)	Bridge, Data Collection, Survey	Co. #: 4400025002 SP #: H.009730.5	IDIQ Contract for Non-Destructive Testing/ Evaluation of Structures - Task Order 3	$31,535
Bridge Diagnostics, Inc. (BDI)	Bridge, Data Collection, Survey	Co. #: 4400025002 SP #: H.009730.5	IDIQ Contract for Non-Destructive Testing/ Evaluation of Structures - Task Order 4	$50,058
Bridge Diagnostics, Inc. (BDI)	Bridge, Data Collection, Survey	Co. #: 4400025002 SP #: H.009730.5	IDIQ Contract for Non-Destructive Testing/ Evaluation of Structures - Task Order 5	$450,292
Bridge Diagnostics, Inc. (BDI)	Bridge, Data Collection, Survey	Co. #: 4400025002 SP #: H.009730.5	IDIQ Contract for Non-Destructive Testing/ Evaluation of Structures - Task Order 6	$420,962
Bridge Diagnostics, Inc. (BDI)	Bridge, Data Collection, Survey	Co. #: 4400025002 SP #: H.009730.5	IDIQ Contract for Non-Destructive Testing/ Evaluation of Structures - Task Order 7	$427,140
Bridge Diagnostics, Inc. (BDI)	Bridge, Data Collection, Survey	Co. #: 4400025002 SP #: H.009730.5	IDIQ Contract for Non-Destructive Testing/ Evaluation of Structures - Task Order 8	$162,994
Delta Oaks Group, PLLC	Other (Above Grade Infrastructure Inspections)	N/A	N/A	N/A

20. Certifications/Licenses:

Michael Dukes, PE (LA PE.0040986) | Project Manager

National Highway Institute

Certificate of Training

Michael Dukes

has participated in

FHWA-NHI-130055

Safety Inspection of In-Service Bridges

hosted by

Oklahoma Department of Transportation

Date: October 5 - 16, 2015 *Hours of Instruction:* 67 Hours

Location: Oklahoma City, OK

Instructor — Local Coordinator

Instructor — Valerie Briggs, Director, National Highway Institute

National Highway Institute

Certificate of Training

Michael D. Dukes

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

Texas Department of Transportation

Date: March 9-12, 2021 *Hours of Instruction:* 18

Location: Virtual Delivery, TX

Instructor — Shandon Richardson, Local Coordinator

Instructor — Thomas Harman, Director, National Highway Institute

National Highway Institute

Certificate of Training

Michael Dukes

has participated in

Fracture Critical Inspection Techniques for Steel Bridges

hosted by

Michigan Department of Transportation

Date: February 15 - 18, 2022 *Hours of Instruction:* 25

Location: Lansing, Michigan

Instructor — Local Coordinator

Instructor — Thomas Harman, Director, National Highway Institute

National Highway Institute

Certificate of Training

Michael Dukes

has participated in

FHWA-NHI-130087 Inspection & Maintenance of Ancillary Highway Structures

hosted by

Colorado Department of Transportation

Date: July 25-26, 2016 *Hours of Instruction:* 11

Location: Denver, CO

Instructor — Local Coordinator

Instructor — Valerie Briggs, Director, National Highway Institute

Laura Miller, EIT (LA EI.0034949) | Deputy Project Manager

National Highway Institute

Certificate of Training

Laura Miller

has Successfully Completed

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

SDR Engineering Consultants

Date: January 10-21, 2022 *Hours of Instruction:* 67

Location: Tallahassee, FL

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

National Highway Institute

Certificate of Training

Laura Miller

has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

COLLIERS ENGINEERING & DESIGN

Date: October 28-29, 2021 *Hours of Instruction:* 12

Location: Miami, FL

Instructor

Instructor

Cory Joseph Hogan

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

National Highway Institute

Certificate of Training

LAURA MILLER

has participated in

FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges

hosted by

LA DOTD/LTRC

Date: February 26 – March 1, 2019 *Hours of Instruction:* 25

Location: Baton Rouge, LA

Instructor

Instructor

Local Coordinator

Michael Davies, Director
National Highway Institute

ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Laura Miller

has attended

Traffic Control Supervisor-LA State Specific

Training Course

12/15/2021 to 12/16/2025
Training Valid Through

Baton Rouge, LA
Location

Director of Training

President, CEO

ATSSA

ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Laura Miller

has attended

Traffic Control Technician-LA State Specific

Training Course

12/14/2021 to 12/14/2025
Training Valid Through

Baton Rouge, LA
Location

Director of Training

President, CEO

ATSSA

TEMPORARY CERTIFICATE IS AWARDED TO

LAURA MILLER

Has successfully completed a flagger training course meeting the requirement of the

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

on the following date

APR 03, 2025

This certificate is valid for 30 days from completion date

with a government issued photo ID.

Verify this certificate against the information online use the code below to view certificates

191-57-124847

Enter the code to verify this certificate is an original at

https://process.onlineflagger.com/duplicate

ATSSA Serial Number will show here once we process your card. Please check back here in a few days if there is no number listed below.

Mario Fasano, Jr., PE | QA/QC Manager

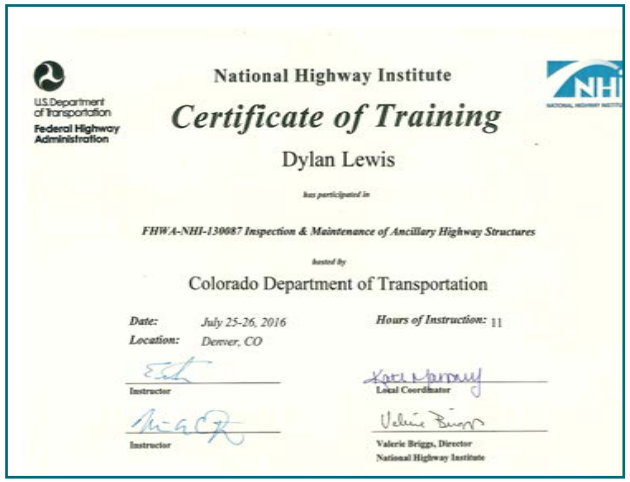
Dylan Lewis, PE | Team Leader


SPRAT
Rope Access Certification
Level 3
Dylan Alexander Lewis
SPRAT Certification # 160863
Date of Birth: 7 JUN 1986
Certification Date: 23 JAN 2025
Expiration Date: 17 JUN 2028


National Highway Institute
Certificate of Training
Dylan Lewis
FHWA-NHI-130055
Safety Inspection of In-Service Bridges
Oklahoma Department of Transportation
Date: October 5 - 16, 2015
Location: Oklahoma City, OK
Hours of Instruction: 67 Hours
Instructor
Local Coordinator
Instructor
Valerie Briggs, Director
National Highway Institute


National Highway Institute
Certificate of Training
Dylan Lewis
FHWA-NHI-130053 Bridge Inspection Refresher Training
Indiana Department of Transportation
Date: October 15-17, 2024
Location: Indianapolis, IN
Hours of Instruction: 22
Cailein MacDougall
Instructor
William Gardner
Instructor
Sharon Street
Local Coordinator
Stacey Caston
Stacey Caston, Director
National Highway Institute


National Highway Institute
Certificate of Training
Dylan Lewis
FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges
Ohio Department of Transportation
Date: June 6-9, 2017
Location: Columbus, OH
Hours of Instruction: 25.0
Instructor
Local Coordinator
Instructor
Valerie Briggs, Director
National Highway Institute


National Highway Institute
Certificate of Training
Dylan Lewis
FHWA-NHI-130087 Inspection & Maintenance of Ancillary Highway Structures
Colorado Department of Transportation
Date: July 25-26, 2016
Location: Denver, CO
Hours of Instruction: 11
Instructor
Local Coordinator
Instructor
Valerie Briggs, Director
National Highway Institute

Zach Williams, PE, CWI | Team Leader


SPRAT
Society of Professional Rope Access Technicians
Rope Access Certification
Level 3
Zachary Williams
SPRAT Certification # 151142
Date of Birth: 21 DEC 1989
Certification Date: 2 FEB 2024
Expiration Date: 17 JUL 2027


Zachary R Williams

Cert. No.	Valid from	Expiration	Status	Cert. Description	Visual Acuity*	Eye Form Date
13040023	Apr 2013	Apr 2025	Active	Certified Welding Inspector (CWI)	Without Correction/Color Vision	Feb 2022


National Highway Institute
Certificate of Training
Zach Williams
has participated in
FHWA-NHI-130055 Safety Inspection of In-Service Bridges
hosted by
Kansas Department of Transportation
Date: February 2-13, 2015
Location: Topeka, Kansas
Hours of Instruction: 67
Instructor
Local Coordinator
Instructor
Valerie Briggs, Director
National Highway Institute


National Highway Institute
Certificate of Training
Zachary Williams
has successfully completed
FHWA-NHI-130053 Bridge Inspection Refresher Training
hosted by
New Jersey Department of Transportation
Date: September 17-19, 2024
Location: Ewing Township, NJ
Hours of Instruction: 22
Mark Nyerges
Instructor
Callein MacDougall
Instructor
David Bishay
Local Coordinator
Stacey Caston
Stacey Caston, Director
National Highway Institute


FICKETT
Structural Solutions
THE INSPECTION SOURCE
CERTIFICATION
Awarded to
Zach Williams
For successfully completing the education and experience requirements Fickett Structural Solutions, Inc. written practice in accordance with SNT-TC-1a and ASNI/ASNT CP-189 , for the following certification
NON-DESTRUCTIVE TESTING
Limited Level II Ultrasonic Testing
L-Wave/Thickness Testing of Vehicular Bridge Pin and Hanger Systems
Presented by
Fickett Structural Solutions, INC.
William C Hardy, ASNT III #206323
Corporate Level III, Fickett Structural Solutions, Inc.
Date 6-21-22
Expires 6-21-27


National Highway Institute
Certificate of Training
Zach Williams
has participated in
FHWA-NHI—130087 Inspection and Maintenance of Ancillary Highway Structures
hosted by
Fish & Associates, Inc.
Date: April 5-6, 2016
Location: Middleton, WI
Hours of Instruction: 12
Instructor
Local Coordinator
Instructor
Valerie Briggs, Director
National Highway Institute


National Highway Institute
Certificate of Training
Zachary Williams
has participated in
FHWA-NHI-130078
Fracture Critical Inspection Techniques for Steel Bridges
hosted by
Indiana Department of Transportation
Date: December 5-8, 2016
Location: Indianapolis, IN
Hours of Instruction: 25
Instructor
Local Coordinator
Instructor
Valerie Briggs, Director
National Highway Institute

Ryan Craig, PE | Team Leader

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT

Acknowledges that

RYAN CRAIG

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 2 Technician

SPRAT #2100273
AWARDED: 11 July, 2024
Expires: 11 July, 2027

DAVIDE SARTONI, EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NHI

Certificate of Training

Ryan Craig

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

New Jersey Department of Transportation

Date: August 05-16, 2019
Location: Trenton, NJ

Hours of Instruction: 67

Instructor

Instructor

Local Coordinator

Michael Davis, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Ryan Craig

has Successfully Completed

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

Pennoni Associates

Date: April 30-May 02, 2024
Location: Virginia Beach, VA

Hours of Instruction: 18

/S/ Mark Nyerges
Instructor

/S/ Andy Fickett
Instructor

/S/ Camille Dascio
Local Coordinator

Stacey J. Caston
Stacey J. Caston, Director
National Highway Institute

REPLACEMENT

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NHI

Certificate of Training

Ryan Craig

has participated in

FHWA-NHI-130078

Fracture Critical Inspection Techniques for Steel Bridges

hosted by

Oklahoma Department of Transportation

Date: October 15-18, 2019
Location: Oklahoma City, OK

Hours of Instruction: 25

Instructor

Instructor

Local Coordinator

Michael Davis, P.E.
Director, National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Ryan Craig

has participated in

FHWA-NHI-130087 Inspection of Ancillary Highway Structures

hosted by

MP Engineers, P.C.

Date: February 19, 2025
Location: Princeton, NJ

Hours of Instruction: 6

Instructor

Instructor

Local Coordinator Mahendra Patel, P.E.

Stacey J. Caston
Stacey J. Caston, Director
National Highway Institute

Bretlyn Opfer, PE | Team Leader

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT

Acknowledges that

BRETLYN OPFER

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 1 Technician

SPRAT #2400138
AWARDED: January 26, 2024
Expires: January 26, 2027

TROLL – EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

Bretlyn Opfer

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

North Dakota Department of Transportation

Date: July 26 - August 6, 2021
Location: Bismarck, ND

Hours of Instruction: 67

Instructor

Instructor

Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

Bretlyn Opfer

has Successfully Completed

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

MP Engineers, P.C.

Date: March 21-22, 2023
Location: Princeton, NJ

Hours of Instruction: 12

Instructor

Instructor

Local Coordinator *Mahendra Patel, P.E.*

Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

Bretlyn Opfer

has participated in

FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges

hosted by

CONSOR Engineers

Date: January 18 - 21, 2022
Location: Dallas, TX

Hours of Instruction: 25

Instructor

Instructor

Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

Elizabeth McLaughlin, EIT | Team Leader

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT

Acknowledges that

ELIZABETH MCLAUGHLIN

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 2 Technician

SPRAT #2300028
AWARDED: 19 July, 2024
Expires: 19 July, 2027

DAVIDE SARTONI, EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Elizabeth Klumpp

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

CONSOR Engineers

Date: August 16-27, 2021 *Hours of Instruction:* 60
Location: Charlotte, NC

Instructor
Instructor
Local Coordinator
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Elizabeth Klumpp

has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

Kansas Department of Transportation

Date: February 15-16, 2022 *Hours of Instruction:* 12
Location: Topeka, KS

Instructor BRIAN DILWORTH
Instructor
Local Coordinator
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Elizabeth Klumpp

has participated in

FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges

hosted by

CONSOR Engineers

Date: January 18 - 21, 2022 *Hours of Instruction:* 25
Location: Dallas, TX

Instructor
Instructor
Local Coordinator
Thomas Harman, Director
National Highway Institute

Evan Karunaratne, EIT | Team Leader

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT®

Society of Professional Rope Access Technicians

Acknowledges that

EVAN KARUNARATNE

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 1 Technician

SPRAT #2400136

AWARDED: January 26, 2024

Expires: January 26, 2027

TROLL ., EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Evan Karunaratne

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

CONSOR Engineers

Date: August 16-27, 2021 *Hours of Instruction:* 60

Location: Charlotte, NC

Instructor

Local Coordinator

Instructor

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Evan Karunaratne

has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

Kansas Department of Transportation

Date: February 15-16, 2022 *Hours of Instruction:* 12

Location: Topeka, KS

Instructor

Local Coordinator

Instructor

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Evan Karunaratne

has participated in

FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges

hosted by

CONSOR Engineers

Date: January 18 - 21, 2022 *Hours of Instruction:* 25

Location: Dallas, TX

Instructor

Local Coordinator

Instructor

Thomas Harman, Director
National Highway Institute

Kyler Wattenbarger, EIT | Team Leader

SPRAT

Rope Access Certification
Level 2

Kyler Wattenbarger

SPRAT Certification # 2300027
Date of Birth: 27 OCT 1998

Certification Date: 2 FEB 2024
Expiration Date: 2 FEB 2027

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Kyler Wattenbarger

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

CONSOR Engineers

Date: August 16-27, 2021
Location: Charlotte, NC

Hours of Instruction: 60

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Kyler Wattenbarger

has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

Kansas Department of Transportation

Date: February 15-16, 2022
Location: Topeka, KS

Hours of Instruction: 12

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Kyler Wattenbarger

has participated in

FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges

hosted by

CONSOR Engineers

Date: January 18 - 21, 2022
Location: Dallas, TX

Hours of Instruction: 25

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

John Michael Freeman, PE | Team Leader

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT

Acknowledges that

JOHN MICHAEL FREEMAN

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 2 Technician

SPRAT #2100701

AWARDED: 02 February, 2024

Expires: 09 April, 2027

DAVIDE SARTONI, EVALUATIONS COMMITTEE CHAIR

MATT HUNT, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

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---

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

John Michael Freeman, PE

has Successfully Completed

FHWA-NHI-130056 Safety Inspection of In-Service Bridges for Professional Engineers

hosted by

Lu Engineers

Date: *February 28-March 04, 2022* *Hours of Instruction:* 34

Location: *Buffalo, NY*

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

John Michael Freeman

has participated in

FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges

hosted by

CONSOR Engineers

Date: *January 18 - 21, 2022* *Hours of Instruction:* 25

Location: *Dallas, TX*

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

John Michael Freeman

has participated in

FHWA-NHI-130087 Inspection of Ancillary Highway Structures

hosted by

Maryland Department of Transportation

Date: *January 09, 2024* *Hours of Instruction:* 6

Location: *Hanover, MD*

Instructor

Instructor

Local Coordinator

Stacey J. Caston

Stacey J. Caston, Director
National Highway Institute

Haydn Leatherland, EIT | Team Leader

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT

Acknowledges that

HAYDN LEATHERLAND

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 1 Technician

SPRAT #2400135

AWARDED: January 25, 2024

Expires: January 25, 2027

TROLL , EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

©2012 - Present, Society of Professional Rope Access Technicians

U.S. Department of Transportation Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

Haydn Leatherland

has Successfully Completed

FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges

hosted by

Office of State Aid Road Construction

Date: June 20-23, 2023

Location: Ridgeland, MS

Hours of Instruction: 25

Instructor

Instructor

Local Coordinator

Stacey J. Caston, Acting Director National Highway Institute

U.S. Department of Transportation Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

Haydn Leatherland

has participated in

FHWA-NHI-130087 Inspection of Ancillary Highway Structures

hosted by

Maryland Department of Transportation

Date: January 09, 2024

Location: Hanover, MD

Hours of Instruction: 6

Instructor

Instructor

Local Coordinator

Stacey J. Caston, Director National Highway Institute

U.S. Department of Transportation Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

Haydn Leatherland

has Successfully Completed

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

Kansas Department of Transportation

Date: March 20-31, 2023

Location: Topeka, KS

Hours of Instruction: 67

Instructor

Instructor

Local Coordinator

Thomas Harman, Director National Highway Institute

Luke Brandherm, PE | Team Leader

National Highway Institute

Certificate of Training

Luke Brandherm

has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

COLLIERS ENGINEERING & DESIGN

Date: October 28-29, 2021
Location: Miami, FL

Hours of Instruction: 12

Instructor
Instructor
Local Coordinator
Thomas Harman, Director
National Highway Institute

SPRAT Certification Verification System

SPRAT Certification Verification System

SPRAT Number: 160866
Last Name: brandherm
Reset Form
Search for SPRAT Technician(s)

Search Result(s):

First Name: Luke William
Last Name: Brandherm
SPRAT Number: 160866
Rope Access Certification: Level 3
Rope Access Expiration: 12 March, 2027
Work-at-Height Certification: Certified
Work-at-Height Expiration: 30 January, 2026

National Highway Institute

Certificate of Training

Luke Brandherm

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

Texas Department of Transportation

Date: April 24- May 5, 2017
Location: Fort Worth, TX

Hours of Instruction: 67

Instructor
Instructor
Local Coordinator
Valerie Briggs, Director
National Highway Institute

National Highway Institute

Certificate of Training

Luke Brandherm

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

Kansas Department of Transportation

Date: April 05-07, 2022
Location: Topeka, KS

Hours of Instruction: 18

Instructor
Instructor
Local Coordinator
Thomas Harman, Director
National Highway Institute

National Highway Institute

Certificate of Training

Luke Brandherm

has participated in

FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges

hosted by

Kansas Department of Transportation

Date: Jun 19-22, 2018
Location: Topeka, KS

Hours of Instruction: 25

Instructor
Instructor
Local Coordinator
Valerie Briggs, Director
National Highway Institute

Randy Bazhaw, PE | Team Leader

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT

Acknowledges that

RANDY BAZHAW

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 1 Technician

SPRAT # 2400141
AWARDED: January 26, 2024
Expires: January 26, 2027

TROLL , EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

©2012 -Present; Society of Professional Rope Access Technicians

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

Randy Bazhaw

has successfully completed

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

TIMMONS Group

Date: April 11-22, 2022
Location: Richmond, VA

Hours of Instruction: 67

Instructor
Instructor

Local Coordinator
Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

Randy Bazhaw

has participated in

FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges

hosted by

CONSOR Engineers

Date: January 18 - 21, 2022
Location: Dallas, TX

Hours of Instruction: 25

Instructor
Instructor

Local Coordinator
Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

Randy Bazhaw

has participated in

FHWA-NHI-130087 Inspection of Ancillary Highway Structures

hosted by

Texas Department of Transportation

Date: March 19, 2024
Location: Austin, TX

Hours of Instruction: 8

Instructor
Instructor

Local Coordinator
Stacey J. Caston
Stacey J. Caston, Director
National Highway Institute

Joel Strayer, PE | Team Leader

National Highway Institute

Certificate of Training

Joel M. Strayer

has participated in

FHWA-NHI Course 130055
Safety Inspection of In-Service Bridges

hosted by

Rummel, Klepper & Kahl, LLP

Date: November 8 - 19, 2010 *Hours of Instruction:* 60

Location: Baltimore, Maryland

Instructor Dennis Baughman, PE

Instructor William Gardner, PE

Local Coordinator

Richard Barnaby, Director
National Highway Institute

National Highway Institute

Certificate of Training

Joel Strayer

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

California Department of Transportation

Date: January 5-8, 2021 *Hours of Instruction:* 18

Location: Virtual Delivery, CA

Instructor

Instructor

Mohammad Popal Saeed
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

National Highway Institute

Certificate of Training

Joel Strayer

has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

STANTEC

Date: July 31-August 01, 2018 *Hours of Instruction:* 12

Location: Laurel, MD

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

National Highway Institute

Certificate of Training

JOEL STRAYER

has participated in

FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges

hosted by

ACEC/MW

Date: March 1-4-2016 *Hours of Instruction:* 25

Location: Laurel, MD

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

Mark Stadig, CWI | Team Leader

American Welding Society®

Certifies that Welding Inspector

Mark A. Stadig

has complied with the requirements of AWS QC1, Standard for AWS Certification of Welding Inspectors

03071501
CERTIFICATE NUMBER

Jul/01/2027
EXPIRATION DATE

AWS PRESIDENT

AWS QUALIFICATION & CERTIFICATION COMMITTEE CHAIR

National Highway Institute

Certificate of Training

Mark A. Stadig

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

Colorado Department of Transportation

Date: May 10-21, 2010
Location: Denver, CO

Hours of Instruction: 60 hours

Instructor: Milo D. Cress

Instructor

Local Coordinator: Lynn Amendariz

Richard Barnaby, Director
National Highway Institute

National Highway Institute

Certificate of Training

Mark A. Stadig

has successfully completed

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

Colorado Department of Transportation

Date: March 28-30, 2023
Location: Denver, CO

Hours of Instruction: 18

Instructor

Instructor

Local Coordinator

Thomas Harman, Director
National Highway Institute

National Highway Institute

Certificate of Training

Mark A. Stadig

has participated in

FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges

hosted by

Colorado Department of Transportation

Date: April 08-11, 2013
Location: Denver, CO

Hours of Instruction: 21

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

National Highway Institute

Certificate of Training

Mark Stadig

has participated in

FHWA-NHI-130087 Inspection & Maintenance of Ancillary Highway Structures

hosted by

Colorado Department of Transportation

Date: July 27-28, 2016
Location: Denver, CO

Hours of Instruction: 11

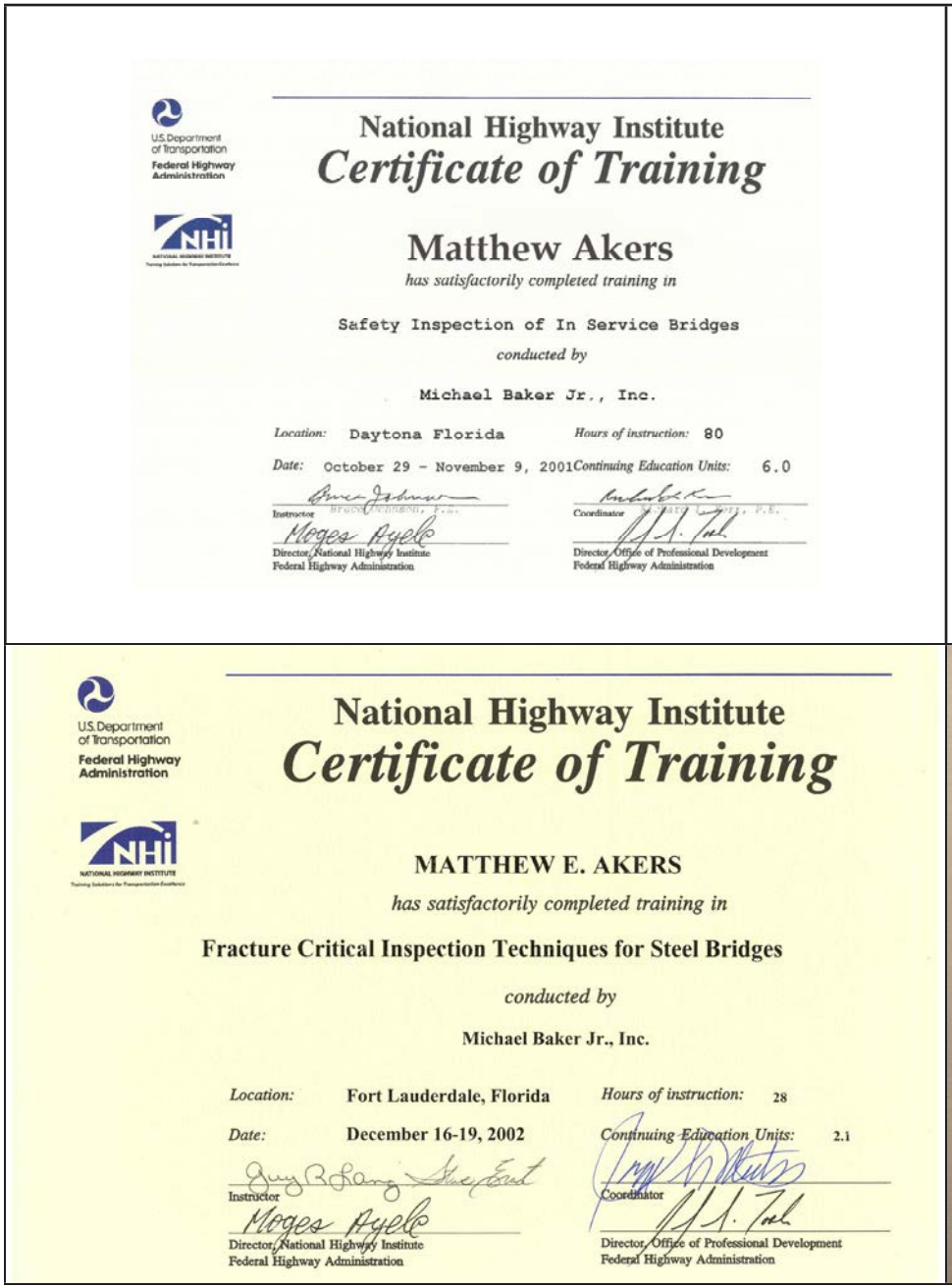
Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

Matt Akers | Inspector



National Highway Institute
Certificate of Training

Matthew Akers
has satisfactorily completed training in

Safety Inspection of In Service Bridges
conducted by

Michael Baker Jr., Inc.

Location: Daytona Florida *Hours of instruction:* 80
Date: October 29 - November 9, 2001 *Continuing Education Units:* 6.0

Instructor — Coordinator
Director, National Highway Institute, Federal Highway Administration
Director, Office of Professional Development, Federal Highway Administration

National Highway Institute
Certificate of Training

Matt Akers
has successfully completed

FHWA-NHI-130053 Bridge Inspection Refresher Training
hosted by
Terracon Consultants, Inc.

Date: September 10-12, 2024 *Hours of Instruction:* 22
Location: Cincinnati, OH

Finn Hubbard — Instructor
John Wackerly — Instructor
Matthew Lehmenkuler — Local Coordinator
Stacey Caston — Stacey Caston, Director, National Highway Institute

National Highway Institute
Certificate of Training

MATTHEW E. AKERS
has satisfactorily completed training in

Fracture Critical Inspection Techniques for Steel Bridges
conducted by

Michael Baker Jr., Inc.

Location: Fort Lauderdale, Florida *Hours of instruction:* 28
Date: December 16-19, 2002 *Continuing Education Units:* 2.1

Instructor — Coordinator
Director, National Highway Institute, Federal Highway Administration
Director, Office of Professional Development, Federal Highway Administration

National Highway Institute
Certificate of Training

Matthew Akers
has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures
hosted by
Traffic Planning and Design

Date: December 07-08, 2021 *Hours of Instruction:* 12
Location: Pottstown, PA

Instructor — Instructor
Local Coordinator
Thomas Harman — Thomas Harman, Director, National Highway Institute

Daniel Geden | Inspector

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Daniel Geden

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

CONSOR Engineers

Date: August 16-27, 2021
Location: Charlotte, NC

Hours of Instruction: 60

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Daniel Geden

has Successfully Completed

FHWA-NHI-130078 Bridge Inspection Techniques for NSTMs

hosted by

WSP

Date: October 01-03, 2024
Location: Raleigh, NC

Hours of Instruction: 18

Instructor

Instructor

Local Coordinator

Stacey J. Caston

Stacey J. Caston, Director
National Highway Institute

Joseph Hitchens | Inspector

National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

national highway institute

Certificate of Training

Joseph T. Hitchens

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

CONSOR Engineers

Date: August 16-27, 2021
Location: Charlotte, NC

Hours of Instruction: 60

Instructor

Instructor

Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

national highway institute

Certificate of Training

Joseph Hitchens

has Successfully Completed

FHWA-NHI-130078 Bridge Inspection Techniques for NSTMs

hosted by

WSP

Date: October 01-03, 2024
Location: Raleigh, NC

Hours of Instruction: 18

Instructor

Instructor

Local Coordinator

Stacey J. Caston
Stacey J. Caston, Director
National Highway Institute

Mason Johnston | Inspector

SPRAT Certification Verification System

SPRAT Certification Verification System

SPRAT Number: 2000729
Last Name: Johnston

Reset Form | Search for SPRAT Technician(s)

Search Result(s):

First Name: Mason
Last Name: Johnston
SPRAT Number: 2000729
Rope Access Certification: Level 3
Rope Access Expiration: 04 March, 2028
Work-at-Height Certification: _None_
Work-at-Height Expiration: _None_


National Highway Institute
Certificate of Training
Mason Johnston
FHWA-NHI-130055 Safety Inspection of In-Service Bridges
Office of State Aid Road Construction
Date: May 01-12, 2023
Location: Ridgeland, MS
Hours of Instruction: 63
Stacey J. Caston


U.S. Department of Transportation
Federal Highway Administration
National Highway Institute
Certificate of Training
Mason Johnston
FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures
Michael Baker International
Date: April 19-20, 2023
Location: Rocky Hill, CT
Hours of Instruction: 12
Instructor
Instructor
Local Coordinator
Thomas Harman
Thomas Harman, Director
National Highway Institute

Shelby Motz, EIT | Inspector

National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

Certificate of Training

Shelby Motz

has Successfully Completed

FHWA-NHI-130055 Safety Inspection of In-Service Bridges (SNBI)

hosted by

Texas Department of Transportation

Date: April 08-19, 2024
Location: Austin, TX

Hours of Instruction: 68

Instructor
Instructor
Local Coordinator
Stacey J. Caston, Director
National Highway Institute

National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

Certificate of Training

Shelby Motz

has Successfully Completed

FHWA-NHI-130078

Bridge Inspection Techniques for Nonredundant Steel Tension Members

hosted by

Illinois Department of Transportation

Date: April 30 – May 2, 2024
Location: Springfield, Illinois

Hours of Instruction: 20

Instructor
Instructor
Local Coordinator
Stacey J. Caston, Director
National Highway Institute

National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

Certificate of Training

Shelby Motz

has participated in

FHWA-NHI-130087 Inspection of Ancillary Highway Structures

hosted by

Texas Department of Transportation

Date: March 19, 2024
Location: Austin, TX

Hours of Instruction: 6

Instructor
Instructor
Local Coordinator
Stacey J. Caston, Director
National Highway Institute

Joseph (Joey) Stewart | Inspector

National Highway Institute

Certificate of Training

Joseph Stewart

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

CONSOR Engineers

Date: August 16-27, 2021 *Hours of Instruction:* 60

Location: Charlotte, NC

Instructor — Local Coordinator

Instructor — Thomas Harman, Director, National Highway Institute

National Highway Institute

Certificate of Training

Joseph Stewart

has participated in

FHWA-NHI-130078 - Fracture Critical Inspection Techniques for Steel Bridges

hosted by

CONSOR Engineers

Date: January 18 - 21, 2022 *Hours of Instruction:* 25

Location: Dallas, TX

Instructor — Local Coordinator

Instructor — Thomas Harman, Director, National Highway Institute

National Highway Institute

Certificate of Training

Joseph Stewart

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

Traffic Planning and Design

Date: December 07-08, 2021 *Hours of Instruction:* 12

Location: Pottstown, PA

Thomas Harman, Director, National Highway Institute

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Ben Noel-Toussaint | Inspector

National Highway Institute

Certificate of Training

Benjamin Noel

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

Terracon Consultants, Inc.

Date: April 28 – May 9, 2014 ***Hours of Instruction:*** 66

Location: Cincinnati, OH

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

National Highway Institute

Certificate of Training

Benjamin Toussaint

has Successfully Completed

IWA-NHI-130053 Bridge Inspection Refresher Training (SNBI)

hosted by

Nevada Department of Transportation

January 16-18, 2024 *Hours of Instruction:* 22

on: Carson City, NV

Local Coordinator

Stacey J. Caston

Stacey J. Caston, Director
National Highway Institute

National Highway Institute

Certificate of Training

Benjamin Noel

has participated in

FHWA-NHI-130078 Fracture Critical Inspection of Steel Bridges

hosted by

Whitman, Requardt & Associates, LLP

Date: *May 26-29, 2015* ***Hours of Instruction:*** 25

Location: *Richmond, VA*

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director

National Highway Institute

Certificate of Training

Benjamin Noel

has participated in

FHWA-NHI-130087 Inspection and Maintenance of Ancillary Highway Structures

hosted by

TranSystems Corporation Consultants

Date: *June 28-29, 2016* ***Hours of Instruction:*** 11

Location: *Fort Lauderdale, FL*

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

Brett Commander, PE | NDT Inspector (BDI)

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Brett Commander

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

Texas Department of Transportation

Date: July 27-30 2021
Location: Virtual Delivery, TX

Hours of Instruction: 18

Instructor

Instructor

Shandon Richardson
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NHI NATIONAL HIGHWAY INSTITUTE

Certificate of Training

Brett Commander

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

Colorado Department of Transportation

Date: *July 11-22-2016*
Location: *Denver, CO*

Hours of Instruction: 67

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

Charles (Charlie) Young, PE | NDT Inspector (BDI)

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Charles Young

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

Texas Department of Transportation

Date: July 27-30 2021
Location: Virtual Delivery, TX

Hours of Instruction: 18

Instructor

Instructor

Shandon Richardson
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Charles Young

has participated in

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

hosted by

University of Delaware

Duplicate

Date: Jan. 27, 2014- Feb. 07, 2014
Location: Newark, DE

Hours of Instruction: 67

/s/ Eric Mann
Instructor

/s/ Gwen Mellins
Instructor

/s/ Earl Lee
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

Rope Access Certification

SPRAT

Acknowledges that

CHARLES YOUNG

has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified

Level 1 Technician

SPRAT # 190511
AWARDED: 18 August, 2023
Expires: 18 August, 2026

DAVIDE SARTONI, EVALUATIONS COMMITTEE CHAIR

MATT HUNT, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

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Joshua Bird | NDT Inspector (BDI)

BDI RAW DATA. REFINED RESULTS.

Name: Joshua Charles Bird **SSN#:** XXXXX

Co. # BDI **Date Hired:** April 2021

Basis of Certification: X **Examination** ____ **Initial Examination** ____ **Satisfactory Performance**

A. Education & Training

High School Graduate:	X	**Yes**		**No**	**Year Graduated:**	1996
College Courses		**Yes**	X	**No**	**Year Graduated:**	
Certified Weld Inspector:		**Yes**	X	**No**	**Card Number:**	

B. Classroom Training

Date:	July 2013	**UT**	80 hours	**Conducted by:**	Lowry Lee Bird
Date:		**RT**		**Conducted by:**	
Date:	March 2009	**MT**	24 hours	**Conducted by:**	Lowry Lee Bird
Date:		**PT**		**Conducted by:**	

C. Experience

Experience Began (Year)	Discipline	Recent Certifications Company & Date	Operator	Surveillance
	RT			
2010	UT	B-TEC, LLC	X	
2009	MT	B-TEC, LLC	X	
	PT			

D. Level II Certification Record – Pennoni Associates Inc.

	Examination Test Score				Administered By (date)	Expiration Date
Discipline	General (3)	Specific (3)	Practical (4)	Average		
RT						
UT	25.5	24.9	32	*82.5	MEL7-18-2023	7-18-2028
MT	24	24	36	83%	MEL7-17-2023	7-17-2028
PT						

Note:

In accordance with the Pennoni Associates Written Practice & ASNT TC-1A, this individual is certified to Level II, in the disciplines noted in Section "D" above.

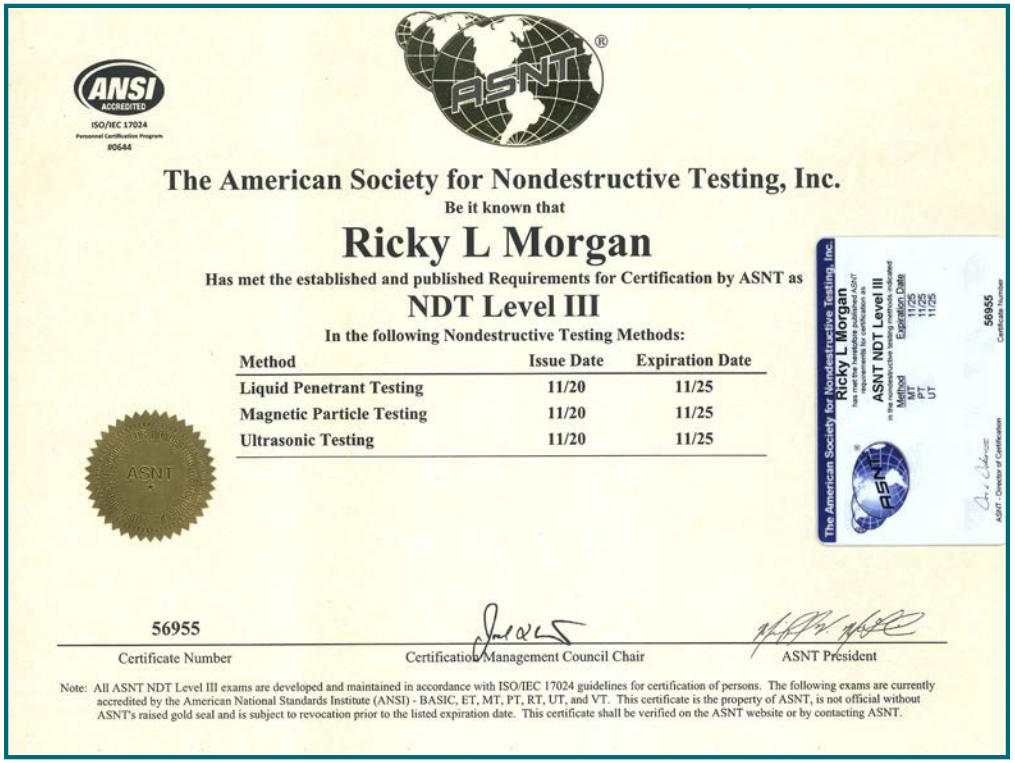
* limited to Straight Beam

Mark E. Lara, ASNT Level III – 56705

Eye Exam: J1- w/o correction- OK
Pseudo- Isochromatic- OK

3100 Horizon Drive, Suite 200, King of Prussia, PA 19406 Tel: 610 277 2402 Fax: 610 277 7449

Ricky Morgan | NDT Inspector (BDI)



The American Society for Nondestructive Testing, Inc.

Be it known that

Ricky L Morgan

Has met the established and published Requirements for Certification by ASNT as

NDT Level III

In the following Nondestructive Testing Methods:

Method	Issue Date	Expiration Date
Liquid Penetrant Testing	11/20	11/25
Magnetic Particle Testing	11/20	11/25
Ultrasonic Testing	11/20	11/25

The American Society for Nondestructive Testing, Inc.
Ricky L Morgan
ASNT NDT Level III
Method / Expiration Date
MT 11/25
PT 11/25
UT 11/25
56955
Certificate Number

56955
Certificate Number

Certification Management Council Chair

ASNT President

Note: All ASNT NDT Level III exams are developed and maintained in accordance with ISO/IEC 17024 guidelines for certification of persons. The following exams are currently accredited by the American National Standards Institute (ANSI) - BASIC, ET, MT, PT, RT, UT, and VT. This certificate is the property of ASNT, is not official without ASNT's raised gold seal and is subject to revocation prior to the listed expiration date. This certificate shall be verified on the ASNT website or by contacting ASNT.

Michael Molineaux | Radio Tower Inspector (Delta Oaks)


SAFETYLMS

CERTIFICATE OF COMPLETION

SAFETY LMS CERTIFIES THAT

EMPLOYEE NAME: Michael Molineaux

COMPANY NAME: Delta Oaks Group

HAS SUCCESSFULLY COMPLETED A COURSE IN

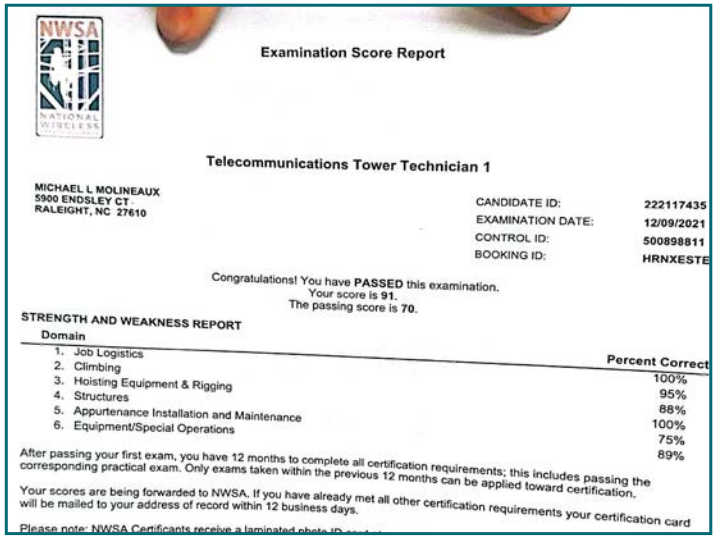
Fundamentals of RF/EME Radiation

Safety LMS — INSTRUCTOR

B1223-90481 — CERTIFICATE NUMBER

12/20/2023 — DATE OF COMPLETION

12/20/2025 — CERTIFICATE EXPIRATION DATE


NWSA NATIONAL WIRELESS

Examination Score Report

Telecommunications Tower Technician 1

MICHAEL L MOLINEAUX
5900 ENDSLEY CT
RALEIGHT, NC 27610

CANDIDATE ID: 222117435
EXAMINATION DATE: 12/09/2021
CONTROL ID: 500898811
BOOKING ID: HRNXESTE

Congratulations! You have **PASSED** this examination.
Your score is **91**.
The passing score is **70**.

STRENGTH AND WEAKNESS REPORT

Domain	Percent Correct
1. Job Logistics	100%
2. Climbing	95%
3. Hoisting Equipment & Rigging	88%
4. Structures	100%
5. Appurtenance Installation and Maintenance	75%
6. Equipment/Special Operations	89%

After passing your first exam, you have 12 months to complete all certification requirements; this includes passing the corresponding practical exam. Only exams taken within the previous 12 months can be applied toward certification.

Your scores are being forwarded to NWSA. If you have already met all other certification requirements your certification card will be mailed to your address of record within 12 business days.

Please note: NWSA Certificants receive a laminated photo ID


SAFETYLMS

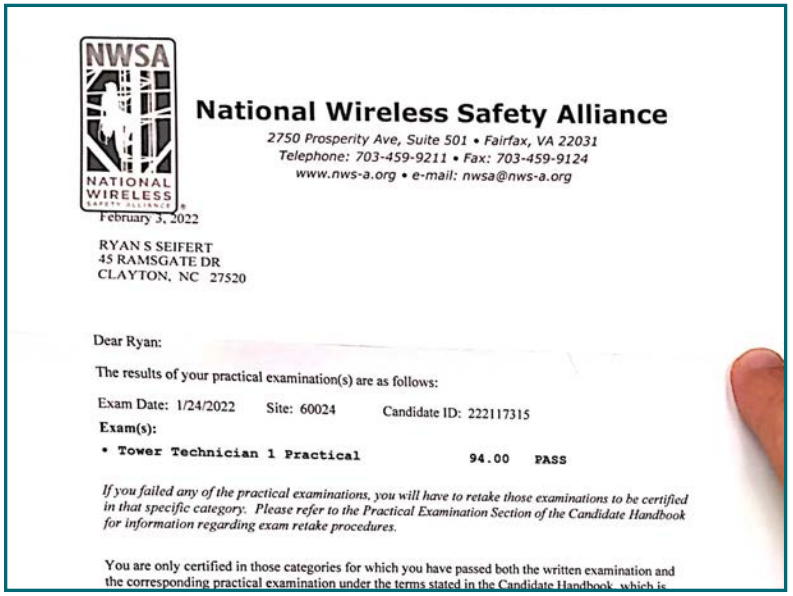
MICHAEL MOLINEAUX

DELTA OAKS GROUP
RALEIGH, NC
CERTIFICATE #: 1223-90529

THE TOWER INDUSTRY'S
#1 RESOURCE FOR TRAINING

DEMAND THE BEST

Ryan Seifert | Radio Tower Inspector (Delta Oaks)



National Wireless Safety Alliance
2750 Prosperity Ave, Suite 501 • Fairfax, VA 22031
Telephone: 703-459-9211 • Fax: 703-459-9124
www.nws-a.org • e-mail: nwsa@nws-a.org

February 3, 2022

RYAN S SEIFERT
45 RAMSGATE DR
CLAYTON, NC 27520

Dear Ryan:

The results of your practical examination(s) are as follows:

Exam Date: 1/24/2022 Site: 60024 Candidate ID: 222117315

Exam(s):

- **Tower Technician 1 Practical** 94.00 PASS

If you failed any of the practical examinations, you will have to retake those examinations to be certified in that specific category. Please refer to the Practical Examination Section of the Candidate Handbook for information regarding exam retake procedures.

You are only certified in those categories for which you have passed both the written examination and the corresponding practical examination under the terms stated in the Candidate Handbook, which is

Consor Engineers, LLC | SOS Screenshot

Search for Louisiana Business Filings

Buy Certificates and Certified Copies | Subscribe to Electronic Notification | Print Detailed Record

Name	Type	City	Status
CONSOR ENGINEERS, LLC	Limited Liability Company (Non-Louisiana)	SAINT CLOUD	Active

Previous Names
INFRASTRUCTURE ENGINEERS, LLC (Changed: 4/2/2019)
INFRASTRUCTURE ENGINEERS, INC. (Changed: 12/7/2018)

Business: CONSOR ENGINEERS, LLC
Charter Number: 35859244Q
Registration Date: 1/19/2005

Domicile Address
2121 OLD HICKORY TREE ROAD
SAINT CLOUD, FL 34772

Mailing Address
101 GLENN LENOX DRIVE, SUITE 200
CHAPEL HILL, NC 27517

Principal Business Office
6505 WATERFORD DISTRICT DRIVE, SUITE 470
MIAMI, FL 33126

Registered Office in Louisiana
3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana
3867 PLAZA TOWER DR., 1ST FLOOR
BATON ROUGE, LA 70816

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 1/19/2005
Last Report Filed: 12/23/2024
Type: Limited Liability Company (Non-Louisiana)

Registered Agent(s)
Agent: C T CORPORATION SYSTEM
Address 1: 3867 PLAZA TOWER DR.
City, State, Zip: BATON ROUGE, LA 70816
Appointment Date: 2/16/2021

Officer(s) Additional Officers: No
Officer: CONSOR INTERMEDIATE II, LLC
Title: Member
Address 1: 6505 WATERFORD DISTRICT DRIVE, SUITE 470
City, State, Zip: MIAMI, FL 33126

Amendments on File (6)

Description	Date
Conversion	12/7/2018
Name Change	12/7/2018
Name Change	4/2/2019
Foreign LLC Statement of Change	1/7/2020
Foreign LLC Statement of Change	2/16/2021
Appointing, Change, or Resign of Officer	11/1/2022

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Bridge Diagnostics, Inc. | SOS Screenshot

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Name	Type	City	Status
BRIDGE DIAGNOSTICS, INC.	Business Corporation (Non-Louisiana)	LOUISVILLE	Active

Previous Names
Business: BRIDGE DIAGNOSTICS, INC.
Charter Number: 40760203F
Registration Date: 2/27/2012

Domicile Address
740 S PIERCE AVE
UNIT 15
LOUISVILLE, CO 80027

Mailing Address
4300 S I-10 SERVICE RD W
SUITE 210
METAIRIE, LA 70001

Principal Business Office
740 S PIERCE AVE
UNIT 15
LOUISVILLE, CO 80027

Registered Office in Louisiana
8550 UNITED PLAZA BUILDING II, STE. 305
BATON ROUGE, LA 70809

Principal Business Establishment in Louisiana
4300 S I-10 SERVICE RD W
SUITE 210
METAIRIE, LA 70001

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 2/27/2012
Last Report Filed: 4/21/2025
Type: Business Corporation (Non-Louisiana)

Registered Agent(s)
Agent: CAPITOL CORPORATE SERVICES, INC.
Address 1: 8550 UNITED PLAZA BUILDING II, STE. 305
City, State, Zip: BATON ROUGE, LA 70809
Appointment Date: 7/18/2016

Officer(s) — Additional Officers: No
Officer: DARWIN NELSON
Title: President
Address 1: 740 PIERCE STREET
City, State, Zip: LOUISVILLE, CO 80026

Amendments on File (2)

Description	Date
Stmt of Chg or Chg Prin Bus Off	12/28/2015
Stmt of Chg or Chg Prin Bus Off	7/18/2016

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Delta Oaks Group, PLLC | SOS Screenshot

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Name	Type	City	Status
DELTA OAKS GROUP, PLLC	Limited Liability Company (Non-Louisiana)	RALEIGH	Active

Previous Names

Business: DELTA OAKS GROUP, PLLC
Charter Number: 42313453Q
Registration Date: 6/29/2016

Domicile Address
2724 DISCOVERY DRIVE
STE 110-120
RALEIGH, NC 27616

Mailing Address
2724 DISCOVERY DRIVE
STE 110-120
RALEIGH, NC 27616

Principal Business Office
2724 DISCOVERY DRIVE
STE 110-120
RALEIGH, NC 27616

Registered Office in Louisiana
3867 PLAZA TOWER DR., 1ST FLOOR
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana
3867 PLAZA TOWER DRIVE
FL FIRST
BATON ROUGE, LA 70816

Status

Status: Active
Annual Report Status: In Good Standing
Qualified: 6/29/2016
Last Report Filed: 6/13/2024
Type: Limited Liability Company (Non-Louisiana)

Registered Agent(s)

Agent: INCORP SERVICES, INC.
Address 1: 3867 PLAZA TOWER DR., 1ST FLOOR
City, State, Zip: BATON ROUGE, LA 70816
Appointment Date: 6/29/2016

Officer(s) Additional Officers: No

Officer: JOSEPH BORRELLI
Title: Member
Address 1: 708 SANDOWN PLACE
City, State, Zip: RALEIGH, NC 27615

Officer: WILLIAM BUTLER
Title: Member
Address 1: 8705 DAVISHIRE DRIVE
City, State, Zip: RALEIGH, NC 27615

Officer: CORY BAUER
Title: Member
Address 1: 1200 LADOWICK LANE
City, State, Zip: WAKE FOREST, NC 27587

Amendments on File (1)

Description	Date
Foreign LLC Statement of Change	2/21/2025

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21. **QA/QC Plan:**

This section has been left blank, per the RFP.

22. **Sub-consultant information:**

Firm Name ((Name must match exactly as registered with Louisiana's Secretary of State (SOS): including punctuation, include screenshot(s) from SOS at the end of Section 20)	Address	Point of Contact and email address	Phone Number
Bridge Diagnostics, Inc.	740 South Pierce Avenue Unit 15 Louisville, CO 80027	Charles Young, PE charliey@bditest.com	609.230.7635
Delta Oaks Group, PLLC	2724 Discovery Drive Suite 110-120 Raleigh, NC 27616	William Rhett Butler II rbutler@deltaoaksgroup.com	919.342.8247

23. **Location:**

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