



HDR Engineering, Inc.

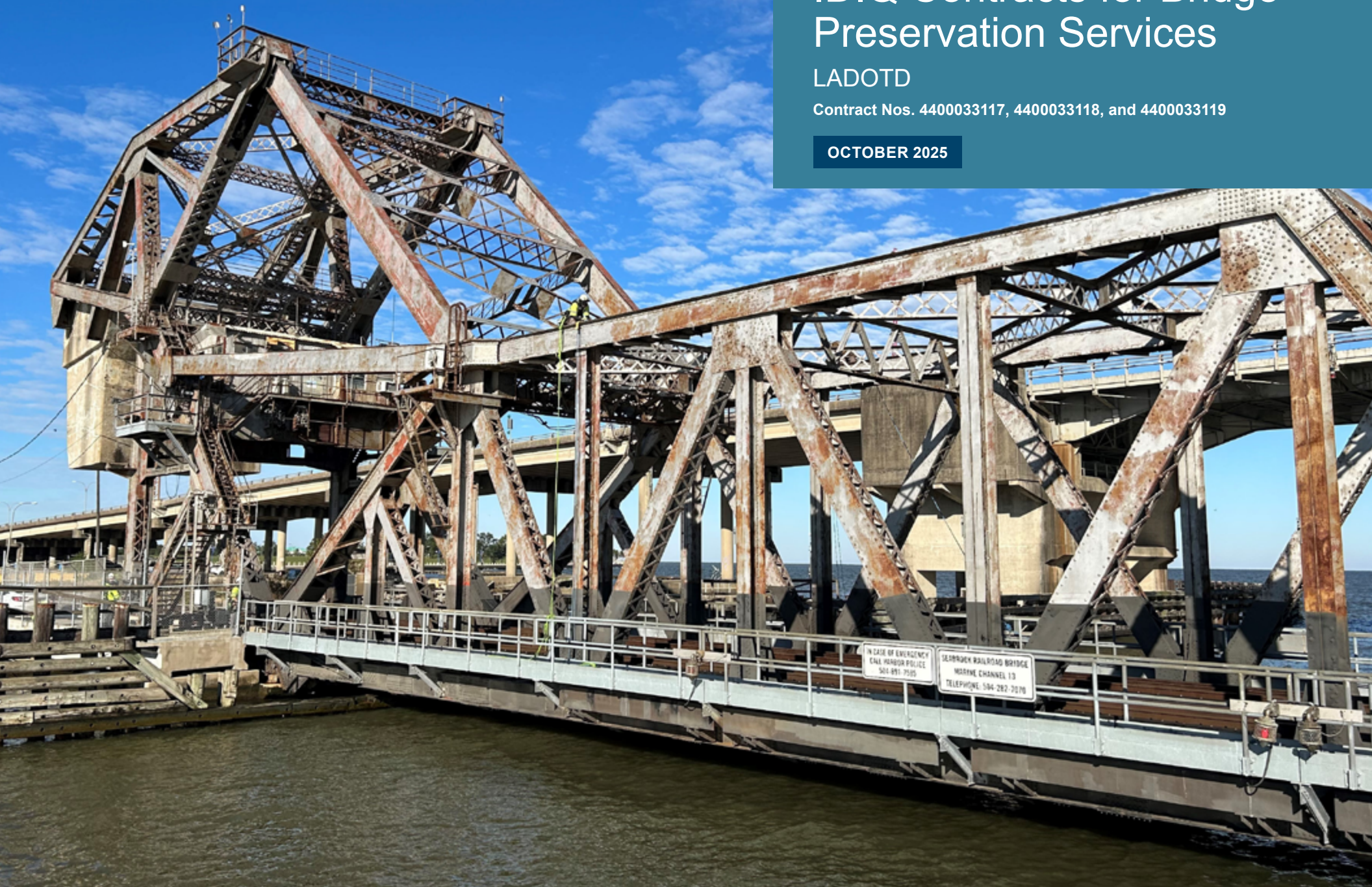
Statement of Qualifications

IDIQ Contracts for Bridge Preservation Services

LADOTD

Contract Nos. 4400033117, 4400033118, and 4400033119

OCTOBER 2025



DOTD FORM: 24-102

(Revised August 11, 2025)

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 Contracts for Bridge Preservation Services Statewide
2. Contract Number(s) as shown in the advertisement	4400033117, 4400033118, and 4400033119
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	HDR Engineering, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0001231
6. Prime consultant mailing address	8545 United Plaza Boulevard, Suite 379 Baton Rouge, LA 70809-0204
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	8545 United Plaza Boulevard, Suite 379 Baton Rouge, LA 70809-0204
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Wesley Jacobs, PE – Associate Vice President (225) 465-6361, wesley.jacobs@hdrinc.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Brett L. Geesey, Vice President (337) 347-5598, brett.geesey@hdrinc.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:

Date: 9/24/2025

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):

APS Engineering & Testing, LLC
Civil Design & Construction, Inc.

Firm(s)' %:

2.5%
2.5%

12. Discipline Table:

As indicated in the advertisement, insert a completed table here. The percentages for the prime and sub-consultants must total 100% for each discipline, as well as the overall total percent of the contract.

The **only** disciplines to be used are listed in the drop down in each row (Appraiser, Bridge, CE&I/OV, CPM, Data Collection, Environmental, Geotech, ITS, Other (must specify), Planning, Right-of-Way, Road, Survey, and Traffic). **Remove rows as needed.**

Discipline(s)	% of Overall Contract	HDR Engineering, Inc. (Prime)	APS Engineering & Testing, LLC (Sub)	Bridge Diagnostics, Inc. (Sub)	C.H. Fenstermaker & Associates, L.L.C. (Sub)	Civil Design & Construction, Inc. (Sub)	Meyer Engineers, Ltd. (Sub)	Moffatt & Nichol Inc. (Sub)	Each Discipline must total to 100%
Bridge	60.0%	85.0%		7.5%				7.5%	100%
Survey	5.0%				50.0%	50.0%			100%
Traffic	5.0%				100.0%				100%
Other (Facility Design; Facility Design - Mechanical and Electrical Design)	10.0%	60.0%					40.0%		100%
CE&I/OV	2.5%	75.0%					25.0%		100%
Environmental	2.5%	100.0%							100%
Geotech	2.5%		100.0%						100%
Road	12.5%	10.0%			90.0%				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%	62.6%	2.5%	4.5%	18.8%	2.5%	4.6%	4.5%	100%

Prime consultant name: HDR Engineering, Inc.

13. Team Size:

For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify “Other (must specify)” and include the classification title inside the parentheses. The DOTD Job Classification(s) to be used can be found at the following link: <https://bit.ly/DOTDJobClassifications>

Firm name	DOTD Job Classification	Number of personnel committed to this contract *	Total number of personnel available in this DOTD Job Classification (if needed)
HDR Engineering, Inc.	Archaeologist	2	25
	Biologist/Wetlands	1	10
	Designer	2	11
	Engineer	5	15
	Engineer – Other	12	52
	Environmental Pro	1	5
	Historian	2	7
	Inspector	1	18
	Inspector – Bridge	4	13
	Principal	2	10
	Supervisor – Eng	11	46
APS Engineering & Testing, LLC	Engineer	3	3
	Senior Technician	2	10
	Technician	10	12
	Inspector - Certified	1	2
	Clerical	1	2
	Engineer Intern	1	2
Bridge Diagnostics, Inc.	Accountant	2	3
	Administrative	2	3
	Computer Analyst	3	5
	Engineer Aide	2	3
	Engineer Intern	2	3
	Engineer	4	4
	Engineer Other	4	6
	Principal	1	2
	Senior Technician	5	7
	Supervisor - Eng	1	1
	Supervisor - Other	4	14
C.H. Fenstermaker & Associates, L.L.C.	Engineer	4	7
	Engineer Intern	2	4
	Environmental Pro	2	4
	Instrument Man	3	10
	Party Chief	3	10
	Senior Technician	2	5

Prime consultant name: HDR Engineering, Inc.

	Supervisor - Eng	2	4
	Surveyor	2	7
Civil Design & Construction, Inc.	Surveyor	1	2
	Party Chief	3	5
	Instrument Man	2	3
	Rodman	2	2
	CADD Operator	1	1
	Senior Technician	3	6
	Supervisor – Other	1	1
Meyer Engineers, Ltd.	Accountant	1	3
	Administrative	1	1
	Supervisor – Architect	1	1
	Architect	1	6
	Designer	1	2
	Clerical	1	3
	Engineer	1	12
	Engineer Intern	0	2
	Inspector	0	4
	Inspector – Certified	1	4
	Inspector – Lead	1	1
	Planner	0	1
	Principal	1	1
Moffatt & Nichol Inc.	Principal	1	7
	Administrative	1	4
	CADD Technician	1	6
	Engineer	2	39
	Engineer Intern	1	8
	Inspector - Bridge	6	35
	Senior Technician	1	13
	Supervisor - Eng	2	11

(Add rows as needed)

***For evaluation purposes only**, and as referenced in the Scope of Services on page 2 of IDIQ advertisements only, the consultant shall assume the number of concurrently active task orders specified in the advertisement and shall identify the number of **committed** personnel accordingly.

14. Organizational Chart



15. Minimum Personnel Requirements:

Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. Ensure the résumé reflects the required experience stated in the MPR. Make sure the P.E. discipline is also listed (highlighted in table) that is meeting the MPR; e.g. professional civil engineer should show the discipline of the license as civil if meeting that MPR.

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Brett Geesey	HDR Engineering, Inc.	PE # 0035172 - Civil	LA	3/31/2026
2	Wes Jacobs	HDR Engineering, Inc.	PE # 0030774 - Civil	LA	9/30/2026
3	Wes Jacobs	HDR Engineering, Inc.	PE # 0030774 - Civil	LA	9/30/2026
4	Peter Harrison	HDR Engineering, Inc.	PE # 0039771 - Civil	LA	9/30/2027
5	Matt McGuire	HDR Engineering, Inc.	PE # 0043785 - Mechanical	LA	3/31/2026
	Mike Carlton	HDR Engineering, Inc.	PE # 0043927 - Mechanical	LA	3/31/2026
6	Raphael Costa	HDR Engineering, Inc.	PE # 0043993 - Electrical	LA	3/31/2026
	Jonathan Kohler	HDR Engineering, Inc.	PE # 0039625 - Electrical	LA	9/30/2026
7	Ronald Sanchez	HDR Engineering, Inc.	PE # 0036556 - Civil	LA	3/31/2026
	David Knickerbocker	HDR Engineering, Inc.	PE # 0040004 - Civil	LA	3/31/2026
8	Edwin Rydell	HDR Engineering, Inc.	PE # 0047343 - Civil	LA	3/31/2027
	Aimee Latiolais	C.H. Fenstermaker & Associates, L.L.C.	PE # 0042932 - Civil	LA	3/31/2027
	Dax Douet	C.H. Fenstermaker & Associates, L.L.C.	PE # 0030170 - Civil	LA	9/30/2026
	Luke Hebert	C.H. Fenstermaker & Associates, L.L.C.	PE # 0034715 - Civil	LA	9/30/2027
	David Dupre	Meyer Engineers, Ltd.	PE # 0023422 - Civil	LA	3/31/2026
9	Sergio Aviles	APS Engineering & Testing, LLC	PE # 0033571 - Civil	LA	3/31/2026
10	Travis Bodin	C.H. Fenstermaker & Associates, L.L.C.	PLS # 0005067	LA	3/31/2026
	Bradford Millett	C.H. Fenstermaker & Associates, L.L.C.	PLS # 0005245	LA	3/31/2027
	Chris Ballard	Civil Design & Construction, Inc.	PLS # 0005033	LA	9/30/2026
11	Zack Overfield	HDR Engineering, Inc.	N/A	N/A	N/A
12	Daniel Leard	HDR Engineering, Inc.	N/A	N/A	N/A
13	Ann Keen	HDR Engineering, Inc.	N/A	N/A	N/A
	Jessica Forbes	HDR Engineering, Inc.	N/A	N/A	N/A
14	Amber Robinson	HDR Engineering, Inc.	N/A	N/A	N/A
	Joey Runner	HDR Engineering, Inc.	N/A	N/A	N/A

Firm employed by HDR Engineering, Inc.				
Name	Samir Abdo, PE		Years of relevant experience with this employer	7
Title	Electrical Engineer		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS / 2017/ Electrical Engineering BS / 2015 / Electrical Engineering		
Active registration number / state / expiration date		24GE05575600 / NJ / 04-30-2026		
Year registered	2020	Discipline	Electrical	
Contract role(s) / brief description of responsibilities		Electrical support / Assist in the design of the electrical and control system. Coordinate with each discipline to provide a complete electrical system		
Samir's experience includes designing and inspecting movable bridges' power and control systems, commissioning electrical systems, designing distribution and lightning protection systems, and authoring short-circuit, coordination, and arc-flash studies.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/18-Ongoing	Virginia DOT (VDOT), Movable Bridges On-call Contract Statewide VA. Electrical Engineering Lead. On multiple bridge projects, including the rehabilitation of the Berkley and Gwynn's Island bridges, Samir oversaw the design of control systems and electrical distribution, providing detailed engineering designs for PLC-based systems, backup generators, and various electrical components. Samir conducted inspections, troubleshooting, and engineering support during construction, verifying each design met AASHTO and VDOT standards.			
06/18-Ongoing	NJDOT, Movable Bridge Engineering Design Support Services for Operations, Term Agreements Statewide NJ. Lead Electrical Engineer. On the Arc Flash Studies Update, Samir updated power distribution system coordination studies and generated arc-flash labels by conducting field inspections and working with utilities to evaluate fault currents. For the Route 88 Aerial Cable Replacement project, he designed the new aerial cable system, developed conduit and cable routes, and prepared specifications and cost estimates, while confirming compliance with NJDOT standards and incorporating a lightning protection system. On the Route 1 and 9 Lighting Protection and Elevator Replacement project, Samir is responsible for designing the lightning protection system for two vertical lift bridges: Route 1 and 9 over the Hackensack River, and Route 1 and 9 over the Passaic River. This includes a National Fire Protection Association (NFPA) compliant design and provides cable and conduit routing diagrams. On the Route 130 Navigation Lights Replacement project, he developed concepts and a preliminary design of the navigation lights replacement for the Route 130 over the Oldmans Creek bridge. He coordinated with the USCG for the navigation light requirements and with solar-powered navigation light vendors. On the Route 1 and 9 over Hackensack River Interlock Testing project, Samir provided control system troubleshooting, design markups, and construction support to provide AASHTO-compliant gate operation, including field troubleshooting, on-site testing, and commissioning services.			
01/22-Ongoing	Norfolk Southern, Network-Wide Bridges Electrical Rehabilitation Nationwide. Lead Electrical Engineer. Samir leads the electrical team to provide rehabilitation designs for PLCs and drives, enabling fully automatic, remote-controlled operation of movable bridges across the entire Norfolk Southern railroad network. He has developed designs for replacing PLCs, HMIs, and limit switches and upgrading obsolete drives to VFDs. Samir develops system block diagrams, schedules, control schematics, and specifications for the new PLC program and HMI screens. He also reviews shop drawings, responds to RFIs, conducts construction inspections, and performs shop testing and field acceptance testing.			
06/18-08/24	CSX Transportation, Network-Wide Bridges Electrical Rehabilitation Nationwide. Electrical Engineer. Samir designed fully automatic, remote-controlled movable bridges throughout the entire CSX railroad network. His design included developing a relay control system and redundant PLCs that served as hot backups for additional control redundancy. He coordinated with local utilities to upgrade the electric service to standard three-phase instead of single phase, designed the power distribution system, integrated backup generators, and upgraded obsolete motor drives to VFDs. Samir also provided system block diagrams, schedules, control schematics, and implemented lightning and surge protection schemes for the existing and new distribution systems to enhance resiliency. Additionally, he participated in construction support efforts, including reviewing shop drawings, conducting shop testing, performing final acceptance testing, and preparing operation and maintenance manuals.			

Firm employed by HDR Engineering, Inc.				
Name	Jason Abendroth, PE		Years of relevant experience with this employer	8
Title	Hydraulic Structures Group Lead		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			BS / 2008 / Civil Engineering	
Active registration number / state / expiration date			PE 0038198 / LA / 03-31-2026	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Structural support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
Jason has 186 years of experience in the inspection, engineering, and design of structures ranging from bridges (concrete, steel, movable), flood control (sector, lift, sluice, and vehicular gates; pump stations, T-Walls, L-Walls, I-walls), and municipal sewage lift stations. Experience in other engineering disciplines includes geotechnical analysis and design for earthen levees and retaining walls. He has also completed the FHWA-NHI Bridge Inspector Certification.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/20-Ongoing	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide LA. Lead Inspector. Jason led the inspections of over 25 bridges. These included the fracture critical inspections of seven steel girder swing span bridges in St. Tammany, Tangipahoa, and Livingston Parishes, one steel swing truss bridge (US 90 East Pearl River), and 17 smaller concrete slab span and timber bridges. Jason reviewed the main span inspection reports of the Jackson Street Lift Bridge spanning the Red River and the lift bridge spanning Teche Bayou. The team performed structural, mechanical, and electrical inspections of the towers, main span truss, substructure, and machinery using rope access and manlift methods for in-depth inspection techniques.			
10/23-03/24	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Team Leader (Non-Rope Access). Jason led the inspection team for the annual in-depth movable bridge inspections for the Seabrook and Almonaster single-leaf truss bascule bridges (117 ft main span with 240 ft total). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal. Jason led a multi-disciplined team of structural, mechanical, and electrical inspectors to conduct the annual in-depth inspections, reports, and recommendations for remediation.			
11/22-Ongoing	LADOTD, Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E Waverly, LA. Inspector and QC Reviewer. Task orders included the inspection, rehabilitation design, and load rating for the LA 577 precast concrete girder overpass in North Louisiana, which was damaged by a dump truck collision. The scope included emergency services for inspection, load rating, and PS&E for demolition of the existing span and redesign of a new span. Jason performed an initial emergency inspection and QC for a portion of the design.			
02/16-08/17	LADOTD, Statewide Inventory and Inspection of Sign Trusses Statewide LA. Assistant Project Manager. Jason performed team coordination, data collection, and inspection work for this five-year contract with LADOTD to perform over 1,500 sign truss inspections throughout Louisiana. He prepared and reviewed the inspection reports after the inspections were completed. Inspections included steel and aluminum welds, high-stress moment connections, and fracture-critical elements following FHWA guidelines.			
01/10-08/11	LADOTD, Chef Menteur Bridge Replacement EA, S.P. No. 700-36-0125 Orleans Parish, LA. Jr. Engineer. Jason assisted in developing high-level (75-foot vertical clearance) fixed bridge alternatives for replacing a historical swing span bridge in Orleans Parish. The span arrangements were comprised of PPC AASHTO Type 3 (80 feet) and BT 78 (130 feet) approach spans with steel composite girders for the main span (200 feet and 270 feet). He developed conceptual designs for deep river concrete piers with water-level footings supported by large-diameter PPC cylinder piles.			
01/11-05/15	TxDOT/LADOTD, US 84 – Logansport – Sabine River Bridge Replacement S.P. No. 021-01-0004 Logansport, LA. Jr. Structural Engineer. Jason assisted in developing the final design, plans, and specifications for two bridge structures (eastbound and westbound) spanning the Sabine River in Logansport, LA, using AASHTO-LRFD specifications. He designed the new TX PPC girder shapes (Tx62's and Tx70's). The span lengths ranged from 120 feet to 160 feet. The substructure comprised multi-column reinforced concrete bents with strutted columns at the main channel locations. Drilled shaft foundations supported the bents.			

11/10-07/12	ASARCO Smelter, Bridge Inspection and Load Rating El Paso, TX. <i>Structural Engineer.</i> Jason inspected and analyzed two bridges located on the site of the old ASARCO smelter. The first bridge consisted of 7 simple riveted steel girder spans totaling 375 feet supporting a concrete deck. The substructure was made of steel truss systems ranging in height from 20 feet to 80 feet. The IH -10 overpass bridge was a continuous steel plate girder spanning 277 feet supported by three concrete column bents on pile foundations. Jason inspected the bridges and took field measurements to verify as-built dimensions. Jason used analysis software to perform a load rating analysis to determine if large, loaded dump trucks could safely traverse the bridges with operational recommendations for truck speed and lane placement.
01/10–02/11	TxDOT Austin, FM 112 East and West Brushy Creek Relief Bridges Austin, TX. <i>Jr. Engineer.</i> Jason assisted in developing the final designs and plans for this bridge replacement project. The east and west creek bridges are 213 feet and 163 feet long, respectively. Each bridge is comprised of three PPC Type C girder spans varying in length from 40 feet to 65 feet. The superstructure is supported by reinforced concrete column bents founded on drilled shafts. Due to the existing structure's location, the bridge was designed using split-phased construction. The bridge was designed using TxDOT standards and LRFD specifications. Jason designed the westbound bridge's PPC girders, column bents, and drilled shaft foundations.
06/08-12/09	TxDOT Waco, US 84 at Mexia – Union Pacific RR Overpass Waco, TX. <i>Jr. Engineer.</i> Jason assisted with the design of the replacement of this railroad overpass. The bridge was comprised of prestressed concrete girders and concrete column bents supported by drilled shafts. The bridge geometry was set to accommodate the required horizontal and vertical clearances for the Union Pacific Railroad. The overall bridge length was 715 feet, and 81 feet wide to accommodate four lanes of traffic using split-phased construction. He designed sections of the PPC girders, concrete column bents, and drilled shaft foundations.
03/09–02/10	TxDOT Austin, SH 195 – CR 228 Overpass Austin, TX. <i>Jr Engineer.</i> Jason assisted in the final design of this roadway overpass. His responsibilities included the design of twin bridge structures with skewed spans set in a horizontal curve. He checked the design of the three-span continuous units comprised of Type C prestressed concrete girders and designed the reinforced concrete column bents and drilled shaft foundations.
01/11-02/12	LADOTD, US 11 Bridge Environmental Assessment Orleans Parish, LA. <i>Jr. Engineer.</i> Jason assisted in the development of alternatives, including a high-level fixed-span bridge on multiple alignments. He assisted with the preliminary designs, including sizing steel plate girders, sizing prestressed concrete girders, bent and column layouts, and pier and pile layouts.
03/11-05/14	USACE New Orleans District, LPV 145 – Bayou Bienvenue Movable Swing Span Bridge - Steel Swing Span New Orleans, LA. <i>Structural Engineer.</i> Jason was responsible for the design of the steel girder superstructure, the concrete substructure, and the foundations. The approach spans were comprised of concrete slab spans that tied into an existing limestone access road. The bridge was designed to provide vehicular access to LPV 145, a six-mile isolated levee reach in Chalmette, LA. The timber fender system for the new bridge was designed to tie into the existing system at the sector gate. The bridge was designed using the LADOTD Bridge Design Manual and AASHTO-LRFD specifications.

Firm employed by HDR Engineering, Inc.				
Name	Riley Boone, PE (SPRAT 1)		Years of relevant experience with this employer	12
Title	Project Manager Engineering		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2013 / Civil Engineering	
Active registration number / state / expiration date			PE 131800 / TX / 06-30-2026	
Year registered	2018	Discipline	Structural Engineering	
Contract role(s) / brief description of responsibilities			Structural support / assess the condition and safety of a bridge's structural components, confirming it meets design specs and safety standards	
Riley specializes in bridge inspection, design, and scour evaluations. Riley's primary focus is on maintaining the safety of bridges and related structures, including inspection, design of repairs, and scour evaluations. Riley has nine years of experience in bridge design and inspection, including routine, fracture-critical, and condition assessments. Riley has been a risk-based inspection (RBI) team leader in Texas for six years and has been certified as a Nonredundant Steel Tension Member (NSTM) Team leader in Texas for two years. Riley's inspection experience includes various steel, concrete, and timber bridges in varied environments, from small stream crossings over county roads to large urban viaducts, and includes both on- and off-system bridges (elemental and non-elemental). Certificates: FHWA-NHI-130056: Safety Inspection of In-Service Bridges; FHWA-NHI 130078: Fracture Critical Inspection Techniques for Steel Bridges; FHWA-NHI 135047: Stream Stability and Scour at Highway Bridges for Bridge Inspectors				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/23-04/23	LADOTD, Statewide In-Depth Complex Bridge Inspection Statewide LA. Bridge Inspector. Riley performed an in-depth visual and hands-on inspection of fracture-critical elements and a visual/routine inspection of other elements for two inspections.			
11/23-11/23	Port of New Orleans, Movable Bridge Inspection On-Call Contract Statewide, LA. Bridge Inspector. Riley performed an in-depth visual and hands-on inspection of fracture-critical elements and a visual/routine inspection of other elements for two movable rail truss bridges in the Port of New Orleans. Members were accessed and inspected from the rope.			
07/17–06/23 06/23–Ongoing	Texas Department of Transportation (TxDOT) Bridge Division, NSTM In-Depth Bridge Inspection IDIQ Statewide, TX. Bridge Inspector. Riley has inspected various bridges with NSTMs throughout Texas, including, but not limited to, large and small steel truss bridges, extra-dosed bridges, two girder superstructures, steel plate caps, and steel box caps. Access methods include rope access, ladders, bridge inspection vehicles, bucket trucks, and man lifts.			
09/21–09/22	North Dakota Department of Transportation, Routine and Fracture Critical Bridge Inspection Statewide, ND. Assistant Bridge Inspector. Riley inspected small truss bridges and plate caps throughout North Dakota. Access methods included rope access and ladders. Notable bridges include the Rainbow Bridge, Martin Luther King Jr/Gulfgate Bridge, Waco Brazos River Bridges, and Pennybacker Bridge.			
02/17-06/19 06/19–Ongoing	TxDOT, Routine Bridge Inspections Statewide, TX. Bridge Inspector. Riley has performed routine bridge inspections for both on- and off-system bridges. He has been the team leader on 15+ separate work authorizations, inspecting over 1,250 bridges. Riley performed inspections, reviewed previous inspections and bridge documents (including scour documentation), communicated significant findings requiring immediate attention with TxDOT, prepared inspection reports, and recommended repairs.			
10/17–Ongoing	TxDOT, On-System Condition Assessments Statewide, TX. Bridge Inspector. Riley conducted several condition assessment inspections, which included an in-depth visual and hands-on inspection of bridge elements and noting defects. After some inspections, Riley helped develop repair recommendations, cost estimates, and repair details. Notable bridges include Corpus Christi Harbor Bridge (rope access), Arroyo Colorado Lift Bridge (rope access), and several segmental bridges throughout San Antonio.			
05/21–01/24	TxDOT Dallas, Scour Evaluations Dallas, TX. Technical Lead/Evaluator. Riley led a team of engineers to evaluate nearly 500 bridges to determine the current and future vulnerability to the scour of each bridge and provided repair and preventative recommendations to protect the bridge from further scour.			

Firm employed by HDR Engineering, Inc.				
Name	Matthew (Matt) Bruno, PE (SPRAT 3)		Years of relevant experience with this employer	17
Title	Transportation Industrial Rope Access Program Leader		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2008 / Civil Engineering	
Active registration number / state / expiration date			PE 51856 / CO / 10-31-2025	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Structural Engineering Support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
Matt has successfully supported numerous bridge projects in project management, rating analysis, design, and inspection. He has specialized training and certification in the application of rope access and advanced climbing techniques. He uses access techniques that include industrial rope access, underbridge inspection cranes, manlifts, bucket trucks, and confined-space entry. He has hands-on experience with in-depth/fracture-critical bridge inspections, including the Golden Gate Bridge (CA), the Margaret Hunt Hill Bridge (TX), and the Corpus Christi Harbor Bridge (TX). Matt is experienced with hands-on, NBIS in-depth, and NSTM bridge inspections, which verify and code SI&A information, determine condition ratings, and develop inspection reports with recommended repairs, rehabilitation, and/or corrections needed. Certificates: Matt has completed courses in NHI Safety Inspection of In-Service Bridges and Fracture Critical Inspection Techniques for Steel Bridges. He is certified as a SPRAT Level 3 Rope Access technician for bridge inspections. He has also completed FHWA-NHI 130053, FHWA-NHI 135047, FHWA-NHI 130110, FHWA-NHI 130125, and FHWA-NHI 130087.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/09-Ongoing	Texas Department of Transportation (TxDOT) Bridge Division, Fracture Critical In-Depth Inspections Statewide TX. Bridge Inspection Team Leader. HDR provided in-depth and fracture-critical inspection of several signature, complex bridges throughout the state of Texas, including the Corpus Christi Harbor Bridge, Margaret Hunt Hill Bridge, Fred Hartman Bridge, and Rainbow Bridge. In addition, HDR has completed multiple inspections of interstate/highway interchanges in major metropolitan areas throughout the state. Conventional and industrial rope access techniques were utilized. Matt is providing rigging and safety support for the inspection as the Level 3 on-site.			
05/08-12/21	Oregon Department of Transportation, Statewide Bridge Inspection On-Call Services Statewide OR. Bridge Inspection Team Leader and Assistant Team Lead. HDR provided in-depth fracture critical, fatigue-prone, and routine inspections of the Steel Bridge (vertical lift), Morrison Bridge (basculer), St. John’s Bridge, Ross Island Bridge, Fremont Bridge, and East/West interchange structures, East/West Marquam interchange structures, and Banfield interchange structures. Matt helped develop the field notes; in-depth fracture, critical, fatigue-prone, and routine inspection reports; bridge inspection (PONTIS) reports; and photo logs. Each inspection utilized conventional and industrial rope access techniques. Matt provided rigging and safety support for the inspection as the Level 3 on-site.			
02/15-Ongoing	Golden Gate Bridge Highway and Transportation District – Golden Gate Bridge Inspection San Francisco, CA. Bridge Inspection Team Leader, Rope Access Coordinator, Deputy PM. HDR performed fracture critical inspections on the Golden Gate Bridge on the South Approach Viaduct, Fort Point Arch, Main Span, and North Approach Viaduct in 2015, 2017, and 2019. In 2021, 2023, and 2025, previous elements of the bridge were inspected again, with the addition of inspection of 200+ floor beams in the main suspension spans. Inspection of the floor beams and truss members was completed using industrial rope access only. HDR performed the first-ever close-up inspections of the Golden Gate Bridge main towers in 2018. Inspection of the towers was completed using industrial rope access only. This was an element-level inspection using the new coding guidelines. Prior to the 2015, 2017, and 2019 inspections, Matt compiled and produced the field notes for the inspectors to improve efficiency and allow for ease of inspection. While on the inspection, Matt was one of the team leaders on site. In 2024, HDR performed an inspection of miscellaneous elements across the bridge, including top/bottom lateral bracing, pylon spans, and the north abutment beam span.			

Firm employed by HDR Engineering, Inc.				
Name	John (Mike) Carlton, PE		Years of relevant experience with this employer	9
Title	Movable Bridge Section Manager		Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization			BS / 1995 / Mechanical Engineering	
Active registration number / state / expiration date			PE.0043927 / LA / 3-31-2026	
Year registered	2019	Discipline	Mechanical Engineering	
Contract role(s) / brief description of responsibilities			Mechanical Support / design, analyze, and confirm proper integration of mechanical systems and components to verify structural integrity and operational functionality (Meets MPR 5)	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Vermillion, Lafayette, St. Martin, and Calcasieu Parishes, LA. QC Reviewer. Mike reviewed the project inspection reports. He also provided strain gauge balance testing for the following bridges: Ellender, Abbeville Bypass, Old Abbeville, Milton, and Park.			
11/23-03/24	Port of New Orleans, Movable Bridge Inspection On-call Contract New Orleans, LA. QC Reviewer. Mike reviewed the project inspection reports.			
01/19-Ongoing	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Philadelphia) Philadelphia, PA. Senior Mechanical Engineer. Mike prepared the mechanical systems rehabilitation design plans, calculations, specifications, cost estimates, and post-design services for the rehabilitation of the Schuylkill River swing bridge. Post design services include review of shop drawings, RFI's, and site inspection during construction.			
01/20-04/20, 12/20-02/21, 08/21-Ongoing	LADOTD, Statewide In-Depth Complex Bridge Inspections Loreauville and Alexandria, LA. Lead Mechanical Engineer Inspector. Mike performed the detailed inspection of the mechanical systems of the Little Caillou Bayou lift bridge, Bayou LaCarpe lift bridge, Teche Bayou lift bridge, and Red River lift bridge, and provided findings and recommendations reports.			
05/17-02/18	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Louisiana) Statewide LA. Senior Mechanical Engineer. Mike provided scoping and assessment reports, mechanical systems rehabilitation design plans, calculations, specifications, and cost estimates for the rehabilitation of two swing bridges (Chef Menteur and Rigolets Swing Bridges). Mechanical rehabilitation scope for both bridges included replacement of the end and center wedge drive systems, replacement of the Promex rail lift system, and upgrading the hydraulic system for operation of the end wedges, center wedges, and rail lift system.			
02/03-Ongoing	Virginia Department of Transportation (VDOT), Movable Bridge On-Call Contract Statewide VA. QC Reviewer. Mike provided construction support for clutch coupling replacement on Benjamin Harris Bridge (BHB). He also reviewed the BHB, Berkley, Coleman, the Gwen Islands, the James River Bridge, and the Milford Haven bridges mechanical plans.			
02/16-Ongoing	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges - Florida) Statewide FL. Senior Mechanical Engineer. Mike performed the assessment inspection, prepared the scoping, and assessment report, mechanical systems rehabilitation design plans, calculations, specifications, cost estimates, and provided post-design services for the rehabilitation of three swing bridges (Little Manatee River, Alafia River, Trout River, and Saint Lucie). Mechanical rehabilitation scope for these bridges included replacement of the mechanical drive systems, end and center wedges with mechanical drive systems, and operation of the Promex rail lifts via the end wedge system.			
05/17-02/18	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Louisiana) Statewide LA. Senior Mechanical Engineer. Mike prepared the scoping and assessment report, mechanical systems rehabilitation design plans, calculations, specifications, and cost estimates for the rehabilitation of two swing bridges (Chef Menteur and Rigolets Swing Bridges). Mechanical rehabilitation scope for both bridges included replacement of the end and center wedge drive systems, replacement of the Promex rail lift system, and upgrading the hydraulic system for operation of the end wedges, center wedges, and rail lift system.			
01/17-12/17	CSX Transportation, Movable Bridge On-call Engineering Services (Swing Bridges – Mississippi) Statewide MS. Senior Mechanical Engineer. Mike performed an assessment inspection, prepared the scoping and assessment report, mechanical systems			

	rehabilitation design plans, calculations, specifications, cost estimates, and provided post-design services for the rehabilitation of three swing bridges (Biloxi Bay, Bay St. Lois, and Pearl River Swing Bridges). Mechanical rehabilitation scope for the bridges included upgrade of the end and center wedge operating system, replacement of the Promex rail lift system, replacement of the hydraulic motors, and upgrades to the hydraulic power unit to operate the main drive motors, end and center wedges, as well as the rail lift systems. Post design services included review of shop drawings, RFI's, site inspection during construction, and final walk-through at the completion of construction.
02/16-7/19	CSX Transportation, Movable Bridge On-call Engineering Services (Bascule Bridges – Florida) Statewide FL. Lead Mechanical Engineer. Mike inspected and provided scoping and assessment reports, designed the mechanical systems rehabilitation , and performed construction inspection services for three single-leaf bascule bridges (Big Manatee River, Hillsborough River, and Buffalo Bluff Bascule Bridges). Mechanical rehabilitation scope for the bridges included rehabilitation of the main drive system, installation of a hydraulic auxiliary backup drive system, and shimming between the track and track girders to compensate for the sag of the track girders.
10/15-Ongoing	Florida Department of Transportation (FDOT), Movable Bridge On-call Engineering Services (Bascule Bridges Assessment) Fort Lauderdale, FL. Lead Mechanical Engineer. Mike is performing mechanical systems inspections and evaluations, studies, design, and construction support for task work orders (TWOs), including movable bridge structures. TWOs included inspections and assessment of 34 bascule bridges, and feasibility studies
12/15-Ongoing	FDOT, NE 79th Street Causeway Bascule Bridges Rehabilitation Miami, FL. Lead Mechanical Engineer/Engineer of Record. Mike inspected and provided a scoping and assessment report, and designed the mechanical systems rehabilitation of the two bascule bridges. The project included the rehabilitation of one twin double-leaf bascule bridge and one twin single-leaf bascule bridge. Mechanical rehabilitation scope included replacement of hydraulic operating cylinders, hydraulic power units, span locks, and supports for new motors and brakes on the twin single-leaf bridges.
05/04-08/08	Wisconsin Department of Transportation, Bascule Bridge over the Fox River Oshkosh, WI. Lead Mechanical Engineer. Mike prepared the design , specifications, cost estimate, and post-design services for the operating machinery and rear lock assemblies of a new double-leaf rolling bascule bridge (Wisconsin Street). The design included calculations for operating loads on the drive machinery, sizing the various components of the drive machinery, and designing the rear lock system. Post design work included shop drawing review, responding to RFIs, and field inspection of the installed machinery.

Firm employed by HDR Engineering, Inc.				
Name	Matthew Cassera, PE		Years of relevant experience with this employer	9
Title	Senior Mechanical Engineer		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2014 / Mechanical Engineering	
Active registration number / state / expiration date			PE52478 / AL / 12-31-2025	
Year registered	2019	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities			Mechanical engineering support / assist with the design, analysis, and maintenance of mechanical systems, confirming functionality and integration with other structural components	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/23-03/24	Port of New Orleans, Movable Bridge Inspections On-Call New Orleans, LA. Mechanical Engineer. Matthew provided in-depth mechanical inspections of two Strauss bascule bridges (Almonaster and Seabrook) over the Inner Harbor Navigation Canal. The inspections included measurements of gear wear, bearing clearances, and ancillary machinery clearances. Deliverables included a condition assessment report, rehabilitation recommendations, and cost estimates. Matthew provided a detailed check of the inspection report.			
02/19-05/20	Virginia Department of Transportation (VDOT), Route 156 over James River, Benjamin Harrison Lift Bridge Hopewell, VA. Mechanical Engineer. Matthew designed the new upper and lower span buffers. He performed design calculations, provided specifications and cost estimates, and worked with suppliers and clients to choose economical options based on different design alternatives.			
02/17-04/18	CSX Transportation, Movable Bridge On-call Engineering Services (Lift Bridges) New Johnsonville, TN. Mechanical Engineer. Matthew provided field condition inspection, design, and construction support for a span drive vertical lift bridge on Kentucky Lake (Tennessee). He designed new auxiliary span drive machinery, brake supports, and limit switches, and reviewed RFIs and shop drawings.			
04/17-08/18	CSX Transportation, Movable Bridge On-call Engineering Services (Lift Bridges) Mobile, AL. Mechanical Engineer. Matthew inspected field conditions and designed new machinery for a span drive vertical lift bridge over the Mobile River. He designed the replacement wire rope rollers and a new remote actuator for auxiliary span drive machinery, and he reviewed the shop drawings.			
08/16-07/18	Triborough Bridge & Tunnel Authority (TBTA), MP-03 Electrical and Mechanical Rehabilitation at the Marine Parkway Bridge Queens, NY. Mechanical Engineer. Matthew provided inspection, design, shop testing, and construction support for the rehabilitation of the vertical lift bridge over Jamaica Bay. Work included shop testing for reducers, field support for trunnion friction mitigation, clutch inspection and span balance testing, brake support design, CAD support, and buffer cylinder sizing.			
01/21-Ongoing	Texas Department of Transportation (TxDOT) Design Division, Movable Bridges Asset Maintenance Rio Hondo, TX. Mechanical Engineer. Matthew provided maintenance support for on-site machinery maintenance support and developed a two-year Routine Maintenance Contract for the Rio Hondo vertical lift bridge over the Arroyo, Colorado. Contract deliverables include plans, specifications, and cost estimates for the maintenance work. Matthew led the development of contract deliverables.			
08/16-11/16	NYC Department of Transportation, Roosevelt Island Vertical Lift Bridge NYC, NY. Mechanical Engineer. Matthew provided engineering support for partially replacing and repairing the span drive reducer clutch on the vertical lift bridge over the East River. He provided field support during testing, coordinated with the reducer manufacturer, and led report deliverables for repair alternatives.			

Firm employed by: HDR Engineering, Inc.			
Name	William Clementson, PE		Years of relevant experience with this employer
Title	Senior Bridge Engineer		12
Degree(s) / Years / Specialization		BS / 2013 / Civil Engineering ME / 2013 / Civil Engineering	
Active registration number / state / expiration date		PE.0047891 / LA / 09-30-2026	
Year registered	2023	Discipline	Civil
Contract role(s) / brief description of responsibilities		Structural support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
William's experience includes structural design and analysis of bridges. He has experience in each stage of bridge design, including preliminary planning, structural design, and construction phase services. He has also served as a design engineer for design-build and design-bid-build projects, signature bridges, bridge rehabilitations, bridge widenings, and other miscellaneous structures, such as sign structures.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
11/22–07/23	LADOTD, Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E Waverly, LA. <i>Structural Engineer.</i> William performed detailed design checks for the demolition and replacement of the PPC AASHTO girder bridge span that was struck by a dump truck. Phase 1 design consisted of PS&E for the phased demolition of the west side of the damaged span to get a single lane of traffic open on the eastern half of the bridge (two undamaged girders). Phase 2 design involved the split-phase design of a replacement span. The existing girders were AASHTO Type 3 (interior) and 4 (exterior). Load ratings were also completed for both phases.		
09/13–09/17	Harris County Toll Road Authority, Houston Ship Channel Bridge Replacement Houston, TX. <i>Bridge Engineer.</i> HDR designed the south approach structures for the proposed twin bridges to replace the existing Houston Ship Channel Bridge carrying Beltway 8 over the Houston Ship Channel. The south approaches are approximately one mile in length with 43 spans of prestressed concrete girders. William assisted with designing both the substructure and foundation.		
03/24–Ongoing	TxDOT Houston, Pelican Island Bridge Replacement Galveston, TX. <i>Bridge Engineer.</i> This project included the design of a mile-long fixed bridge over the Galveston Channel and the demolition of the existing bridge with a movable bascule span. It includes 32 spans of precast simple span I-girders and four spans of spliced concrete girders supported by reinforced concrete substructures and drilled shaft foundations. William designed superstructure, substructure, and foundation elements, including design for coastal storms, wave loading, vessel collision, and significant scour.		
07/18–03/22	VDOT, Hampton Roads Bridge -Tunnel Expansion Norfolk, VA. <i>Bridge Engineer.</i> This design-build project involves the reconstruction and expansion of I-64 from Hampton to Norfolk. The project had many bridges, including multiple long marine trestle bridges, and additional tunnels under the main shipping channel. William performed preliminary superstructure, substructure, and foundation design for bridges over Hampton Roads, where the James, Nansemond, and Elizabeth Rivers empty into the Chesapeake Bay. Bridges were primarily prestressed concrete girders supported by trestle bents. In the final design phase, William refined and finalized the design of these elements. There were many complicating factors, including extreme scour potential, large sound walls, heavy wave loading, and vessel collisions.		
12/20–Ongoing	TxDOT Atlanta, SH 43 at Big Cypress Bayou Marion and Harrison County, TX. <i>Bridge Lead Engineer.</i> William designed superstructure, substructure, and foundation elements for a 16-span prestressed precast I-girder structure over Big Cypress Bayou supported on reinforced concrete bents and drilled shafts. The design of the structure was influenced by difficult phasing due to the existing steel structure that could not be demolished in phases and limited ROW. The structure was also designed for significant scour.		
06/13–10/15	New York State Thruway Authority, Governor Mario M. Cuomo Bridge (Tappan Zee Bridge Replacement) Westchester and Rockland Counties, NY. <i>Bridge EIT.</i> HDR designed the approach structures for the Tappan Zee Bridge Replacement project over the Hudson River. The bridge is approximately three miles in length with over 40 spans of five curved, steel plate girders. William assisted with designing the substructure and foundation of four units with five spans each, including soil-structure interaction and seismic design.		

Firm employed by HDR Engineering, Inc.				
Name	Drake Cole, PE		Years of relevant experience with this employer	4
Title	Electrical Engineer		Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization			BS / 2018 / Electrical Engineering	
Active registration number / state / expiration date			0402066695 / VA / 05-31-2027	
Year registered	2023	Discipline	Electrical	
Contract role(s) / brief description of responsibilities			Electrical support services / Provide comprehensive electrical support services for movable bridge infrastructure, including emergency response, troubleshooting to minimize downtime, designing communication, power, and control systems for both new and existing movable bridges, conducting detailed inspections to verify safety and compliance, and offering construction support	
With a focus on motor controls and power distribution, Drake has successfully delivered projects for various transportation clients, including VDOT, Norfolk Southern, and North Carolina Department of Transportation. His experience working on 90+ projects for VDOT demonstrates his ability to manage multiple projects simultaneously and provide quality electrical support services.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/25–Ongoing	LADOTD, In-Depth Bridge Inspections Statewide LA. Electrical Inspector. Drake conducted a comprehensive inspection of multiple vertical lift bridges. The inspection included a complete visual inspection checking for signs of wear, damage, or malfunction of the entire bridge's electrical system, including but not limited to traffic signals, warning gates, resistance, bridge control system, and power system. He also examined conduits, wiring, junction boxes, and enclosures to verify electrical integrity and compliance with safety standards. He observed normal bridge operations, including acceleration, deceleration, and braking. He recorded measurements of no-load and load voltages, as well as main motor load currents, to assess the electrical performance and operational efficiency of each bridge. He wrote a full electrical inspection report documenting findings, observations, and recommendations for each bridge inspected.			
09/23–Ongoing	Virginia Department of Transportation (VDOT), Movable Bridges On-Call Contract Statewide VA. Electrical Engineer. Drake provides on-call emergency response services for electrical troubleshooting of movable bridges. This includes rapid deployment to address electrical issues on bascule, swing, and vertical lift bridges. Drake diagnoses and resolves faults in control systems, power distribution, motor drives, limit switches, span locks, and other critical components. He performs real-time assessments of bridge operations to confirm minimal downtime and safe restoration of bridge functionality.			
08/21–12/24	VDOT, Benjamin Harrison Bridge Aerial Cable System Richmond, VA. Electrical Engineer. Drake provided electrical design services and construction support for the replacement of the existing submarine cable with a new aerial cable system on the Benjamin Harrison Bridge. He developed termination plans, coordinated with field crews, and confirmed proper integration of the aerial cable system with the bridge's existing electrical infrastructure. Drake oversaw the installation and termination of conductors, verifying correct phasing, grounding, and labeling to meet VDOT standards and verify long-term reliability. He worked with contractors and project engineers to troubleshoot issues during construction and confirm that components were installed according to the contract documents.			
07/21–01/22	VDOT, Berkley Bridge In-Depth Inspection Norfolk, VA. Electrical Inspector. Drake performed an in-depth electrical inspection of the Berkley Bridge, a four-leaf rolling bascule bridge. The inspection focused on each span drive, locking, and electrical components critical to bridge operation, including span drive motors, auxiliary motors, limit switches, span locks, and control panels. Drake conducted a thorough visual assessment of conduits, wiring, junction boxes, and enclosures, checking for signs of wear, corrosion, or electrical faults. He monitored bridge operations by recording motor load currents, voltage levels, and system behavior during acceleration and deceleration, utilizing a Fluke 1777 power analyzer.			

Firm employed by HDR Engineering, Inc.				
Name	Raphael Costa, PE		Years of relevant experience with this employer	11
Title	Movable Bridge Program Lead		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization			MBA / 2009 / Business Administration MS / 2004 / Electrical Engineering BS / 2001 / Electrical Engineering	
Active registration number / state / expiration date			PE.0043993 / LA / 03-31-2026	
Year registered	2019	Discipline	Electrical Engineering	
Contract role(s) / brief description of responsibilities			Electrical Lead / provide electrical and controls inspection and assessment (Meets MPR 6)	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/23-03/24	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Electrical QC. HDR led the annual in-depth movable bridge inspections for the Seabrook and Almonaster single-leaf truss bascule bridges (117 feet main span with 240 feet total). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal (river crossing). Raphael performed QC reviews of the electrical systems portions of the reports.			
06/20-Ongoing	Virginia Department of Transportation (VDOT), Movable Bridges On-call Contract Statewide VA. Senior Electrical Engineer and QC Reviewer. Raphael provided quality control reviews for several tasks, including annual bridge inspections and rehabilitation designs. He performed quality reviews of the electrical systems rehabilitation design plans, calculations, specifications, and cost estimates for the rehabilitation of this lift bridge.			
01/20-06/22	LADOTD, Statewide Bridge Inspections Statewide LA. Lead Electrical Engineer Inspector. Raphael performed a detailed inspection of the Teche Bayou, Red River, Bayou LaCarpe, and Bayou Little Caillou Lift Bridges’ electrical systems, including power, controls, and lighting systems, and he provided findings and recommendation reports.			
03/20-07/23	Martin County, Hobe Sound Bascule (Movable) Bridge Rehabilitation Hobe Sound, FL. Engineer of Record. Raphael was in responsible charge of the electrical design of the bridge’s control and electrical systems, rehabilitation, and upgrades. The scope of the rehabilitation work included motor/drive, power distribution, controls, and submarine cable systems replacement. Raphael prepared the preliminary engineering and scoping report, and detailed electrical design, including construction documents (plans, specifications, and cost estimates), and performed post-design services associated with the electrical and control system rehabilitation.			
06/19-07/24	Palm Beach County, Donald Ross Bascule (Movable) Bridge Rehabilitation West Palm Beach, FL. Engineer of Record. Raphael was in responsible charge of the electrical design of the bridge’s control and electrical systems, rehabilitation, and upgrade work. The scope of the rehabilitation work included new drive systems to control the new HPUs, power distribution upgrades, and a full controls systems replacement. Raphael prepared the preliminary engineering and scoping report, and detailed electrical design, including construction documents (plans, specifications, and cost estimates), and performed post-design services associated with the electrical and control system rehabilitation.			
01/18-09/22	Pinellas County, Park Boulevard Bascule (Movable) Bridge Rehabilitation Indian Shores, FL. Engineer of Record. Raphael was in responsible charge of the electrical design of the rehabilitation of the double-leaf bascule bridge. The scope of the rehabilitation work included motor/drive, power distribution, and control systems replacement. Raphael prepared the preliminary engineering and scoping report, and detailed electrical design, including construction documents (plans, specifications, and cost estimates), and performed post-design services associated with the electrical and control system rehabilitation.			
08/16-10/24	Florida DOT (FDOT) D6, NE 79th Street Bridges Rehabilitation Miami, FL. Engineer of Record. Raphael was in responsible charge of the electrical repair design of four bascule (movable) bridges. The project entailed the design for structural, mechanical, and electrical repairs for the bascule bridges along the same causeway. Structures included a double-leaf twin bascule bridge and a single-leaf twin bascule bridge. The scope of the rehabilitation work included motor/drive, power distribution, and control systems replacement. Raphael prepared the preliminary engineering and scoping report, and detailed electrical design, including construction			

	documents (plans, specifications, and cost estimates), and performed post-design services associated with the electrical and control system rehabilitation.
01/16-12/23	FDOT Districts 1 and 7, Asset Maintenance On-Call Services and Inspections Districtwide FL. <i>Senior Electrical Engineer and Lead Electrical Inspector.</i> Raphael inspected and evaluated movable bridges' electrical and drive elements and provided design and other engineering services for emergency response to the contract's 44 movable bridges.
02/16-08/18	Metropolitan Transportation Authority (MTA) Bridges & Tunnels, Miscellaneous Bridge Design Services Statewide NY. <i>Senior Electrical Engineer.</i> Raphael performed quality reviews of the scoping and assessment report, electrical systems rehabilitation design plans, calculations, specifications, and cost estimates for the rehabilitation of the lift bridges.
06/15-Ongoing	CSX Transportation, Movable Bridge On-call Engineering Services Nationwide. <i>Senior Electrical Engineer.</i> Raphael performed quality reviews of the scoping and in-depth reports, electrical systems rehabilitation design plans, calculations, specifications, and cost estimates for rehabilitating four lift bridges. The electrical rehabilitation scope included replacing the control systems with the introduction of remote-control capabilities and electrical power distribution improvements to 8 lift bridges, 18 swing bridges, and 5 bascule bridges.
01/15-01/16	Alabama Department of Transportation (ALDOT), Wintzell Memorial Lift Bridge Assessment and Rehabilitation Mobile County, AL. <i>Project Manager and Lead Electrical Engineer.</i> Raphael was responsible for the project, which included detailed inspections of the existing electrical systems and a recommendation report for the 104-foot-long vertical lift bridge. He managed the project, inspected the electrical and control systems of the bridge, and prepared the final inspection report, including recommendations for the near, mid, and long-term repairs.
01/15–08/15	FDOT District 6, State-Owned Movable Bridge Inspections Districtwide FL. <i>Senior Electrical Engineer and Lead Inspector.</i> The project entailed reviewing existing inspection reports performed by other consultants. Raphael conducted the review process, which included inspecting and evaluating movable bridge electrical and machinery elements and providing a detailed review and assessment of the district's inspection program.
12/14-04/15	Union Pacific Railroad, Steel Bridge Electrical Rehabilitation Portland, OR. <i>Senior Electrical Engineer.</i> Raphael performed quality reviews of the scoping and assessment report, electrical and control systems rehabilitation design plans, specifications, and cost estimates for the rehabilitation of the lift bridge. This historical bridge comprises a double-deck lift span carrying railroad, roadway, and pedestrians across the Willamette River.
02/10–08/14	America Latina Logística, Railway Movable Bridges Services Nationwide Brazil. <i>Senior Electrical Engineer and Lead Inspector.</i> Raphael performed consulting service tasks for two railroad movable bridges, including electrical, mechanical, and structural inspection, repair design, bridge operators' training, emergency response, and maintenance assistance.
06/08–04/10	Connecticut Department of Transportation, Washington Street Bridge (Stroffolino Bascule Bridge) Norwalk, CT. <i>Senior Electrical Engineer and Lead Inspector.</i> Raphael provided mechanical and electrical inspection services to rehabilitate the structural, mechanical, and electrical systems and upgrade the existing double-leaf trunnion bascule bridge.
03/06-10/08	New Jersey Department of Transportation, Route 71 and Route 88 Lift Bridges Rehabilitation Statewide NJ. <i>Electrical Engineer.</i> The rehabilitation involved replacing the tractor-type barrier gates with new barrier gates and platforms and improving control systems to provide safe and reliable operating systems. Raphael developed the detailed inspections, design of repairs and improvements, and construction support services for the electrical systems. He performed the design for the electrical and control systems rehabilitation, including preparing plans, special provisions, and cost estimates.
11/06-07/09	New York City Department of Transportation, Roosevelt Island Vertical Lift Bridge New York City, NY. <i>Electrical Engineer.</i> Raphael prepared the final design for a 2,877-foot-long bridge over the East River with a 418-foot-long vertical lift span. Raphael prepared the electrical and control systems design for the project. He also provided construction support services associated with rehabilitating the bridge's electrical and control systems.

Firm employed by HDR Engineering, Inc.				
Name	John Danielson, PE		Years of relevant experience with this employer	10
Title	Senior Bridge Project Manager		Years of relevant experience with other employer(s)	30
Degree(s) / Years / Specialization			BS / 1984 / Civil Engineering	
Active registration number / state / expiration date			No. 41875 / FL / 02-28-2027	
Year registered	1989	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			QAQC-Structural / Manager of structural quality control of load ratings, emergency repair plans, and calculations	
John's experience includes bridge inspections, rating, and rehabilitation of existing fixed and movable bridges, design of new bridges, asset maintenance, maintenance rating programs, emergency management, fleet operations, and overall infrastructure maintenance programs and practices. Prior to joining HDR, John worked for the Florida Department of Transportation (FDOT) District 4. During his 30-year career with FDOT, his roles included serving as District Structures Engineer, District Structures Maintenance Engineer, and District Maintenance Engineer. He has served as team leader, designer, project manager, or quality control manager on numerous bridge inspections, load ratings, rehabilitation and designs, many of which involved a large number and variety of structures, including complex and movable bridges.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/18–07/25	FDOT District 6, Bridge Inspection and Load Rating Continuing Services Contract Monroe and Miami-Dade County, FL. Project Manager. HDR provided bridge load rating analysis for various bridge types throughout Monroe and Dade County. John managed the design, produced plans, engaged the public, and provided post-design services. When John was not the EOR, he provided quality control for assignments.			
08/16–09/25	FDOT District 4, Districtwide Bridge Miscellaneous Structures Consultant Services Districtwide, FL. Program Manager. HDR designed structural repairs and prepared structural repair plans, and provided emergency assistance/response, inspections, and plan reviews. John provided management, coordinated with clients, and led subconsultants. He served as the engineer of record on many assigned task work orders. When John was not the EOR, he provided quality control for all assignments.			
04/18–09/24	FDOT District 4, Local Government Bridge Inspection Program Off-System Structures Districtwide, FL. HDR Project Manager. HDR served as a subconsultant to perform County and City-owned and maintained movable bridge inspections on mechanical and electrical components. Data was inputted electronically into the Department's BRM program and uploaded to the FDOT's electronic document management system. John provided quantity control of the reports and coordination with local agencies. When John was not the EOR, he provided quality control for assignments.			
04/19–11/21	FDOT District 6, Districtwide Repair/Rehabilitation Plans Preparation Districtwide, FL. Structures Lead Engineer. HDR provided design services under this contract for the repair and rehabilitation of existing bridges, including prestressed concrete beam repairs, continuous steel plate girder bridge bearing replacements, expansion joint repairs, and fender system repairs. John served as the task order manager for the majority of the assignments and as the overall contract manager for HDR. He oversaw project execution and facilitated communication between team members and stakeholders, while managing contract obligations and maintaining project timelines. When John was not the EOR, he provided quality control for assignments.			
10/16–09/25	FDOT District 4, Emergency Bridge Repairs Various Locations, FL. Project Manager. John produced numerous emergency repair plans for bridges that were hit by over-height vehicles, for bridges that were damaged by fire, and for substructures impacted and dislodged. Work included fast response evaluation of the structures, coordination with the FDOT central office for funding, securing replacement materials, producing design plans/specifications or performance criteria, and directing contractors during restoration. When John was not the EOR, he provided quality control for assignments.			
09/08–09/15	Broward County, Segmental Bridge Repairs Various Locations, FL. Project Manager/Engineer of Record. John managed three projects on grout issues in mid-1980s segmental bridges, confirming that timelines and budgets were met. He oversaw technical aspects, including tendon investigations, regrouting, joint sealing, and epoxy overlay specifications to prevent water infiltration.			

Firm employed by HDR Engineering, Inc.				
Name	Sarah De Moya, PE		Years of relevant experience with this employer	12
Title	Bridge Group Lead		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization			MS / 2007 / Structural Engineering BS / 2006 / Civil Engineering	
Active registration number / state / expiration date			PE.0038011 / LA / 03-31-2027	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Structural engineering support / Assess bridge conditions, plan repairs, verify safety compliance, collaborate with engineers, and monitor preservation effectiveness	
Sarah's experience includes structural design and analysis of bridges. She has experience in each stage of bridge design, including preliminary planning, structural design, and construction phase services. Sarah has served as a bridge engineer for numerous public clients, including LADOTD, TxDOT, FDOT, NYSTA, ADOT, USACE and various cities and counties in Texas.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/22–07/23	LADOTD, Bridge Preservation IDIQ – LA 577 at I-20 Repair PS&E Waverly, LA. Senior Bridge Engineer. Sarah developed demolition and rehabilitation plans, specifications, and estimates to replace the bridge span damaged by a truck impact. Some existing bridges were partially damaged, including prestressed concrete beams, bridge railing, and bridge deck. In Phase 1, Sarah load-rated the damaged bridge to determine if a portion of the bridge was safe to open to traffic. Sarah developed a letter bid plan for demolishing damaged beams and bridge deck, along with temporary traffic control, immediately following the load rating. The bridge reopened to one lane of traffic while the design for span replacement was ongoing. Phase 2 design included AASHTO Type 3 girders designed using LEAP Bridge Concrete with modifications to the existing substructure for additional girders due to phased construction. The design and LRFR load rating followed LADOTD BDEM, and the team developed bridge design technical memos and plans using DOTD CadConform.			
08/22-02/24	Texas Department of Transportation (TxDOT) Dallas, Corsicana Bridge Replacements Navarro County, TX. Senior Bridge Engineer. Sarah led the design for five rural bridge replacements. The SH 31 over Post Oak Creek bridge is one-half of a 4-lane divided highway utilizing a concrete slab beam superstructure, concrete piers, and drilled shaft foundations designed for 12 feet of scour. Low chord elevation was set above the 100-year design flood event, which resulted in the need for retaining walls on the bridge approaches to keep final grading within the existing state ROW. Abutment slopes were armored with 18-inch diameter stones for scour protection.			
04/20-Ongoing	TxDOT Corpus Christi, US77 Schematic & PSE Sinton, TX. Bridge Lead. Sarah led the design for four new bridges, four bridge replacements, and six bridge rehabilitations. She performed a cost-comparative analysis to determine the optimum bridge length and retaining wall limits. Sarah designed prestressed concrete beams, concrete bents, and drilled shaft foundations. The 4 bridges over Chiltipin Creek were designed for 12 feet of scour, and the low chord was set above the 100-year design flood event. The overpass bridges were designed with pier protection for vehicle collision loading. The bridge rehabilitation plans incorporated typical TxDOT repair solutions to prolong the service life of the bridges while reducing cost.			
06/19-12/20	TxDOT Beaumont, Old US 90 at Baird's Bayou Bridge Replacement Orange County, TX. Deputy Project Manager/Bridge Lead. Sarah coordinated with TxDOT, subconsultants, and the internal production team to progress design and deliver this project on a tight schedule. Sarah coordinated the environmental documentation, utility relocation, and retaining walls. She developed a scheme for end-on-end bridge demolition and construction due to existing bridge conditions and difficult site access in a rural area. Sarah checked prestressed concrete pile trestle bents and slab beam superstructure designs.			
01/18-09/19	City of Alvin, FM 528 Extension from SH 35 to SH 6 – Bridge over BNSF Railroad Brazoria County, TX. Bridge Lead Engineer. This two-lane rural bridge on the new location was designed for future widening. Sarah led the design of prestressed concrete I-girders, concrete piers, and drilled shaft foundations. She also developed Exhibit A and located bridge piers outside the BNSF railroad ROW. Sarah developed the design of noise walls, retaining walls, and custom project aesthetics.			
08/15–Ongoing	Harris County Toll Road Authority (HCTRA), Sam Houston Tollway East – Ship Channel Bridge Replacement Harris County, TX. Bridge Lead Engineer/Deputy Project Manager. Sarah designed bridge substructure and foundation elements for new twin bridges to replace the existing Houston Ship Channel Bridge, which carries Sam Houston Tollway-East over the Houston Ship Channel. Each			

Prime consultant name: HDR Engineering, Inc.

	approach bridge is over a mile long with a combined deck area of nearly 800,000 square feet. Sarah led the bridge layout and structural design, influenced by difficult site constraints, including nine railroad tracks, access roads, existing bridge foundations, poor soil, highly skewed box culverts, an operating petcoke facility, and roughly 90 utilities. Despite many obstacles, the new bridge was designed so that only overhead power lines required relocation. Sarah checked superstructure designs and developed go-by details utilized by the bridge design teams.
01/14-06/15	Metropolitan Transit Authority of Harris County (METRO), Union Pacific Railroad (UPRR) Harrisburg Overpass Houston, TX. Structural Engineer. This fast-track project included bridge design services for a nine-span bridge consisting of two light rail tracks, two highway lanes, and two sidewalks over UPRR tracks. Bridge design included pre-stressed concrete I-girders, deck design, substructure design, special railing details, track plinth design, rail structure interaction model, approach slab design, cased drilled shafts due to contaminated soil, OCS pedestal details and OCS/light pole anchorage design. Sarah checked the design of prestressed concrete girders, substructure, foundations, OCS pedestals, and anchorage.
01/12–11/12	Central Texas Regional Mobility Authority, US 290 Manor Expressway Manor, TX. Structural Engineer. Sarah designed and analyzed truss structures for overhead sign bridges, cantilever sign structures, DMS structures, and toll gantries, utilizing RISA and AASHTO LTS criteria. Sarah reviewed the shop drawings and approved sign structure/DMS/toll gantry trusses, sealed expansion joint assemblies, drainage structures, pedestrian railing, and prestressed concrete beams. The design incorporates 6.2 miles for a six-lane grade-separated tollway reconstruction with three general-purpose lanes in each direction. It includes a roadway, 32 bridges, retaining walls, drainage, sign structures/toll gantries, and a 10-foot shared path based on AASHTO LRFD, TxDOT, FHWA, and ADA design criteria.
01/10-10/11	Fort Bend County Toll Road Authority, Grand Parkway Segment D5, Northbound Mainlane and Southbound Mainlane Bridges over Harlem Road Fort Bend County, TX. Bridge Engineer. Sarah performed structural calculations and detailed structural elements for these twin rural bridges. This four-lane divided highway overpass was designed for future U-turns underneath and for the future bridge to widen towards the median. Sarah designed bridge layouts, prestressed concrete I-girders, curved steel plate girders, and heavily skewed bents on a curved alignment with super-elevation. She designed abutments for ultimate condition and used client-provided aesthetic guidelines and CADD standards.
06/11-10/11	City of Sugar Land, Sweetwater, Harman, and Dulles Avenue Bridge Condition Assessments and Rehabilitation Sugar Land, TX. Bridge Engineer. Sarah performed a condition assessment of the existing bridges at Sweetwater Boulevard over Steep Bank Creek, Harman Street over Oyster Creek, and Dulles Avenue over Oyster Creek. She developed rehabilitation plans and specifications to repair the bridge deficiencies.
01/10-10/11	City of Sugar Land, University Boulevard South Extension, Bridges over Ditch H Sugar Land, TX. Bridge Engineer. Sarah performed structural calculations and detailed the structural elements of these twin curved bridges. Sarah designed Type IV prestressed concrete I-beams, raised sidewalks, containment rails, deck drains, heavily skewed multi-column bents and abutments with deep foundations, founded wing walls, and bridge-mounted utilities. She also reviewed shop drawings and responded to RFI's during the construction phase.

Firm employed by HDR Engineering, Inc.				
Name	Jessica Forbes		Years of relevant experience with this employer	7
Title	Architectural Historian		Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization		MA / 2007 / History/ Public History BA / 2005 / History		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Cultural/Historic architecture / Cultural resources – architectural history (Meets MPR 13)		
Jessica's expertise includes conducting architectural resources surveys and evaluations per Section 106 of the National Historic Preservation Act, with a focus on transportation-related projects. She meets the requirements of the Secretary of the Interior as a qualified architectural historian with a Master's Degree and two years of experience. Having completed projects throughout the Southeast region and across the US, Jessica is well-versed in navigating complex regulatory environments and collaborating with diverse stakeholders. Her creative and technical skills are evident in her ability to develop and design interpretive materials, including brochures, exhibit guides, and exhibit panels.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/22-Ongoing	South Carolina Department of Transportation (SCDOT), Closed and Load Restricted Bridge (CLRB) Projects Multiple Counties SC. Architectural Historian. HDR is conducting archaeological and architectural surveys for the SCDOT CLRB projects. To date, HDR has provided cultural resources support for 23 projects in 8 counties. Jessica has identified and evaluated historic-age architectural resources in the area of potential effects (APE) for these projects and evaluated newly recorded resources for NRHP eligibility. She also authors portions of the combined archaeological and architectural resources survey report.			
11/22-09/23	SCDOT, US 301 Bridge Replacement Allendale County, SC and Screven County, GA. Architectural Historian. HDR provided the cultural resources survey for the proposed replacement of the US 301 bridge over the Savannah River. Jessica conducted the architectural resources field survey and archival research to develop a historic context of US 301 and Burton's Ferry, which dates to Georgia's British colonial period. Recorded architectural resources included a 1937 steel through truss bridge with a movable (swing) span and the original US 301 alignment.			
11/21-12/22	Missouri Department of Transportation (MoDOT), IH 70 Corridor Improvements Jackson County, MO. Architectural Historian. HDR provided environmental and cultural resources support for the Second Tier EIS Re-evaluation of the IH 70 Corridor Improvements Project. During the architectural resources survey, HDR recorded a total of 232 architectural resources in the survey area, which extends along a 3.85-mile-long segment of IH 70. Surveyed resources included those on parcels marked for proposed partial ROW acquisitions, and/or on parcels that have a line of sight to proposed sound walls. Jessica planned and managed the architectural resources field survey and reporting, which was conducted with the support of three additional architectural historians. She also conducted archival research and authored sections of the joint architectural and archaeological survey report.			
09/20-12/22	CSXT, Bridge Replacement Mitigation Brantley County, GA. Architectural Historian. CSXT proposed to replace the superstructure of a cast-in-place concrete flat slab bridge built in 1900. The bridge (Milepost A570.90) was determined eligible as a contributing resource to the NRHP-eligible Atlantic Coast Line Railroad system, resulting in a finding of adverse effect to historic properties. Jessica completed the initial survey report and supported the development of a Memorandum of Agreement between the Georgia Division of Natural Resources (SHPO), U.S. Army Corps of Engineers (USACE), and CSXT. She also prepared and submitted Historic American Engineering Record (HAER) documentation of the structure in coordination with the MOA parties and National Park Service (NPS) Atlanta Regional Office.			
08/21-09/22	Southeast Arkansas Economic Development District (SEADD), Track Rehabilitation East Carroll and Madison Parishes, LA. Architectural Historian. HDR conducted a cultural resources survey for the proposed partial rehabilitation of the 91.3-mile Tallulah-McGehee short-line rail corridor. Jessica conducted the architectural resources survey for the project and recorded 22 historic-age architectural resources in the field, conducted research at the Main Branch of the Ouachita Parish County Library, and authored portions of the survey report related to history and architectural history.			

Firm employed by HDR Engineering, Inc.				
Name	Isaac Frederick, PE		Years of relevant experience with this employer	3
Title	Movable Bridge Engineer		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			BS / 2015 / Mechanical Engineering	
Active registration number / state / expiration date			PE.0044322 / LA / 09-30-2026	
Year registered	2020	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities			Mechanical support / design, analyze, and confirm proper integration of mechanical systems and components to verify structural integrity and operational functionality	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Vermillion, Lafayette, St. Martin and Calcasieu Parishes, LA. Lead Mechanical Engineer. Isaac is leading the mechanical and electrical portions for the first two tasks in the contract, which include Abbeville Bypass, Old Abbeville, Parks, Milton, Ellender, and West Fork vertical lift bridges. Issac performs document reviews and in-depth inspections. He was the lead mechanical engineer for the in-depth inspections, which included strain gauge testing on five of the six bridges. Each inspection is now complete, with report development in progress.			
06/22-06/23	LADOTD, Statewide In-Depth Complex Bridge Inspections Saint Tammany & Livingston Parish, LA. Lead Mechanical Engineer Inspector. Isaac performed the detailed mechanical inspection of the Amite River at Port Vincent, the Amite River at Clio, Chef Menteur, Bayou Lacombe, the Tchefuncte River, Bayou Bonfouca, and Bayou Liberty mechanical systems, and provided his findings in a recommendation report. Each movable bridge was a swing span. Elements inspected included hydraulic power lift (HPU), open gearing, hydraulic cylinders, pivot bearing, center wedges, end wedges, couplings, brakes, and traffic gates.			
01/24-03/24	Florida Department of Transportation, District 6 Inspection Contract Miami-Dade County, FL. Lead Mechanical Engineer, Inspector, and Team Leader. HDR inspected five movable bridges, including three hydraulically driven bascule spans. Each inspection and report provided an in-depth analysis. Isaac conducted mechanical inspections on the NW 17th, 2nd Avenue, 22nd Avenue, West Venetian, and Tamiami bridges, focusing on the operating machinery, which operated electrically and hydraulically. The inspected elements included HPU, open gearing, hydraulic cylinders, hydraulic motors, trunnions, span locks, live load shoes, couplings, brakes, and traffic gates.			
06/23–10/23	Florida Department of Transportation, District 4 Inspection Contract Broward County, FL. Lead Mechanical Engineer, Inspector, and Team Leader. HDR inspected six movable bridges, including two hydraulically driven bascule spans. Each inspection and report provided an in-depth analysis. Isaac conducted mechanical inspections on the 3rd Avenue, 7th Avenue, Andrew’s Avenue, Dixie Highway, and Jack L. Saunders bridges, focusing on the operating machinery, which operated electrically and hydraulically. The inspected elements included HPU, open gearing, hydraulic cylinders, hydraulic motors, trunnions, span locks, live load shoes, couplings, brakes, and traffic gates.			
08/23-Ongoing	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Lead Mechanical Engineer, Inspector, and Team Leader. Isaac performs the detailed mechanical inspection of the Almonaster and Seabrook bridges, both century-old Strauss Bascules stretching down the Inner Harbor Navigational Canal. This inspection requires attention to detail to account for deficiencies that may not be encountered in bascules of this age. Isaac inspects both bascules. The elements inspected include open gearing, pneumatic systems, trunnions, link pins, span locks, live load shoes, couplings, and brakes.			
05/23–05/23	CSX Transportation, Mobile River Emergency Response Baldwin County, AL. Mechanical Response Team Leader. Isaac responded to a vertical lift mechanical failure. He was on site within hours to diagnose the failure, a gear tooth shear in a drive coupling. This became a six-degree skew, shearing off guides and plastically deforming noncritical members. Isaac worked with on-site contractors to develop a solution and get the vertical lift back in service to CSX and the Coast Guard within three days.			

Prime consultant name: HDR Engineering, Inc.

11/22-11/23	Texas Department of Transportation (TxDOT) Bridge Division, Rio Hondo Inspection Cameron County, TX. <i>Mechanical Inspector.</i> Isaac performed the detailed mechanical inspection of the Rio Hondo bridge, a tower drive vertical lift bridge. This inspection included strain gauge testing along with various measurements. Elements inspected included open gearing, brakes, wire rope, sheaves, gearboxes, bearings, span guides, and traffic gates.
07/22-07/22	TxDOT Bridge Division, Rio Hondo Emergency Response Cameron County, TX. <i>Mechanical Response Team Leader.</i> Isaac responded to a vertical lift span lock failure. He was on-site within hours to diagnose the failure, a key shear in a coupling. This developed into barges waiting in the canal as the bridge could not be lifted. Isaac diagnosed the problem and directed TxDOT personnel to manually disengage the lock bar, which allowed the span to be lifted. The vertical lift was temporarily allowed to operate on three-span locks until a new coupling was installed.
06/22–08/22	TxDOT Bridge Division, Cow Bayou Inspection Orange County, TX. <i>Mechanical Inspector.</i> Isaac performed the detailed mechanical inspection of Cow Bayou, a swing-span bridge. This inspection included strain gauge testing along with various measurements. Elements inspected included open gearing, brakes, center wedges, end wedges, gearboxes, bearings, and traffic gates.
01/14-02/14	BNSF Railway, Counterweight Pin Replacement King County, WA. <i>Mechanical Quality Assurance.</i> The plan set specified four pin replacements that connected the counterweight to the frame of a Strauss bascule. Isaac verified the counterweight was jacked appropriately to relieve the pin for replacement. Once the pin was removed, Isaac verified that the frame was bored to the correct diameter within tolerance. Finally, Isaac oversaw the removal of the new pin and the jacking apparatus. After completing the work, Isaac generated a BNSF report detailing the measurements and work done.

Firm employed by HDR Engineering, Inc.				
Name	Brett Geesey, PE		Years of relevant experience with this employer	19
Title	Vice President		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2005 / Mechanical Engineering ME / 2006 / Ocean Engineering		
Active registration number / state / expiration date		PE.0035172 / LA / 3-31-2026		
Year registered	2009	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Project Principal / Oversee project execution, technical accuracy, and resource management (Meets MPR 1)		
Brett serves as HDR's Louisiana Principal, overseeing the overall operations of HDR's offices in Metairie, Baton Rouge, and Lafayette. He manages a team of engineers and scientists and has experience managing and designing various engineering projects. He has also implemented projects ranging from feasibility studies through applied design, preparation of detailed plans and specifications, and provided construction administration.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/22-Ongoing	LADOTD, Bridge Preservation IDIQ – LA 577 at I-20 Repair PS&E Waverly, LA – Project Principal. HDR is providing as-needed services for various bridge preservation-related services. Task orders have included repair plans for a bridge damaged during a vehicular accident and a task order to develop an optimization tool for developing layout and bridge configuration. For each task order, Brett works with the task order manager to develop the scope, schedule, and budget and to identify the resources required to deliver the task order.			
08/23-Ongoing	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Project Principal. HDR provides as-needed inspection and load rating services for two bridges under the Port of New Orleans authority. Task orders have included annual inspections for the Seabrook and Almonaster bridges. For each task order, Brett works with the task order manager to develop the scope, schedule, and budget and to identify the resources required to deliver the task order.			
07/19–03/24	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide, LA. Project Principal. HDR is a subconsultant supporting LADOTD's in-depth inspections of complex bridge structures. Brett has worked with HDR's task order managers to review the scope, schedule, and budget, coordinate the required resources to complete the task orders, and assisted HDR's task order manager in providing quality services.			
05/21-Ongoing	Sewerage and Water Board of New Orleans (SWBNO), Internal and External Communications Support New Orleans, LA. Project Principal. HDR provides SWBNO with communications support, including communications planning, protocol development, crisis communications support, content development, graphic design, website development, social media strategy, event coordination, and stakeholder management. Brett works closely with the project manager to provide the project with the resources it needs and supports internal project controls such as contracting, cost controls, and scheduling.			
07/23–06/24	Baton Rouge Water Company, Utility Network Data Migration Baton Rouge, LA. Project Principal. Brett assisted the project manager in providing resources and overall project delivery. HDR assisted the Baton Rouge Water Company with migrating its existing utility network data into ESRI's UN data model.			
05/18-Ongoing	Lafayette Consolidated Government (LCG), LCG Drainage Initiative Project Lafayette, LA. Project Principal. Brett works with the project manager to provide the necessary resources to deliver the project and oversees the management of the overall contract. HDR has provided LCG with wetland delineation services to assist them with their overall drainage initiative program.			

Firm employed by: HDR Engineering, Inc.			
Name	Stephen Grabowski, PE		Years of relevant experience with this employer
Title	Mid-Atlantic Movable Bridge Section Manager		13
Degree(s) / Years / Specialization		BS / 2012 / Mechanical Engineering / Emphasis in Machine Design	
Active registration number / state / expiration date		0402057734 / VA / 12-31-2025	
Year registered	2017	Discipline	Mechanical
Contract role(s) / brief description of responsibilities		QAQC-Mechanical / Verify mechanical systems and materials meet quality standards through review, inspections, and testing.	
Stephen has 13 years of experience in designing and inspecting mechanical systems for movable bridges and tunnels. Stephen's expertise in mechanical systems, combined with his active membership in Heavy Movable Structures (HMS) and relevant training, enables him to provide quality QAQC services.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
04/25–Ongoing	Transtar, Delray Connecting Railroad Shortcut Bridge Over River Rogue Mechanical and Electrical Rehabilitation Bay City, MI <i>Mechanical QC Reviewer.</i> Stephen performed the technical QC of the 90% mechanical plans to confirm that the design met HDR and the client's quality standards.		
10/24–Ongoing	Ohio DOT, Craig Memorial Bridge Rehabilitation Toledo, OH <i>Mechanical Calculation QC Reviewer.</i> Stephen performed the QC review of the span drive and span lock machinery to verify that the design of the proposed equipment complies with current AASHTO specifications.		
09/22–Ongoing	Virginia DOT (VDOT), Hampton Roads Programmatic Support Services Contract - Berkley Bridge Mechanical and Electrical Rehabilitation Norfolk, VA <i>Project Manager.</i> Stephen oversaw the revisions to and completion of the design package for the mechanical and electrical rehabilitation, including plans, specifications, estimate, construction time duration report, and coordination with the USCG and ACOE for permit applications. He is coordinating with mechanical, electrical, structural, architectural, civil, and traffic to deliver a complete package for advertisement. During the advertisement, Stephen provided responses to the Contractor's questions. He is currently managing construction support services.		
06/21–Ongoing	VDOT, Movable Bridges On-Call Contract - Jamestown Ferry Transfer Bridge Rehabilitation Jamestown, VA <i>Lead Mechanical Inspector/Designer.</i> Stephen led and performed a site inspection for a rehabilitation design to replace the horizontally oriented hydraulic cylinders with vertically oriented cylinders and an overhead gantry. He led the design for the rehabilitation, assisted the Department through the advertisement, and is leading the construction support services (CSS).		
09/24–04/25	VDOT, Movable Bridges On-Call Contract - Coleman Bridge (Double Swing Span) AASHTO Inspection Coleman, VA <i>Project Manager/Lead Mechanical Engineer/Inspector.</i> The project consists of routine (2018, 2022, 2024) and in-depth (2020) mechanical and electrical inspections of the Coleman Bridge. Stephen coordinated the mechanical, electrical, and structural disciplines, maintenance of traffic for inspecting, and the report in accordance with VDOT, FHWA, and AASHTO MBI requirements for this double-swing bridge.		
01/22–02/24	VDOT, Hampton Roads Programmatic Services Contract – James River Bridge Wire Rope Replacement Newport News, VA. <i>Lead Mechanical Designer.</i> Stephen oversaw the preparation of the main counterweight and auxiliary counterweight wire rope replacement design package, including plans, specifications, and the engineer's estimate. He also prepared procurement documents for the wire ropes and accessories, and performed on-site construction support services during the installation of the wire ropes.		
06/19–11/24	VDOT, Movable Bridges On-Call Contract—Gwynn's Island Rehabilitation Gwynn Island, VA. <i>Project Manager.</i> Stephen provided oversight and coordinated the repair plans, specifications, and estimate for Gwynn's Island Rehab. He coordinated each project aspect, including the mechanical, electrical, and structural rehabilitation. Stephen also supported the CSS.		
08/18–03/20	VDOT, Statewide Movable Bridges On-Call Contract – Benjamin Harrison Bridge Wire Rope and Clutch Replacement Hopewell, VA. <i>Lead Mechanical Designer.</i> Stephen prepared or oversaw the preparation of the main counterweight and auxiliary counterweight wire rope replacement design package, including plans, specifications, and the engineer's estimate. He prepared procurement documents for the wire ropes, clutches, and accessories, and performed on-site construction support services during the installation of the wire ropes and clutches.		

Firm employed by HDR Engineering, Inc.				
Name	Mark Grayon		Years of relevant experience with this employer	9
Title	Electrical Designer		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization			BS / 2015 / Electrical and Computer Engineering Technology	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Electrical support / Assist in the design of the electrical and control system. Coordinate with disciplines to provide a complete electrical system.	
Mark has successfully supported 37 projects for CSX Transportation, Virginia DOT, NJ Transit, and Triborough Bridge and Tunnel Authority.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/25-Ongoing	Wisconsin Central (CN), Program-Wide Movable Bridge Rehabilitation Project Various States. <i>Electrical Designer/Task Lead.</i> Mark is designing mechanical and electrical upgrades, including the comprehensive redesign and replacement of the existing control system, system architecture, and motor drives. The proposed control system will feature full redundancy and automation, along with remote operation capabilities. Additionally, the design includes centralized remote operation stations. This initiative encompasses the replacement of frequency variable drives (FVDs), programmable logic controllers (PLCs), human-machine interfaces (HMI), limit switches, and communications systems.			
01/25-Ongoing	Ohio DOT, Craig Memorial Bridge Upgrade Toledo, OH. <i>Electrical Designer.</i> Mark is designing mechanical and electrical upgrades, including redesigning and replacing the existing control system, system architecture, and motor drives. The proposed control system will be fully redundant and automatic, with remote operation capability. The design includes centralized remote operation stations and replaces FVDs, PLCs, HMI, limit switches, and communications systems.			
01/23-Ongoing	Norfolk Southern, Program-Wide Movable Bridge Rehab Projects Various States. <i>Electrical Designer/Task Lead.</i> Mark is designing mechanical and electrical upgrades, including redesigning and replacing the existing control system, system architecture, and motor drives. The proposed control system will be fully redundant and automatic, with remote operation capability. The design includes centralized remote operation stations and replaces FVDs, PLCs, HMI, limit switches, and communications systems.			
07/20-07/21	CSX Transportation, Chickasawbogue Swing Bridge Mobile, AL. <i>Electrical Designer.</i> Mark designed mechanical and electrical upgrades, including upgrades to the span drive machinery, center wedge machinery, end wedge machinery, rail lift machinery, bump stop assembly, PLC/relay control system for remote bridge operation, and lightning protection system.			
10/19–10/20	CSX Transportation, Schuylkill River Swing Bridge Philadelphia, PA. <i>Electrical Designer/Task Lead.</i> Mark designed mechanical and electrical upgrades, including upgrades to the span drive machinery, center wedge machinery, end wedge machinery, rail lift machinery, bump stop assembly, and PLC/relay control system for remote bridge operation.			
06/15-08/16	TBTA, Design and Construction Services for Project No. MP-03 at the Marine Parkway Bridge New York, NY. <i>Electrical Engineer.</i> Mark designed the new generator connection, new medium voltage feeders and step-down transformers, the new riser conduits for the north and south towers, and provided construction support services (CSS) for the rehabilitation of the marine parkway bridge. He reviewed shop drawings and contractors' submittals and responded to RFIs.			

Firm employed by HDR Engineering, Inc.				
Name	Peter Harrison, PE (SPRAT 1)		Years of relevant experience with this employer	10
Title	Bridge Inspection Section Lead		Years of relevant experience with other employer(s)	16
Degree(s) / Years / Specialization			BS / 1998 / Civil Engineering	
Active registration number / state / expiration date			PE 0039771 / LA / 09-30-2027	
Year registered	2015	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Structural support / evaluate and document the condition of bridges to verify safety, structural integrity, and compliance with design and regulatory standards (Meets MPR 4)	
Peter has over 26 years of experience in bridge design, inspection, and project management. He has experience with inspection and repair using steel, concrete, and timber. He has worked on a diverse group of structure types, including segmental concrete, truss, cable-stayed, tied arch, and movable bridges. Training Certificates: FHWA/NHI #130055 - Safety Inspection of In-Service Bridges, (2008); FHWA/NHI #130053 - Bridge Inspection Refresher Training, (2022); FHWA/NHI #130078 - Fracture Critical Inspection Techniques for Steel Bridges (2003); FHWA/NHI #130110 – Tunnel Safety Inspection, (2016); FHWA/NHI #130124 - Tunnel Safety Inspection Refresher, (2021); SPRAT Rope Access Technician – Level I				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/14-10/22	Texas Department of Transportation (TxDOT) Bridge Division, Fracture Critical In-Depth Inspection IDIQ Statewide TX. Bridge Inspector/Team Leader. Peter managed and led the field inspection and report preparation. This contract has inspected 1,560 bridges to date, comprising 6,248 fracture-critical components. Peter was the on-site team leader for approximately 25 percent of the bridges. Peter developed and performed the load ratings when he was the team leader. Peter was also the on-site team leader for the Corpus Christi Harbor fracture-critical bridge inspection in 2023 and 2021.			
10/23-03/24	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Structural QA/QC. HDR led the annual in-depth movable bridge inspections for the Seabrook and Almonaster single-leaf truss bascule bridges (117-foot main span with 240-foot total). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal (river crossing). Peter reviewed the proposed inspection methods and performed a quality review of the final report.			
08/15-Present	TxDOT Bridge Division, Routine Bridge Inspection Statewide TX. Project Manager/Inspection Team Leader. Peter managed and led the field inspection and report preparation. He coordinated each of the routine inspection assignments. This contract has inspected a total of 10,428 bridges to date. Peter was the on-site team leader for approximately 20 percent of the bridges. Peter developed and performed the load ratings when he was the team leader.			
02/14-08/15	LADOTD, LA 12 Sabine River Bridge Stage 0 Bridge Evaluation Calcasieu, LA. QA/QC Reviewer. In a sub-consultant role, HDR analyzed the feasibility of rehabilitation and/or replacement of a historic swing-span bridge on the Texas-Louisiana border. The 327-foot five-span bridge contains four concrete approach spans and one steel girder movable span, which has been immobilized. Peter provided QA/QC for the bridge inspection, load rating calculations, and the report summarizing inspection, load rating, and alternatives analysis.			
11/17-04/24	Golden Gate Bridge Highway and Transportation District, Golden Gate Bridge Fracture Critical Bridge Inspection San Francisco, CA. Bridge Inspector. Peter inspected fracture-critical members that are difficult to access and were performed within “arm’s length” using industrial rope access. The inspection of 179 truss members, 168 floor beams, 3 girder spans, and portions of the main cables was completed within three weeks using a team of up to seven inspectors and seven rigging technicians.			
06/09-12/09	Nebraska Department of Roads (NDOR), Fracture Critical Inspection and Rating Statewide NE. Inspection Team Leader. Peter performed the inspection and load rating of 108 fracture-critical bridges. Load ratings were performed to determine inventory and operating loads following NDOR standards using LARS rating software. Most bridges were pony trusses of varying lengths.			

Firm employed by: HDR Engineering, Inc.			
Name	Donald (Don) Hendon, PE, CFM		Years of relevant experience with this employer
Title	Hydraulics/Hydrology & Coastal Project Manager		6
		Years of relevant experience with other employer(s)	12
Degree(s) / Years / Specialization		MS / 2015 / Civil Engineering (Coastal Emphasis) BS / 2013 / Civil Engineering / (Coastal and Environmental Emphasis)	
Active registration number / state / expiration date		PE.0044893 / LA / 03-31-2027	
Year registered	2018	Discipline	Civil
Contract role(s) / brief description of responsibilities		Hydraulic analysis & design / hydraulic modeling, designing drainage systems, and analyzing flood risks to verify effective water management and regulatory compliance.	
Don has experience in the analysis and design of hydraulic structures, leveraging advanced numerical hydrodynamic modeling technologies. His project work spans riverine and coastal environments and includes bridges, culverts, levees, and weirs. His expertise covers hydraulic bridge design, scour analysis for new and existing structures, evaluation and design of countermeasures, floodplain analysis, riverine modeling, moving vessel impact analysis, spectral wave and storm surge modeling, and hydraulic loading assessments. He has also supported structural inspections of bridges. Don contributed to FHWA's EDC initiative, C.H.A.N.G.E., providing assistance to State DOTs in implementing 2D hydraulic modeling.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/21–04/22	LADOTD, Louisiana Watershed Initiative Region 5, LA. Hydraulic Engineer. The project analyzed watershed flow patterns to determine how precipitation will affect infrastructure. Don oversaw the hydrologic modeling HEC-HMS portion and supervised multiple junior staff members for Region 5, which is in the Lafayette area.		
02/22–02/24	Mississippi Department of Transportation (MDOT), SR 53 Bridge Hydraulic Design Harrison County, MS. Project Manager. Don oversaw the design of the replacement of two structures in the Wolf River's one-mile-wide floodplain, which contains a FEMA Regulatory Floodway. He developed the design based on the SRH-2D model and prepared a no-rise certification for the floodway.		
01/20–12/20	MDOT, I-20 Emergency Scour Countermeasure Design, Warren County MS. Project Manager/Hydraulic Engineer. The project addressed the rapid bank instability that threatened the bridge structure. Due to the complex nature of the flow, Don performed a 2D hydraulic analysis using SRH-2D. He also designed a countermeasure solution to bank instability. This project had an accelerated timeline. The design was completed less than a year after MDOT, and a couple of months later, the countermeasure was in place.		
09/22–06/23	VDOT, Route 156 over the James River, Benjamin Harrison Bridge Jordan Point, VA. Hydraulic Engineer. The project goal was to provide final design services for the full replacement of the fender system on the Benjamin Harrison Bridge over the James River. The existing fender system will be replaced with a total of eight 30-foot diameter dolphin structures; four to the left (north) of the main channel and two connected by a fender system protecting the main span piers, which are located on the edge of each side of the main channel. Don performed the hydrologic, hydraulic, and scour analysis. He developed an SRH-2D model for this project.		
08/22–12/24	MDOT, Bridge Scour Evaluations Hancock County, MS. Project Manager/Hydraulic Engineer. Don performed a qualitative and quantitative hydrologic/hydraulic analysis of three sites on the Mississippi Gulf Coast. This analysis included developing an SRH-2D model for each site and a MIKE21 storm surge/ spectral wave model for the area to determine the parameters needed to perform the scour analysis of the three locations.		

Firm employed by HDR Engineering, Inc.				
Name	Wesley Jacobs, PE		Years of relevant experience with this employer	10
Title	Transportation Group Manager/Associate Vice President		Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization			BS / 1998 / Civil Engineering	
Active registration number / state / expiration date			PE.30774 / LA / 9-30-2026	
Year registered	2003	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Project Manager and structural support / oversee planning, execution, and completion of projects, confirming they meet deadlines, stay within budget, and adhere to quality and safety standards (Meets MPRs 2 & 3)	
Wes has over 27 years of demonstrated expertise in several aspects of civil and structural design/inspection, including bridges (high-level river crossings, movable bridges, overpasses, rail bridges with common elements such as complex geometry, PPC girder, steel plate girder, curved steel plate girders, pier design/protection, cofferdams, column and pile bent design), sign structures, and urban/rural roadway/drainage design. Through this experience, he has gained a solid foundation of civil and structural design expertise due to the complexity of the projects completed, including CMAR/ECI and D/B (estimated construction cost totaling more than \$10 billion). His responsibilities have included independent technical review, plan production, structural design, seismic review, forensic analysis, civil design, geometrics, drainage design, structural inspection, specification development, cost estimation, bridge rehabilitation, and project management. Training: Maintenance and Rehabilitation of Historic Bridges - completed on 4/12/2016				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/22-01/25	LADOTD, Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E Waverly, LA. Project Manager & Engineering Lead. Task orders were issued that included the inspection, rehabilitation design, and load rating for the LA 577 precast concrete girder overpass in North Louisiana, which was damaged by a dump truck collision. The scope included emergency services for inspection, load rating, and PS&E for the demolition of the existing span and the redesign of a new AASHTO T3 PPC span. Wes led the emergency inspection and was responsible for the engineering design of the PS&E.			
04/25-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Statewide LA. Lafayette, Calcasieu, Cameron, Saint Martin, & Vermillion Parish, LA. HDR Project Manager & Engineering Lead. Wes led the movable bridge multi-disciplinary team (structural, mechanical, electrical, and architectural) to develop and perform NBIS in-depth and routine inspections/reports, LRFR load ratings, scope of work/report development for six vertical lift bridges: Old Abbeville, Abbeville Bypass, Parks, Milton, West Fork, and Ellender. He coordinated subs and teams to inspect the 6 bridges in two mobilizations, including rope access inspectors.			
11/19-03/24	LADOTD, Statewide In-Depth Complex Bridge Inspections IDIQ Statewide, LA. HDR Project Manager & Engineering Lead (Sub-consultant). Wes led the movable bridge main span inspections (fieldwork and report preparation) of the Jackson Street Lift Bridge spanning the Red River and the lift bridges spanning Teche Bayou. Wes oversaw the team that performed structural, mechanical, and electrical inspections of the towers, main span truss, substructure, and machinery using rope access and man lift methods for in-depth inspection techniques. Additionally, over 25 more bridges were inspected as part of the contract, including seven steel girder swing span bridges in St. Tammany, Tangipahoa, and Livingston Parishes, one steel swing truss bridge (US 90 East Pearl River), and 17 smaller concrete slab span and timber bridges.			
10/23-05/25	Port of New Orleans, Movable Bridge Inspection On-Call Contract New Orleans, LA. Project Manager. Wes led the annual in-depth movable bridge inspections for the Seabrook and Almonaster single-leaf truss bascule bridges (117 ft main span with 240 ft total). The bridges were built in 1923 and 1919, respectively, and span the Inner Harbor Navigation Canal (river crossing). Wes led a multi-disciplined team of structural rope access, mechanical, and electrical inspectors to conduct the annual in-depth inspections, reports, and recommendations for remediation.			
01/11-01/12	Valero Port Arthur Refinery, Taylor Bayou (Joint Outfall Canal) Movable Bridge - Steel Swing Span Port Arthur, TX. Project Manager & Lead Bridge Engineer. For this river crossing, Wes developed the preliminary designs and plans of an unequal arm steel swing span movable bridge (129 ft) supported by a pivot pier on steel pipe pile foundations with PPC girder approach spans. Due to close similarities to recent projects in Louisiana, the project is designed using LADOTD design criteria and specifications.			

01/10-10/11	LADOTD, Chef Menteur Pass Bridge Replacement EA, S.P. No. 700-36-0125 Orleans Parish, LA. <i>Structural Lead</i>. Wes developed high-level (75 ft vertical clearance) fixed bridge alternatives for replacing a historical swing span bridge in Orleans Parish for this river crossing. The span arrangements were comprised of PPC AASHTO Type 3 (80 ft) and BT 78 (130 ft) approach spans with steel composite girders for the main span (200 ft and 270 ft). Wes developed conceptual designs for deep river concrete piers with water-level footings supported by large-diameter PPC cylinder piles.
02/10-12/11	TxDOT Dallas District, Collin County US 75 Bridge Layouts Dallas, TX. <i>Engineer of Record</i>. Wes executed the preliminary and final bridge layouts for five bridge structures. Three bridges were highway underpasses of the main lanes for US 75 (a six-lane interstate-type system), and two were overpass ramp structures. The bridge layouts were developed using the new TX prestressed concrete girder shapes (Tx46, 54, and 62) supported by multi-column bents and drilled shaft foundations. Phased construction was utilized on one of the underpass bridges, along with complex curved and skewed geometry for the ramp bridges.
01/11-12/12	USACE New Orleans District - LPV 145 – Bayou Bienvenue Movable Steel Swing Span Bridge New Orleans, LA. <i>Project Manager & Engineering Lead</i>. Wes was in responsible charge of developing the preliminary design, final design, plans, and specifications for a 135 ft unequal arm steel swing span structure. The swing span is supported by a reinforced concrete pivot pier with prestressed concrete pile foundations. The approach spans were comprised of reinforced concrete slab spans that tied into an existing limestone access road. The bridge was designed to provide vehicular access to LPV 145, which is a 6-mile isolated levee reach in Chalmette, LA. The bridge was designed and constructed on the protected side of the existing sector gate structure on an offset alignment. The timber guidewall/fender system for the new bridge was designed to tie into the existing system at the sector gate. The bridge was designed using the LADOTD Bridge Design Manual and AASHTO–LRFD specifications.
10/12-05/15	TxDOT/LADOTD, US 84 Sabine River Bridge Logansport, LA. <i>Structural Lead & Engineer of Record</i>. Wes completed the final design, plans, and specifications for two bridge structures (eastbound and westbound) using AASHTO–LRFD specifications. The bridges were comprised of the new Tx shapes (Tx62's and Tx70's), with span lengths ranging from 120 ft to 160 ft. The substructure consisted of multi-column reinforced concrete bents with strutted columns at the main channel locations, supported by drilled shaft foundations. Although not a navigable channel at this location, the bridges were designed with adequate geometry to provide the necessary freeboard above the 100-year flood levels and superelevation rotation on the eastbound structure.
06/03-05/05	LADOTD, US 171 South Railroad Overpass Mansfield, LA. <i>Engineer of Record</i>. Wes completed the final design, including twin bridge structures in concentric curves with bobtail and skewed spans crossing the KCS railroad main line for the TIMED program. Each bridge was approximately 700 ft long. The spans were comprised of precast prestressed concrete girders supported by precast prestressed concrete pile bent substructure.
02/08-06/09	City of Laredo, Calton Road – Union Pacific RR Overpass Laredo, TX. <i>Engineer of Record</i>. Wes developed the final designs, plans, and specifications for this railroad overpass project using AASHTO–LRFD specifications. The bridge spans Union Pacific RR main lines and spur tracks. The bridge is comprised of steel-welded composite plate girders for a total length of 866 ft, reinforced concrete column bents, and drilled shafts, and provides the necessary horizontal and vertical clearance required by UPRR.
02/04–04/05	TxDOT, IH-35 Southbound Frontage Road Connector Waco, TX. <i>Engineer of Record</i>. Wes executed the final design of this curved steel plate girder roadway overpass . The bridge comprised two continuous steel plate girder units, 360 ft and 420 ft, respectively. The spans were designed using AASHTO Standard Bridge specifications for Curved Girders and a straight girder case using AASHTO–LRFD specifications. Reinforced concrete hammerhead bents founded on drilled shaft foundations were used for the substructure. His responsibilities included designing the curved steel girder units and developing and sealing the girder details.
05/09-10/10	TxDOT Austin District, SH 95 Brushy Creek Williamson County, TX. <i>Engineer of Record</i>. Wes developed the final designs and plans for this bridge replacement project. The bridge spans Brushy Creek near Coupland, TX. The bridge is 520 feet in length and comprised of seven PPC Type C girder spans varying in length from 70 feet to 90 feet. The superstructure is supported by reinforced concrete column bents founded on drilled shafts. The bridge was designed using split phased construction due to the existing structure's location. The bridge was designed using the TxDOT standard and the LRFD specifications.
08/06-12/07	TxDOT, SH 31 Bridge Replacements – EB & WB FM 339 Overpasses Waco, TX. <i>Engineer of Record</i>. Wes designed the replacement of two bridges, featuring prestressed concrete U40 box beam girders and concrete column bents supported by drilled shafts. The bridges measured approximately 240 feet in length and 40 feet wide, accommodating two lanes of traffic.

Firm employed by HDR Engineering, Inc.				
Name	Ann Keen		Years of relevant experience with this employer	11
Title	Senior Architectural Historian Project Manager		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization		MA / 2007 / Art History BA / 2001 / Art History		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Cultural/Historic Architecture / Standing structures and built environment (Meets MPR 13)		
Ann has 20 years of experience in historical studies with a particular emphasis on the built environment. She meets the requirements of the Secretary of the Interior as a qualified architectural historian with a Master's Degree and two years of experience. Her experience includes architectural and historic sites surveys, National Register of Historic Places (NRHP) eligibility evaluations and nominations, archival research, Section 106 and Section 4(f) compliance, agency and consulting party coordination, agreement document development, and Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER) documentation. Ann has experience on projects in 38 states for the Federal Highway Administration (FHWA), Departments of Transportation, the U.S. Army Corps of Engineers (USACE), national and regional rail companies, as well as other public and private entities. She is also a trained and experienced bridge inspection assistant and has assisted in the inspection of more than 10 fracture-critical road bridges in Texas and Louisiana.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/23–07/23	UPRR, Lake Charles Subdivision MP 657.37 Bridge Investigation Allen Parish, LA. Architectural Historian. Ann recorded the 1926 timber stringer bridge on a Louisiana Historic Resources Inventory (LHRI) form, evaluated it for NRHP eligibility, and assessed the bridge's viewshed for potential additional historic resources in advance of bridge replacement.			
08/22–02/23	CSX, Chef Menteur Pass MP 787.20 Bridge Investigation Orleans Parish, LA. Architectural Historian. Ann applied the Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way for proposed improvements to the 1929 Warren through-truss swing bridge.			
04/21–09/21	Canadian National Railway (CN)/Illinois Central Railway, Baton Rouge Subdivision MP 431 Bridge Cemetery Investigation St. Charles Parish, LA. Architectural Historian. Ann conducted research relating to the possible presence of a Civil War-era cemetery in the vicinity of a bridge replacement project, as mentioned by a local resident in 1986 and as potentially depicted in a ca. 1863 photograph. Work was conducted with assistance from USACE and the Louisiana Division of Archaeology staff.			
04/17–11/17	CN/Illinois Central Railroad, Bonnet Carré Spillway Bridge NRHP Evaluation St. Charles Parish, LA. Architectural Historian. Ann conducted the NRHP evaluation for the bridge, including a survey via airboat. The bridge, built in 1934–1935, is a combination timber trestle, plate girder, and I-beam structure, 11,748 feet long. The survey was undertaken in advance of proposed bridge repairs.			
10/16–03/17	CN/Illinois Central Railway, Cultural Resources Survey of Illinois Central Railroad Bridge 866.2, McComb Subdivision Tangipahoa Parish, LA. Architectural Historian. Ann conducted the NRHP evaluation for the timber and steel bridge, built c. 1965, and she authored the relevant portions of the associated report. The survey was undertaken in advance of proposed bridge replacement.			
09/14–09/21	Northwest Louisiana Council of Governments, Cultural Resources Survey of the Proposed LA 3132 (Inner Loop) Extension Project Caddo Parish, LA. Architectural Historian. Ann conducted the architectural resources survey for the project, which included documentation and NRHP evaluation of five semi-rural properties. One property included a YWCA lodge, built in 1930–1931 by local architect Edward F. Neild, Sr.			
04/13–10/14	Coastal Protection and Restoration Authority, Mid-Barataria Sediment Diversion Project Cultural Resources Survey Plaquemines Parish, LA. Architectural Historian. Ann completed research of primary and secondary English and French source materials and authored the report's historic context, which focused on the eighteenth and nineteenth century ownership of a sugar plantation in Plaquemines Parish. St. Rosalie Plantation is notable for its ownership by Andrew Durnford, a free man of color, beginning in 1828 and continuing until his death in 1859.			

Firm employed by HDR Engineering, Inc.				
Name	Bryan Kinard		Years of relevant experience with this employer	2
Title	Senior Construction Inspector		Years of relevant experience with other employer(s)	38
Degree(s) / Years / Specialization			Associates / 1988 / Engineering Graphics	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Construction support / Support project planning, coordinate with contractors, maintain safety and quality standards, conduct site inspections, and manage documentation.	
Bryan has a proven track record of delivering quality construction support services. His extensive experience working with clients in Louisiana, including Tangipahoa Parish and CPRA, has given him a deep understanding of the local market. As a seasoned construction professional, Bryan has a keen eye for detail and a strong ability to collaborate with multidisciplinary teams.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/23-Ongoing	CPRA, Mid Barataria Sediment Diversion Plaquemines Parish, LA. Resident Project Representative. Bryan reviews submittal packages including contract plans, specifications, work plans, safety plans, survey reports, SWPPP reports, daily contractor reports, and payment applications and their supporting documents. Bryan also generates client daily reports with supporting documents and job hazard analyses while monitoring work onsite. He verifies compliance, witnesses inspections performed (both QC and QA), performs QA inspections in the field, and drafts the project closeout report.			
05/24-06/24	CPRA, River Reintroduction into Maurepas Swamp and Wet Shore Lake Pontchartrain Flood Risk Reduction Project Saint John The Baptist Parish, LA. Resident Project Representative. Bryan reviewed project plans and specifications to obtain a thorough understanding of project needs. He also attended the pre-bid meeting and pre-bid on-site visit with the client and the contractors.			
01/24-06/24	Tangipahoa Parish Government, Lake Pontchartrain Shoreline Protection, Phase I and Phase II Tangipahoa Parish, LA. Site Engineer Inspection Team Leader. Bryan made weekly site visits to verify work in progress and completed work. He wrote site visit reports with photo documentation and reviewed contractor progress reports and survey reports on work performed.			
03/18-09/23 And 12/14-12/17	USACE, Comite River Diversion Channel Reach 2A, East Baton Rouge East Baton Rouge Parish, LA USACE, Bayou Fountain Clearing and Snagging East Baton Rouge Parish, LA USACE, Lower Jones Creek Clearing and Snagging East Baton Rouge Parish, LA USACE, West Lake Pontchartrain Sand Stockpile Contract 1 St. Charles and St. John the Baptist Parishes, LA USACE, Access Road Construction Road Construction Road Contract St. Charles and St. John the Baptist Parishes, LA USACE, Avondale Seepage Control Project Phase II Jefferson Parish, LA USACE, Permanent Canal Closures and Pump (PCCP) Stations, 17th, Orleans, and London Avenue Canals New Orleans Parish, LA <i>Quality Assurance Representative III.</i> Bryan worked as a Senior Construction Inspector on various USACE projects throughout the New Orleans and surrounding parishes. The projects required a thorough working knowledge of the USACE EM-385-1-1 Safety Manual, OSHA regulations, OSHA 30 credentials, and local safety codes. Bryan reviewed contract specifications, civil, structural, mechanical, and electrical drawings, survey topographical mapping, bore maps; reviewed submittals; performed Davis Bacon interviews; reviewed and commented on QC daily reports, and compiled QA daily reports with supporting documents. He regularly prepared pay estimates and their supporting documents, in conjunction with critical path mapping, to verify that the project remained on time and on budget in accordance with the contract documents and safety requirements.			

Firm employed by		HDR Engineering, Inc.	
Name	David Knickerbocker, PhD, PE	Years of relevant experience with this employer	10
Title	Movable Bridge Practice Lead	Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		PhD / 2005 / Structural Engineering MS / 2001 / Structural Engineering BS / 1998 / Civil and Environmental Engineering	
Active registration number / state / expiration date		PE.0040004 / LA / 3-31-2026	
Year registered	2015	Discipline	Civil
Contract role(s) / brief description of responsibilities		Structural Support / Lead, coordinate, and execute design of movable bridges and components thereof, in accordance with AASHTO and LADOTD specifications, guidelines, and preferences (Meets MPR 7).	
David has executed projects on movable highway and railroad bridges, covering inspection, rehabilitation design, and new design. He handles project scoping, calculations, and plans while leading bridge inspections and preparing load rating reports. His expertise includes design, analysis, construction staging, and seismic assessment. Recently, he has focused on asset management for movable bridge inventories, including assessments and design plans for repairs and rehabilitation. Certifications: FHWA-NHI-130055 Safety Inspection of In-Service Bridges (2011; Refresher Course 2022)			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/24-02/25	FDOT, Sunrise Blvd Bridge Rehabilitation Fort Lauderdale, FL. Specialty Structure Lead. David oversaw and produced the design details and calculations for the (the first-ever full-movable-span installation) of orthotropic aluminum deck, replacement stringers and their connections, and span lock platform replacement and expansion. Additionally, David reviewed other structural items of the twin double-leaf trunnion bascule spans' major rehabilitation, including fender system replacement, scour mitigation, and installation of advanced traffic gates.		
06/23-12/23	CSX Transportation, Schuylkill River Swing Bridge Aerial Cable Philadelphia, PA. Structural Engineer-of-Record. As Engineer-of-Record , David was responsible for the structural design and produced the detailed design for the aerial messenger cable power supply support system between the stayed pole (with pivoting linkage) at the center of the swing span, and the stayed pole at the end of the approach span.		
01/22-09/22	City of Charleston, Ashley River Crossing – Pedestrian/Bicycle Bridge, Charleston, SC. Movable Bridge Lead. As 'Engineer-of-Record' in design-build preparation – including preliminary design and production of RFP documents, David provided the structural design including movable span type selection, preliminary (30%) design plans and estimates for the selected (cable-stayed bobtail swing) span type, cost and risk analysis coordination, RFP production including design criteria and special provisions, comprehensive design reviews, and construction engineering/inspection services.		
05/21-11/21	SCDOT, Wappoo Creek Bascule Bridge Rehabilitation Charleston, SC. Structural Engineer-of-Record. David conducted the analysis, detailed design , 60% inspection, and production of plans, specifications, and estimates for structural aspects of the rehabilitation, which included span lock and associated platforms replacement, floorbeam strengthening, live load bearing stiffeners replacement, re-balancing, grid deck weld repairs, and localized painting; detailed work procedures were developed for all tasks. Subsequently, David oversaw revisions to the design for full-span open grid deck replacement, full structural steel repaint, and structural steel repairs.		
09/20-03/21	BNSF Railroad, West Seattle Bridge Rehabilitation Seattle, WA. Structural Engineer-of-Record. To replace the rear counterweight pins of the Strauss bascule span , David designed a complex jacking scheme that eliminates the inclined pin force resultant within tight space constraints and limited navigation outage time. For this design, which included detailing a feasible connection scheme for jacking frames mounted to the counterweight and its permanent frame, David developed an analysis, calculations, and contract plans through a detailed final design.		
09/19-02/20	Michigan Department of Transportation, Houghton-Hancock Vertical Lift Bridge Rehab Hancock, MI. Senior Structural Engineer David led the design from conceptualization to final design of the vertical-lift span rehabilitation effort, including span guides, rocker		

Prime consultant name: HDR Engineering, Inc.

	bearings, structural steel repairs, plug welds for fracture/fatigue considerations, and roadway joint replacement, with associated staging. Additionally, David performed design changes during construction (DCDC) for significant additions of open-grid deck replacement , including complex steel detailing and floor system supplementation.
02/19-08/19	Port Authority of New York/New Jersey, Cross-Harbor Freight Program- 65th Street Transfer Movable Bridge Rehabilitation, Brooklyn, NY. Inspection Team Leader/ Structural Engineer-of-Record. The project involves replacing the ferry transfer ramp bridge in Jersey City, producing larger-capacity barges, and rehabbing the Greenville Yard. David conducted a structural inspection and summary report for the existing 100-foot-long, 2-track rail car transfer bridge between the transport barge and grade track. He also designed the rehabilitation , including analysis of material loss-induced capacity reductions, criteria comparison, fatigue assessment, and structural steel repair contract drawings package development.
09/18-01/19 and 05/20-08/20	Virginia Department of Transportation (VDOT), Route 156 over James River, Benjamin Harrison Lift Bridge Hopewell, VA. Task Manager/Structural Engineer. David oversaw the load rating of the lift span and flanking tower spans through truss main members, gusset plates, floor systems, and the generation of demand-capacity ratios for the tower truss members. This included report production and coordination of quality reviews. In another task, David designed the aerial cable system , including evaluation of ice-on-cable and wind loads per ASCE guidelines, production of demand and capacity calculations, and production of detailed design plans.
06/17-03/18	CSX Transportation, Bayou Sara Swing Bridge Replacement Mobile, AL. Project Engineer. David was the ' Engineer-of-Record ' and was responsible for designing the replacement of the two-track, through girder swing bridge. The new bridge design features a metalized through-girder superstructure with a gantry-mounted operating machinery house, conventional center bearing with hydraulic operating machinery, and an automated control system. During construction, David designed a center pier steel skid instituted (in lieu of the originally designed reinforced concrete cap) to reduce track downtime in the replacement procedure from the originally allotted 40-hour track outage, down to 14 hours. David also oversaw the float-in procedure on-site.
12/16-05/17	CSX Transportation, Spottsville (Green River) Draw Bridge Rehabilitation Spottsville, KY. Structural Engineer-of-Record. The project consisted of rehabilitation of a single-track rail through-truss (260-foot) swing and (153-foot) approach span bearings and supports, including pivot bearing restoration and reinstallation, as well as rest pier bearing reinstallation and structural pier cap rehabilitation. David developed final design plans and estimates. He coordinated the jacking of the superstructure on the pivot and rest piers, prepared a fully detailed structural steel end floorbeam strengthening design , staged the demolition and rehabilitation of the reinforced concrete cap, and provided a detailed design of the associated temporary work platforms.
09/14-04/15	New York City DOT, Unionport Bridge New York, NY. Lead Structural Engineer. This project replaced a double-leaf bascule span with twin single-leaf bascule spans. David designed the bascule span , comprised of a half-filled grid deck, roadway (joint, barrier, walkway, etc.) details, steel stringers, floorbeams, and bascule girders.
02/13-08/14	City of Victoria, Johnson Street Bridge Replacement Victoria, BC. Structural Engineer. This project consisted of the design for an architecture-driven roller-nest bearing bascule span . David produced a detailed 3D structural analysis model to produce structural and mechanical component design forces for load combinations, including seismic effects from detailed time-history analysis. David then designed the structural 'roller' ring and their supporting roller-nest frames, seismic 'fuse' tail lock, counterweight details, rest pier bearing, drilled shaft foundations (including seismic detailing), end floorbeam, shared-use path support outriggers, and counterweight/balance.
05/12-08/12	MassDOT, Fore River Bridge Design Quincy, MA. Lead Structural Engineer. This project required an accelerated preliminary design of a vertical-lift bridge in a design-build tender package. David designed and detailed the vertical-lift span , a 324-foot-long, 77-foot-wide through-truss, comprised of gusset plate-connected steel box members.
11/05-03/07	DIT South Australia via AbiGroup, Port River Expressway Adelaide, SA, Australia. Structural Engineer. This project was for the design of two bascule bridges, one railway and one vehicular, under a design-build delivery arrangement. David prepared the detailed design of bascule plate girders, trunnion towers, and counterweights per (LRFD-based) Australian Standard Specifications AS5100. Additionally, David performed multiple bascule balance and inventory calculations, as well as a range of construction support review and calculation services.
02/05-08/05	New York City DOT, Willis Avenue Bridge New York, NY. Structural Engineer. In the replacement of a major \$620M Harlem River crossing, including a 345-foot-long swing span and 3,000 feet of highway approaches, David designed and detailed the swing span through truss , and also served in construction support, coordinating shop drawing review for truss members and assembly, and other structural steel elements (curved tub girder and I-girder).

Firm employed by HDR Engineering, Inc.				
Name	Gregory Kochersperger, PE		Years of relevant experience with this employer	21
Title	Central Region Principal Bridge Engineer		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			BS / 2000 / Architectural Engineering	
Active registration number / state / expiration date			PE. 94869 / TX / 09-30-2026	
Year registered	2004	Discipline	Structural Engineering	
Contract role(s) / brief description of responsibilities			Structural support / Assess bridge conditions, plan repairs, and verify safety compliance	
Gregory's bridge design experience includes numerous over and underpass bridges, railroad bridges, light rail transit structures, stream and river crossings, and major interchanges. He has performed bridge designs comprised of steel and concrete and is fluent in the design of pre-cast and post-tensioned concrete structures, long-span steel bridges, including truss bridges, as well as curved steel I-girders and box girders. His recent experience has been focused on the rehabilitation and preservation of existing concrete and steel structures.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/20-04/21	TxDOT Bridge Division, JFK Causeway over Gulf Coast Intracoastal Waterway Rehabilitation Corpus Christi, TX. Project Manager. Greg coordinated the logistics for two separate teams in the field for three weeks, including coordination with the USCG. He led the development of an extensive condition assessment report, which included recommendations for concrete repairs and installation of a cathodic protection system. He then led the development of the PS&E, which included bridge repair details, traffic control plans, cathodic protection details, and environmental commitments.			
10/24-08/25	TxDOT Dallas, IH 30/IH 35E Condition Assessments Dallas, TX. Project Manager. Greg led the condition assessments of IH 30 eastbound and westbound over White Rock Creek and IH 35E over Turtle Creek. The bridges were each over 1,000 feet long, crossing multiple roadways in addition to the namesake creek. Greg coordinated lane closures with the city and TxDOT to gain access for the inspections and utilized a combination of conventional methods, infrared deck scans, and an under-deck unmanned aerial vehicle to gather data on the two very congested urban interstate bridges. He led the development of comprehensive reports documenting the deficiencies and providing recommendations for repairs with cost estimates. The field notes and photo documentation were organized, compiled, and provided to the District to complete the repair plans. They were very pleased with the thorough level of documentation			
04/23-06/25	TxDOT Abilene, District Wide Bridge Maintenance Various Counties, TX. Project Manager and Bridge Rehabilitation Task Lead. Greg developed a comprehensive plan to help the Abilene District eliminate as many outstanding follow-up action items (FUAs) as possible over a multi-year funding cycle. Greg took the District's complete list of FUAs and used his experience to develop gut-level, order-of-magnitude estimates for the repair work based solely on the descriptions and limited inspection reports. He used these estimates to identify the “low-hanging fruit” and prioritize repairs that could be completed on the district's fixed annual budget. He then performed condition assessments of over 50 priority bridges to confirm the repair locations and quantities, and finalized his recommendations. He then developed individual packages of bridges, grouped by each Area Office within the district, over the course of four fiscal years. In addition to the bridge repairs, Greg developed traffic control plans, railroad exhibits, and SWP3 for each package. The first two packages bid successfully within 5% of Greg's estimate and within the District's budget. The third and fourth packages will bid in the fall of 2025. Through his programmatic approach, Greg helped the district eliminate more than 60 FUAs.			
10/21-09/23	TxDOT Dallas, IH 345 Rehabilitation Dallas, TX. Project Manager / Bridge Rehabilitation Task Leader. Greg led the condition assessment and rehabilitation of 18 separate structures that comprise the IH 345 corridor and IH 30 Interchange in downtown Dallas. He coordinated with the city, TxDOT, and Dallas Area Rapid Transit to gain access to critical areas of the bridge for inspection, utilizing a combination of under-bridge inspection vehicles and man lifts. Greg and his team developed thorough field notes, which formed the basis of the repair plans. Greg led the development of the repair plans for the deck-level repairs and substructure repairs. He also incorporated steel girder repairs developed by another consultant into his plan set and combined the specifications and estimates to provide a unified bid set for contractors. The extensive rehabilitation scope included rail replacements, joint repairs and replacements, poly-ester polymer overlays, concrete substructure repairs, drainage system repairs, and a deck replacement. Greg was responsible for each aspect of the final design			

Prime consultant name: HDR Engineering, Inc.

	plans, including the extensive traffic control plans.
06/16-03/18	TxDOT Abilene, US87 Overpass at UPRR Rehabilitation Big Spring, TX. <i>Project Manager / Bridge Rehabilitation Task Leader.</i> Greg led the coordination and execution of the extension condition assessment of the existing haunched steel plate girder bridge over a busy rail yard. Based on the findings of the assessment, he developed a repair recommendation report, which included the full replacement of the existing bridge deck. TxDOT agreed with the recommendation, and Greg developed the full design plans (PS&E) for the rehabilitation, including bridge details, traffic control plans, illumination details, and railroad exhibits.
09/18-03/21	TxDOT Bridge Division, Bastrop, Travis, and Williamson County Bridge Rehabilitations Various Locations, TX. <i>Project Manager.</i> Through the course of two separate work authorizations, Greg led the condition assessment of 19 separate bridges, followed by the rehabilitation of 14 based on his recommendations. He coordinated the logistics for the condition assessments with varied access techniques and traffic control based on the locations. He developed four separate PS&E packages, including bridge details, traffic control plans, roadway safety improvements, SW3P, and Environmental sheets.
01/13–06/15	City of Dallas / Dallas Area Rapid Transit, Houston Street Viaduct Rehabilitation Dallas, TX. <i>Bridge Task Lead.</i> Greg led the condition assessment and rehabilitation of this 100-year-old concrete spandrel arch bridge across the Trinity River. Rehabilitation included retrofit for a proposed streetcar line. Greg led the structural analysis work and load rating to demonstrate that the existing bridge could support the proposed load. He developed the details for the extensive rehabilitation of the historic bridge.
06/13–07/18	Trinity Metro, Trinity Rail Express Double Track Fort Worth, TX. <i>Bridge Task Lead.</i> Greg led the bridge design of five separate railroad structures and the rehabilitation of a 153-foot triple lattice steel truss carrying a commuter rail line over the Trinity River. Greg developed the rehabilitation scoping report and performed load ratings of the existing truss. He developed the rehabilitation details for the truss, including gusset plate repairs, steel member straightening, and full painting plans.

Firm employed by HDR Engineering, Inc.				
Name	Jonathan Kohler, PE		Years of relevant experience with this employer	12
Title	Electrical Engineer		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization			BS / 2007 / Electrical Engineering	
Active registration number / state / expiration date			PE. 0039625 / LA / 9-30-2026	
Year registered	2015	Discipline	Electrical and Computer Engineering	
Contract role(s) / brief description of responsibilities			Electrical engineering support / Assist in the design of the electrical and control system. Coordinate with other disciplines to provide a complete electrical system. (Meets MPR 6)	
Jonathan has over 17 years of experience managing, inspecting, designing, and providing emergency response for over 100 movable bridges throughout the United States and Canada, primarily for Class I railroads. He has substantial experience in providing inspections of electrical power distribution and control systems for movable bridges. Jonathan also has experience with emergency services and troubleshooting. He performs emergency services on a routine basis for several bridge owners throughout. In addition to providing inspections and emergency services, Jonathan also performs project management, designs, and construction management for movable bridges. Jonathan is also highly active in the movable bridge industry, currently serving as the Registrar for Heavy Movable Structures (HMS), which is the only movable bridge-focused organization. In addition to his involvement with HMS, Jonathan is the Movable Bridge Subcommittee Chairman for AREMA Committee 15.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
03/22-05/24	BNSF, Mermentau Swing Span Control System Design and CM Mermentau, LA. Project Manager/Engineer of Record in Responsible Charge of Electrical Design. Jonathan designed the new PLC-based control electrical system for this hydraulically operated swing span. The span was previously operated manually, utilizing levers at the hydraulic power unit (HPU). The new control system includes a PLC for providing automatic and manual controls of the newly installed solenoid valves on the HPU. The operator interface for controlling the bridge is from an HMI touchscreen located either in the bridge machinery room on the movable span or within the bridge tender house. The new control system will allow BNSF to remotely control the bridge. Jonathan provided construction management services for the installation, testing, and final commissioning of the new control system.			
04/25-Ongoing	Canadian National Railway, St. Charles Air Line Bridge Mechanical and Electrical Inspection Chicago, IL. Project Manager/Engineer of Record in Responsible Charge of Electrical Design. The project consists of the mechanical and electrical rehabilitation of this single-leaf Strauss Bascule. Jonathan is designing the electrical and control systems for the bridge. The new control system will include a new main drive motor, variable frequency drives (VFDs), and a programmable logic control (PLC) based control system. The new control system will also have the ability for remote control.			
01/25-Ongoing	Ohio DOT, Craig Memorial Bascule Bridge Rehabilitation Toledo, OH. Engineer of Record in Responsible Charge of Electrical Design. Jonathan is designing a complete electrical system rehabilitation of this double-leaf bascule. The existing power distribution and control systems were installed in the 1970s and are in poor condition. The rehabilitation includes removing the existing power distribution, controls, and lighting systems for the bridge. The new design will include new power distribution equipment, lighting, and controls. The new control system will include a PLC with a relay-type auxiliary system. In addition to the designs, Jonathan performed an alternatives analysis to determine the desired type of control system and submarine cable alternatives.			
04/25-Ongoing	Wisconsin DOT, Bayview Bridge Detailed Inspection Sturgeon Bay, WI. Project Manager and Lead Electrical Engineer. Jonathan is performing an in-depth inspection of the electrical components, including the power distribution and control systems of this double-leaf bascule bridge. During the inspection, the bridge experienced an operational outage due to pack rust affecting the operations of the tail locks. The inspection consisted of insulation testing and three-phase voltage and current measurements for the motors. A condition report and recommendations with preliminary cost estimates were provided. This inspection will serve as the basis for future rehabilitation scopes of work.			

11/21-03/22	BNSF Railway, Berwick Vertical Lift Bridge VFD Replacement Morgan City, LA. <i>Project Manager and Lead Electrical Engineer.</i> Jonathan designed the replacement of the existing variable frequency drives (VFDs) and associated motor encoders for this tower drive vertical lift bridge. In addition to the designs, Jonathan provided construction management services for the installation, testing, and final commissioning of the new VFDs.
06/21-02/22	BNSF Railway, Bayou Boeuf Conductor Replacement Amelia, LA. <i>Project Manager and Lead Electrical Engineer.</i> BNSF has been plagued with several operational failures due to failed conductors inside conduits on the movable span and terminations becoming loose within electrical enclosures. Jonathan designed and led construction management services to replace the existing conduit and conductor system with armored cable and install vibration dampeners on electrical enclosures to reduce the effects of vibration on the conductors. Jonathan led the design that included a new submarine cable/droop loop termination cabinet, droop loop support system, and drive motors. The droop loop design eliminated the flexible cable from being dragged across the concrete pier during bridge operations.
08/13-10/15	BNSF Railway, Bridge 32.06 Over Bayou Des Allemands Des Allemands, LA. <i>Engineer of Record in Responsible Charge of Electrical Design.</i> Jonathan was the engineer of record for electrical and control designs for this swing span railroad bridge. Previously, the bridge utilized a diesel motor located on the span for operations. The swing span was replaced, and a new power distribution and control system was installed. Jonathan designed the PLC-based control system to be capable of operating the span locally at the bridge or remotely from the control house on the shore. In addition to the design, he also served as resident engineer during construction, providing construction oversight and inspection.
08/20-04/22	BNSF Railway, Ft. Madison Swing Span Ft. Madison, IA. <i>Project Manager and Lead Electrical Engineer.</i> Jonathan designed the replacement of the existing end lift motors for this double-track, double-deck swing span. In addition to the motor replacement, a new armored cable was installed on each motor, as well as some control modifications.
10/20-10/25	Texas Dept. of Transportation (TxDOT), Movable Bridges Asset Management Orange, TX. <i>Lead Electrical Engineer.</i> Jonathan performed an in-depth inspection of the electrical components, including the power distribution and control systems of this Cow Bayou swing span. The inspections also consisted of insulation testing and three-phase voltage and current measurements for the motors. He also provided the condition report and recommendations with preliminary cost estimates. These inspections serve as the basis for future rehabilitation scopes of work. In addition to the inspection and report, an operations and maintenance manual was created to assist the DOT with maintenance activities.
03/16-02/22	Canadian Pacific Railway, Mississippi River Swing Span (Tomah Bridge 283.40) La Crescent, MN. <i>Project Manager/Lead Electrical Engineer.</i> Jonathan designed and installed several new mechanical and electrical updates on this 110+ year old swing bridge. For this multi-year project, the mechanical design included replacing the existing centering latch, main pinions, rail lift/eccentric motors, and supports, and several limit switches throughout the span. Jonathan's electrical design included the installation of new VFDs and a PLC-based control system. Jonathan performed additional designs, including a control design for the end lifts, a new alignment ram, and new rail lifts to assist with bridge alignment, and a new rail lift system. During construction, he also provided on-site testing and commissioning services.
05/20-04/22	Michigan Dept. of Transportation, Houghton-Hancock Vertical Lift Bridge Houghton, MI. <i>Lead Electrical Engineer.</i> Jonathan designed the electrical system, which included the replacement of the existing main and auxiliary motors with inverter-duty motors. Additional electrical designs that Jonathan provided include heat tracing for hydraulic intermediate retractable bearings, cable reel replacement, re-indexing bridge height rotary cam limit switches, updating bridge control schematics, and the requirements for modifying the PLC and VFD programming for the new motors.

Firm employed by		HDR Engineering, Inc.	
Name	Carlos Larco, PE	Years of relevant experience with this employer	9
Title	Movable Bridge Electrical Lead	Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		BS / 2015 / Electrical Engineering	
Active registration number / state / expiration date		PE.0048606 / LA / 9-30-2026	
Year registered	2024	Discipline	Electrical Engineering
Contract role(s) / brief description of responsibilities		Electrical support / Assist in the design of the electrical and control system. Coordinate with each discipline to provide a complete electrical system.	
Carlos has 11 years of experience in electrical design, including the design specification, inspection, and construction support for projects involving mechanical systems for movable bridges.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/25 - Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Lafayette, Calcasieu, Cameron, Saint Martin, & Vermillion Parish, LA. Electrical Team Lead. Carlos is leading the electrical inspections for Abbeville Bypass, Old Abbeville, Parks, Milton, Ellender, and West Fork, which are the six vertical lift bridges in this contract. He determined deficiencies in the electrical equipment and assisted in developing the in-depth inspection report sections for each bridge.		
8/23-Ongoing	Port of New Orleans, Movable Bridge Inspection On-Call Contract Orleans Parish, LA. Lead Electrical Engineer Inspector. Carlos is performing the detailed electrical inspection of Almonaster and Seabrook, both century-old Strauss Bascules stretching down the Inner Harbor Navigational Canal. This inspection takes more attention to detail to account for deficiencies that may not be encountered in bascules of this age. Carlos has inspected both bascules, including motors, transformers, drive system, controls, power distribution system, traffic control system, operator's house, and lighting.		
06/22-06/23	LADOTD, Statewide In-Depth Complex Bridge Inspections Saint Tammany & Livingston Parish, LA. Electrical Inspector. Carlos performed the detailed electrical inspection of the Tchefuncte River, Bayou Bonfouca, and Bayou Liberty electrical systems and provided findings and recommendation reports. Project elements inspected included motors, transformers, drive system, controls, power distribution system, traffic control system, operator's house, and lighting.		
09/20-04/21	Texas Department of Transportation, Movable Bridges Asset Maintenance Bridge City, TX. Electrical Inspector. Carlos was responsible for an in-depth inspection of the Cow Bayou Swing Bridge. The work involved visual inspection of the electrical equipment on the bridge, observation of several operations, interlock testing, and the inspection report. The report included issues found during the inspection and recommended repairs.		
05/20-04/24	Martin County, Hobe Sound Bascule Bridge Rehabilitation Martin County, FL. Electrical Designer. Carlos provided scoping, assessment reports, electrical and control systems rehabilitation design plans, calculations, specifications, cost estimates, and construction inspection reporting. The project included a total control system replacement, flux vector drive installation, submarine cable replacement, and electrical system rehabilitation.		
12/18-Ongoing	CSX Transportation, Movable Bridge On-call Engineering Services (Lift Bridges) Various Locations, AL, SC, and TN. Electrical Designer. Carlos is scoping and preparing assessment reports, electrical and control systems rehabilitation design plans, calculations, specifications, cost estimates, and construction inspection reporting for Mobile River (AL), Tailrace (SC), New Johnsonville (TN), and Joliet (IL) Vertical Lift Bridges. His work includes control systems replacement, power distribution system replacement, flux vector drive installation, remote control implementation, and other miscellaneous electrical system improvements.		

Firm employed by HDR Engineering, Inc.			
over	Daniel Leard, RPA		Years of relevant experience with this employer
Title	Louisiana Gulf Coast Archaeology Team Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MA / 2004 / Anthropology BA / 2001 / Anthropology	
Active registration number / state / expiration date		No. 990254 / US / 12-31-2025	
Year registered	2014	Discipline	Registered Professional Archaeologist
Contract role(s) / brief description of responsibilities		Cultural/Historical Architecture / Archaeological surveys (Meets MPR 12)	
Daniel has 20 years of experience in cultural resource management, covering surveys, site testing, data recovery, lab analysis, monitoring, and technical reporting for archaeological projects. Notable work includes excavations at a late Bronze Age cemetery in Jordan, the Lospe prehistoric village site in California, and colonial period sites in New Orleans, providing Section 106 support for the MC 252 Oil Spill Response, and surveying over 100,000 acres in New Mexico's White Sands Missile Range. Daniel has completed the National Preservation Institute's Section 106 training (The Basics for Planners, Project Managers, and Developers) and meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology and Archaeologist Qualifications as published in the Louisiana Register on April 20, 1994 with a Master's Degree, one year of experience, supervised field and analytic experience in general North American archaeology, and the demonstrated ability to carry research to completion.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/24–04/25	Sempra Energy, Texas Connector Pipeline Amendment Project Jefferson and Orange Counties, TX. Principal Investigator. Daniel managed a crew of archaeologists and historians for a cultural resources survey of 39.3 miles of proposed pipeline, access routes, and associated facilities totaling approximately 1,910 acres. The project was overseen by the FERC and was subject to Section 106 of the NHPA. Fieldwork included systematic shovel testing and architectural survey. Daniel completed background research, directed the field efforts, managed agency coordination, prepared technical reports, and provided significance evaluations and NRHP eligibility recommendations for archaeological resources identified during the survey. As a result, sections of the pipeline were rerouted to avoid impacts to significant cultural resources.		
01/25–04/25	Orsted P2X U.S. Holding LLC, Orsted Star Project Baytown, TX. Principal Investigator. Daniel managed the cultural resources survey for the proposed Star e-Methanol facilities totaling 95 acres. The project was overseen by the DOE Office of Clean Energy Demonstrations and was completed in compliance with Section 106 of the NHPA. Daniel managed an archaeological survey of the APE and a historic architecture survey of the visual-range APE.		
09/22–09/23	Alaska DOT, Sterling Highway MP 45 to 60 Squalantnu Data Recovery Project Kenai County, AK. Field Director. Daniel provided Section 106 support for a highway realignment project with the Alaska DOT within lands managed by the USFS and the State of Alaska. Fieldwork included systematic testing and excavation at a series of known habitation sites within the Squalantnu Archaeological District on the Kenai Peninsula. Daniel provided field management for data recovery excavations of a prehistoric house pit and storage pit features.		
05/23–06/23	Department of the Air Force, Columbus Air Force Base T-7A Recapitalization Project Lowndes County, MS. Principal Investigator. Daniel completed a survey of 37 acres on Columbus AFB in support of Section 106 for proposed construction. Fieldwork included systematic shovel testing in accordance with the Mississippi Standards for Archaeological Practice. Daniel completed background research, directed the field efforts, managed report preparation, and evaluated the impacts of the project on cultural resources.		
09/21–02/24	Sentinel Test Program, Vandenberg Space Force Base (VSFB) Lompoc, CA. Field Director. In cooperation with Space Launch Delta 30, U.S. Space Force, VSFB, and the U.S. Air Force Nuclear Weapons Center, Daniel provided Section 106 support for modifications to existing infrastructure at VSFB at two existing Minutemen launch facilities as part of the Sentinel Test Program. Daniel was the field director for data recovery investigations at CA-SBA-512, the ethnohistoric Chumash Village of Lospe, and CA-SBA-760. Data recovery included excavation unit sampling of shell midden features, laboratory analysis of lithic and faunal artifacts, botanical samples, collecting samples of for radiocarbon dating, and report preparation.		

10/20–06/22	San Diego Gas and Electric (SDG&E), ETS 42129: Cameron Corners WMP Due Diligence Project Cameron Corners, CA. <i>Principal Investigator.</i> Daniel supported the SDG&E for the planned construction of the Cameron Corners microgrid. He led field surveys, monitoring, site testing, technical report preparation, implementation of an Archaeological Data Recovery Plan and Monitoring and Discovery Plan, and attended planning and tribal consultation meetings. Site testing and data recovery were completed for archaeological sites identified within the project area to evaluate significance and assess impacts of the project on cultural resources.
02/16–07/16	Federal Highway Administration (FHWA) Central Federal Lands Highway Division, El Camino Real del Adentro National Historic Trail Santa Fe County, NM. <i>Principal Investigator.</i> Daniel completed a cultural resources survey of a proposed recreational trail retracing portions of the historic El Camino Real through portions of BLM and National Forest Service land. The survey identified and evaluated significant historic and prehistoric resources along the proposed trail. As a result, Daniel made informed recommendations to the client and the government agencies on the use of and alterations to the trail.
12/14–02/15	USACE - Tulsa District, TO 02- Biological and Cultural Site Program, White Sands Missile Range Otero Maneuver Area Archaeological Site Testing Otero County, NM. <i>Field Director.</i> Daniel managed data recovery excavations at 20 selected sites recorded during the Otero Maneuver Area cultural survey. Archaeological test units were excavated at locations of hearths and other cultural features. Artifacts, faunal remains were systematically collected for further analysis; soil samples and charcoal samples were collected for flotation analysis and radiocarbon dating. Ceramics were collected for rim sherd index tests, clay and temper studies, and other testing.
11/12–02/14	USACE - Tulsa District, White Sands Missile Range Sierra, Otero, and Thurgood Maneuver Areas Cultural and Natural Survey WSMR, NM. <i>Field Director.</i> Daniel completed cultural resources surveys and site evaluations for over 100,000 acres on White Sands Missile Range. Daniel managed a team of 20 archaeologists that identified, recorded, and evaluated 607 archaeological sites. The study required biological surveys, cultural surveys, site protection markings, and boundary markers in three maneuver areas on the North Range of WSMR for the Army Test and Evaluation Command.
06/10–03/13	BP Exploration, MC252 Oil Spill Response, Gulf Coast Incident Management Team LA, MS, AL, and FL. <i>Archaeological Crew Chief.</i> Daniel provided cultural resources field management over the four-state area of response. He provided field coordination, research, report preparation, Shoreline Treatment Recommendation review, archaeological survey, QA/QC, and coordination with federal, state, tribal, and BP officials on compliance with the Section 106 process. Daniel was part of a team of over 30 archaeologists that identified and recorded every archaeological site along the shores of Louisiana, Mississippi, Alabama, and Florida that could be affected by oil. He recommended protective measures for cultural resources, provided cultural resource support, and conducted monitoring during project-related activities. Daniel produced technical reports that provided significance evaluations and NRHP eligibility recommendations for numerous cultural resources documented during the field surveys.

Firm employed by		HDR Engineering, Inc.		
Name	Adam McGinnis		Years of relevant experience with this employer	14
Title	Senior Coatings Inspector		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization			AMPP – Senior Certified Coatings Inspector (CIP Level 3)	
Active registration number / state / expiration date			No. N-70460 / N/A / 05-09-2026	
Year registered	2017	Discipline	Corrosion and Protective Coatings Inspection	
Contract role(s) / brief description of responsibilities			Protective Coatings Specialist / AMPP Coatings Inspector	
Adam is an AMPP-certified senior coatings inspector (formerly NACE-certified Coating Inspector Level 3 [CIP3]) with over 10 years of experience in corrosion and condition assessment. He specializes in conducting coating evaluation, coating inspection during construction, soil corrosivity studies, cathodic protection surveys, cathodic protection installation, commissioning, and condition assessment of pipelines, bridges, and concrete structures. Training: NACE CIP Bridge E-Course completed in August 2020. Adam is also CPR and OSHA certified.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
04/24-Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Lafayette, Calcasieu, Cameron, Saint Martin, & Vermillion Parish, LA. Coatings Lead. Adam is leading the coatings inspections for Abbeville Bypass, Old Abbeville, Parks, Milton, Ellender, and West Fork which are the six vertical lift bridges in this contract. Adam took samples and develop testing regimes in addition to developing the in-depth inspection report sections for each bridge.			
06/24-Ongoing	Kansas Department of Transportation (KDOT), Coating Evaluation and Corrosion Service Life Modeling of James River Steel Truss Bridge Kansas City, KS. Coatings Lead. HDR provided coating evaluation and corrosion service life modeling of a steel truss bridge at the James River crossing in Kansas City, Kansas. The two-span bridge is approximately 3700 ft long and was built in the early 1900s. HDR’s study included field surveys and desktop studies. Adam is reviewing coatings-related documents and overseeing coatings-related field surveys.			
04/24-Ongoing	Sound Transit, I-90 Bridge Coatings Inspection Seattle, WA. HDR Lead Coatings Inspector and On-Site Representative (Sub-consultant). HDR provided construction support for the coating repairs along the I-90 floating bridge. Adam is providing oversight and inspection for applying polyurea coating repairs on the I-90 floating bridge. He is also reviewing coatings-related documents.			
08/23-Ongoing	Nebraska Department of Transportation (NDOT), US-75 Repair Omaha, NE. Lead Coatings Inspector and Part-Time On-Site Representative. HDR provided engineering assessment, design, and construction bid support for rehabilitating ten US-75 bridges. Adam is reviewing coatings-related documents.			
06/23	NDOT, I-680 Mormon Bridge Warranty One-Year Coating Inspection Omaha, NE. Lead Coatings Inspector. HDR provided engineering assessment, design, and construction support for rehabilitating I-680 Mormon Twin Bridges. For the coatings one-year warranty inspection, Adam reviewed coatings-related documents on the project.			
02/22-12/22	City of Thousand Oaks, Meadows Reservoir Emergency Inspection Thousand Oaks, CA. Coatings Inspector and On-Site Representative. HDR provided engineering, design, and construction bid support for the emergency repairs of a 3.3MG rectangular, reinforced concrete tank with cantilever retaining walls supporting a roof made from precast “double-T” panels. The work included a structural evaluation and design to return the reservoir to service quickly before the next fire season. Engineering services during construction (ESDC) were provided by responding to RFI, reviewing material submittals, and on-site coating inspection. Adam audited the contractor’s quality assurance. The City’s Public Works Department awarded this project a Project of the Year award.			
10/20	Idaho Department of Transportation (IDOT), Mores Creek Bridge Inspection Boise, ID. Lead Inspector. HDR developed a comprehensive, long-range Asset Management Plan (AMP) for the Mores Creek Bridge, a three-span deck truss bridge with three steel girder approach spans, that outlines preventative maintenance, as well as more intensive rehabilitation, along with estimated costs, to preserve the bridge to a service life of 100 years. Adam performed a field inspection to assess the baseline condition of the structure.			

Prime consultant name: HDR Engineering, Inc.

Firm employed by HDR Engineering, Inc.				
Name	Matt McGuire, PE		Years of relevant experience with this employer	21
Title	Movable Bridge Program Manager		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			MBA / 2007 / Business Administration BS / 2000 / Mechanical Engineering	
Active registration number / state / expiration date			PE.0043785 / LA / 03-31-2026	
Year registered	2019	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities			Mechanical lead / confirm mechanical systems meet quality standards and are designed for practical construction and performance (Meets MPR 5)	
Matt has 25 years of experience in the design, inspection, emergency troubleshooting, and construction of mechanical, electrical, and structural systems. This includes experience with highway, railway, and infrastructure systems in the forms of movable bridges, travelers, transfer bridges, and tunnels. Matt's experience also includes the inspection of over 100 movable bridges, including expertise in SPRAT rope access inspections (of which he is now retired), and he is a National Certified Tunnel Inspector (NCTI). He is an industry-recognized leader and is active in the Heavy Movable Structures organization and the Technical Committee Chairman for Machinery and Mechanisms. He has also authored the FHWA Specification for the National Tunnel Inventory (SNTI), classes for certifying tunnel inspectors (NHI 130110 and 130125), and is a certified NHI instructor.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/19-4/20	Canadian Pacific Railroad, Sabula Swing Span Operating Machinery Rehabilitation (CP474) Sabula, IA. Project Manager and Lead Mechanical Engineer. Matt was the engineer of record and responsible for the mechanical design. He designed the complete rehabilitation of the turning machinery for the swing span over the Mississippi River. Mechanical scope for the machinery included replacement or refurbishment of the turning machinery gears, shafts, and bearings, along with the replacement of the motor brakes and position limit switches for the movement of the span. Matt integrated the coordination of motor and brake remounting with the new limit switches into the control system he replaced during a previous HDR design task. He also performed the commissioning and interlock test of the full system from the operator's house. Matt developed plans and specifications for the project as well as provided construction support in the review of RFI's and submittals.			
01/18-12/18	Canadian Pacific Railroad, Truman Bridge Span Lock Machinery Replacement (CP169) Kansas City, MO. Project Manager and Lead Mechanical Engineer. Matt was the engineer of record and responsible for the mechanical design. He designed the replacement for the span lock machinery on the span-driven vertical lift bridge over the Missouri River. Use of a portable hydraulic power unit and hydraulic cylinder replaced the unreliable mechanical linear actuators used to drive the lock bars. Matt developed plans and component selections for the design, and the CP maintenance staff procured and installed the replacement machinery. The hydraulic operating system is a manual system and requires the bridge tender to operate the machinery from the location of the span lock to confirm the proper state of pulled or driven, to avoid misoperation.			
06/14-10/17	Union Pacific Railroad, Steel Bridge Electrical Rehabilitation Portland, OR Project Manager and Lead Mechanical Engineer. Matt was the mechanical engineer of record and responsible for the mechanical design of this telescoping vertical lift bridge with two decks. He designed the mounting for the new electrical limit switches, thrustor brakes, and span lock motor. He also designed the revisions for the machinery brakes. He also delivered the contract documents to UP in the form of plans, specifications, and a construction cost estimate			
08/15-09/21	Multnomah County, Burnside Bridge Rehabilitation Multnomah County, OR Lead Mechanical Engineer. Matt was the mechanical engineer of record and responsible for the mechanical design. He designed the span lock rehabilitation and field device mounting for the PLC and drive replacement. The Burnside Bridge Rehabilitation project was intended to address repairs and rehabilitation to the double-leaf Strauss bascule bridge for a 15-year lifespan. The design work included sorting and filtering down the rehabilitation work to a \$35M budget to address civil, structural, mechanical, and electrical work needs for the bridge. During the process, Matt performed an analysis to determine the appropriate level of seismic treatment for the rehabilitation design. Matt provided contract documents for bid in the form of plans, specifications, and construction cost estimates as part of the design services. He also provided construction support for responses to RFI's and submittal review.			

Prime consultant name: HDR Engineering, Inc.

04/07-12/08	NYSDOT, Replacement of the Ingersoll Street Lift Bridge Over the Erie Canal Monroe County, NY. Mechanical Engineer. Matt designed the rehabilitation of the operating machinery and counterweight machinery for this towerless vertical lift bridge. The project work included the complete replacement of machinery components, in addition to structural repairs to the span, counterweight, and operating machinery pits. Mechanical plumbing and electrical work were performed in the operator's house . Contract documents for bid in the form of plans, specifications, and construction cost estimates were provided as part of the design services. Matt also provided construction support services, including shop and site inspections of the new machinery.
04/07-12/08	NYSDOT, Replacement of the Washington Street Lift Bridge Over the Erie Canal Monroe County, NY. Mechanical Engineer. Matt designed the rehabilitation of the operating machinery and counterweight machinery for this towerless vertical lift bridge. The project work included the complete replacement of machinery components, in addition to structural repairs to the span, counterweight, and operating machinery pits. Mechanical plumbing and electrical work were performed in the operator's house . Contract documents for bid in the form of plans, specifications, and construction cost estimates were provided as part of the design services. Matt also provided construction support services, including shop and site inspections of the new machinery.
12/13-06/20	San Joaquin County, Rehabilitation of the 8-mile Bridge over Honker Cut San Joaquin County, CA. Lead Mechanical Engineer. Matt performed the rope access and mechanical inspection of the swing span and then developed design concepts for the balancing of the bridge during construction staging. During design development, Matt was the mechanical engineer of record responsible for the development of the span balance plan sheet, and he performed the design calculations for the adjustments. The Eight Mile Road Bridge over Honker Cut is a swing span bridge in need of a deck replacement. HDR's scope was to perform an inspection of the bridge and develop alternatives for the replacement of the deck, while maintaining a certain level of roadway and marine traffic through the bridge. The project proceeded with the preferred alternative, and Matt developed contract documents for bid in the form of plans and specifications.
01/24-Onhoing	BNSF, Bridge 37.0 Mechanical and Electrical Rehabilitation Everett, WA Project Manager and Lead Mechanical Engineer. Matt is the mechanical engineer of record and is responsible for the mechanical design. He designed the overall project mechanical system and specifically worked on the design for the mechanical mounting of the limit switches. The project was the electrical controls rehabilitation of the swing span over the Snohomish River. New turning machinery motors, motor drives, a programmable logic controller (PLC), and electrical limit switches were provided. The design utilized limited railroad closure windows and staging to install the new equipment and remove the existing after commissioning and testing of the new equipment in the operator's house . The project has currently developed plans, a bid sheet, and a project manual to the 30% design milestone.
02/23-Ongoing	BNSF, Bridge 38.3 Mechanical and Electrical Rehabilitation, Marysville, WA Project Manager and Lead Mechanical Engineer. Matt is the mechanical engineer of record and responsible for the mechanical design. He designed the overall project mechanical system and specifically worked on the design of the mechanical mounting for the limit switches. The project was the electrical controls and machinery rehabilitation of the swing span over the Ebey Slough. New turning machinery motors, end lift motors, motor drives, programmable logical controller (PLC), and electrical limit switches were provided. The design utilized limited railroad closure windows and staging to install the new equipment and remove the existing after commissioning and testing of the new in the operator's house . The project has currently developed plans, a bid sheet, and a project manual to the 30% design milestone.
10/14-05/15	Port of Hood River, Port of Hood River On-Call Multiple Task Orders Hood River, OR. Movable Bridge Lead. Matt was in charge of the reporting, including the tabulation and review of previous deficiencies, project summaries for potential future projects, and a projected spending plan for the movable span. He was also the mechanical engineer of record and responsible for the mechanical design. He designed replacement span guides for the vertical lift span as part of emergency repairs for the bridge after misoperation. Matt also performed rope access inspection of the bridge wire ropes and documented the problems with the control system interlocks. As a follow-up to the inspection, HDR helped plan the future work on the tower-driven vertical lift bridge . Matt authored several reports to help with the budgetary planning for the bridge's future. His recommendations include repairing bridge electrical systems in the operator's house and implementing a predictive/preventative maintenance program for the bridge.

Firm employed by HDR Engineering, Inc.				
Name	Philip Monticciolo, PE		Years of relevant experience with this employer	12
Title	Senior Structural Engineer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		ME / 2012 / Structural Engineering BS / 2012 / Civil Engineering		
Active registration number / state / expiration date		24GE05642400 / NJ / 04-30-2026		
Year registered	2020	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Structural support / assist with the design and analysis of the structural components and integration with the mechanical and electrical systems		
Philip has a strong background in bridge design, scoping inspection, and development of bridge plans and specifications. Philip has successfully delivered projects for various clients, including NJDOT, TxDOT, and FDOT.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/25-Ongoing	South Carolina Department of Transportation (SCDOT), Old Ashley River Bascule Span Replacement Charleston, SC. Structural Engineer. Philip is preparing the preliminary design and detailing of structural components of the movable span and bascule pier. He is coordinating with the mechanical and electrical disciplines and assisting in determining solutions and options for the complex staging effort for the bascule span replacement.			
12/24-Ongoing	New Jersey (NJ) Transit, Movable Bridge Inspections Statewide NJ. Bridge Inspection Team Lead. The project consists of five movable bridge inspections on NJ Transit's Atlantic City Line, North Jersey Coast Line, and Princeton Line. The bridges consisted of two rolling lift bascule bridges, two swing span movable bridges, and one former swing bridge made fixed. Philip led the overall inspections, performed the structural inspections, and coordinated efforts between mechanical and electrical disciplines, subconsultants, and the US Coast Guard, and NJ Transit. The structural inspection work consisted of hands-on observation of structural elements at the top of the deck, the underside of the span, and substructure elements, including the movable spans and all approach spans. Philip wrote and reviewed structural sections of the report for each of the bridges and performed the load rating calculations.			
09/22-12/23	NJ Transit, Fixed Bridge Inspections Statewide NJ. Structural Inspection Lead. The project consisted of numerous fixed bridge inspections on NJ Transit's Boonton Line, Main Line, Montclair Line, and North Jersey Coast Line. The structural inspection work consisted of hands-on observation of structural elements at the top of the deck, the underside of the span, and the substructure elements. Philip led one of the structural inspection teams and coordinated efforts with subconsultants and NJ Transit. The structural inspections were coordinated with the mechanical and electrical inspections and accommodated bridge openings as needed for boat traffic. Philip wrote and reviewed structural sections of the report for each of the bridges.			
10/21-Ongoing	Canadian National Railway (CN), Black Rock Swing Bridge Rehabilitation Black Rock, NY. Structural Engineer. Philip performed the structural inspection of the swing span and bulkhead and provided recommendations for repair in conjunction with a mechanical and electrical rehabilitation effort. He is overseeing the structural rehabilitation recommendations, design, and detailing, and he is providing construction support services.			
08/16–08/17	SCDOT, Movable Bridge Inspections Statewide SC. Assistant Team Leader. Philip performed structural inspections of five movable bridges, including bascule spans and truss swing span bridges. The structural inspection work consisted of hands-on observation of structural elements at the top of the deck, the underside of the span, and the substructure elements, and included the movable spans and approach spans. The structural inspections were coordinated with the mechanical and electrical inspections and accommodated bridge openings as needed for boat traffic. Philip wrote the structural sections of the report for each of the bridges.			

Firm employed by HDR Engineering, Inc.				
Name	David Neveu, PE		Years of relevant experience with this employer	12
Title	Senior Electrical Engineer		Years of relevant experience with other employer(s)	28
Degree(s) / Years / Specialization			BS / 1995 / Engineering Technology (Electrical)	
Active registration number / state / expiration date			0402057951 / Virginia / 06-30-2026	
Year registered	2018	Discipline	Electrical	
Contract role(s) / brief description of responsibilities			Electrical support / Movable bridge and ferry systems, electrical power and control systems design, construction support, emergency response support, and inspections	
David has nearly four decades of electrical engineering experience in automated control systems, with the past fourteen years concentrated in the design, construction support, inspection, and troubleshooting of electrical systems for movable bridges. His responsibilities include the replacement, rehabilitation, and integration of control systems (relay and PLC logic), motor drive systems, traffic control equipment, and power distribution.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
02/24-Ongoing	VDOT, Movable Bridges On-Call Contract, New ATOS Cabinets - Coleman Bridge Yorktown, VA. Electrical Engineer. An emergency response diagnosis was conducted due to a faulted hydraulic proportional valve electronic analog module, and the calibration of a spare module to restore movable bridge operation was needed. David designed a new redundant system that provides uninterrupted bridge operations while integrating the new digital modules to replace the obsolete 30-year-old analog module. David is also performing customer support services with the client maintenance personnel.			
02/24-Ongoing	VDOT, Movable Bridges On-Call Contract, Emergency Drive Installation - James River Bridge Newport News, VA. Electrical Engineer. David conducted an emergency response assessment of the existing Westinghouse thyristor drive, which has been in service for 45 years and is now obsolete. He designed a new PLC-controlled emergency VFD system for the vertical lift bridge to serve as a backup to this redundant drive. David also formulated a construction staging sequence that accommodates minimal marine and traffic closure, confirming compliance with the strict six-month time-of-year requirements. Additionally, he is providing customer support services in collaboration with the client maintenance personnel.			
02/24-Ongoing	VDOT, Movable Bridges On-Call Contract, Drive Replacement - Berkley Bridge Norfolk, VA. Electrical Engineer. David performed a design assessment and emergency response for the twin double bascule bridges on I-264, which included installing traffic gates and a new emergency diesel generator system. He also designed a new submarine cable system, a new medium voltage electrical service system, and a new power distribution system. Additionally, David implemented a new PLC control system and installed a new flux vector drive system, along with a new conduit and wiring system. He replaced the existing drive machinery and designed a temporary drive system to limit marine outage requirements during construction to a maximum of five days. David is also providing customer support services with the client maintenance personnel.			
01/18-02/18	VDOT, Movable Bridges On-Call Contract, HMI Operational Upgrade - Benjamin Harrison Bridge Hopewell, VA. Electrical Engineer. At VDOT's request, David modified the existing emergency drive system's HMI display, PLC logic, and control system wiring to provide operational information for the operator and maintenance personnel while using the normal Westinghouse thyristor drive system. He also collaborated with the client maintenance personnel to confirm smooth transitions and understanding of the updated system.			
05/11-05/22	VDOT, Movable Bridges On-Call Contract Various Locations, VA. Electrical Engineer. David was responsible for responding to emergency control system failures on each of the movable bridges in the state of Virginia. He handled emergency calls for system failures, troubleshoot issues, and repaired the control system failures. Additionally, David prepared both temporary and permanent repair packages and coordinated repairs with other engineering disciplines. Key emergency responses included addressing the simultaneous failure of both redundant Westinghouse thyristor drives on the James River Bridge, two separate instances of Westinghouse thyristor drive failures on the Benjamin Harrison Bridge, and a loss of control power during an opening on the I-64 High Rise Bridge. David also worked closely with the client maintenance personnel to provide effective communication and resolution of these issues.			

Firm employed by HDR Engineering, Inc.				
Name	Michael (James) O'Keefe, PE		Years of relevant experience with this employer	1
Title	Mechanical Engineer, Movable Bridge		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization			BS / 2011 / Mechanical Engineering	
Active registration number / state / expiration date			35103 / SC / 06-30-2026	
Year registered	2017	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities			Mechanical support / design, analyze, and confirm proper integration of mechanical systems and components for structural integrity and operational functionality	
Michael has successfully served clients such as VA DOT, Norfolk Southern Corp., CSX, and SC DOT Headquarters, demonstrating his expertise in designing and implementing complex mechanical systems. With his strong technical background and collaborative approach, Michael excels at working with multidisciplinary teams to deliver innovative solutions that meet clients' needs. As a key member of our team, Michael will leverage his expertise to support the successful preservation of LADOTD's bridges, prioritizing safety, efficiency, and durability.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/25–Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Statewide LA. Bridge Inspection Team Member. Michael performed mechanical inspections for the Abbeville Bypass over Bayou Vermillion, Milton over Bayou Vermillion, and West Fork (Moss Bluff) over Bayou Calcasieu vertical lift bridges.			
04/25–04/25	CSX Transportation, Movable Bridges Emergency Response Charleston, SC. Mechanical Response Team Member. Michael responded to a rolling lift mechanical failure. He was onsite within two hours to diagnose the failure - a failed babit insert for a bearing supporting the bevel gear between the drive motor and the pinion gear, allowing enough backlash for the gearing to not drive the bridge open. Michael worked with onsite contractors to develop a solution and get the rolling lift bridge back in service to CSX within a week.			
05/25–Ongoing	Norfolk Southern Corp, Engineering and Design Services Agreement New Bern, NC. Mechanical Response Team Member. Michael evaluated the auxiliary power unit for the NS bridge to prepare a specification for a direct replacement. He also evaluated the bridge's mechanical elements and prepared a memo for recommended bridge repairs.			
11/23–Ongoing	VDOT, Gwynn's Island Clutch Rehabilitation Gwynn's Island, VA. Mechanical Inspector. Michael performed inspections for two movable bridges, including one in-depth inspection in the Fredericksburg District for VDOT as part of an HDR multidisciplinary team. Both bridges were swing spans, and one was a multiple movable span and is hydraulically driven.			

Firm employed by HDR Engineering, Inc.				
Name	Erin O'Malley, PE (SPRAT 3)		Years of relevant experience with this employer	14
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		MS / 2010 / Structural Engineering BS / 2008 / Architectural Engineering		
Active registration number / state / expiration date		PE.0043899 / LA / 03-31-2026		
Year registered	2019	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Structural support / coordination and oversight of rope access inspection teams		
Training: FHWA-NHI Course No. 130055, Safety Inspection of In-Service Bridges; FHWA-NHI Course No. 130053, Bridge Inspection Refresher Training; FHWA-NHI Course No. 130078, Fracture Critical Inspection Techniques for Steel Bridges; NHI Course No. 130078A, Bridge Inspection Techniques for Nonredundant Steel Tension Members (NSTM) Refresher; SPRAT Level 3 Rope Access Technician, No. 131089 Expires: 02/02/2027				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/25-06/25	LADOTD, Contract 5 for Movable Bridges (6) Statewide LA. Bridge Inspection Team Leader. Erin performed rope access inspections of lifting towers for six bridges near LaFayette and Lake Charles. She assembled the rope access inspection team, including a rope access site supervisor and the other inspectors. The structural inspections were performed separately from the mechanical and electrical inspections, but coordination with operations for boat traffic was still required. Erin wrote or reviewed the tower sections of the reports for each of the bridges.			
02/20, 12/20, 04/23	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide LA. Bridge Inspection/Rope Access Site Supervisor. Erin performed rope access inspections of lifting towers, floor systems, and truss members where other methods of access were not practical for the Red River and Teche Bayou lift bridges and for the Pearl River Swing Truss. As the rope access site supervisor, Erin created the SPRAT-certified inspectors' work plans and safety plans and rigged the rope access system. She also performed some inspection work when additional SPRAT Level 3 staff were on site. The structural inspections were coordinated with the mechanical and electrical inspections and accommodated bridge openings as needed for boat traffic. Erin wrote and reviewed structural sections of the report for each of the bridges.			
11/23, 10/24	Port of New Orleans, Movable Bridge Inspections On-Call Contract New Orleans, LA. Bridge Inspection Team Leader. Using rope access, Erin led a five-person team to inspect two bascule trusses and their counterweight structures in 2023 and again in 2024. The bridges carry Class 1 railroads over the Inner Harbor Navigation Canal, so the work required coordination with a railroad flagger and the bridge operator to maintain train and boat traffic. Erin wrote the above-deck structural sections of both reports and reviewed the below-deck structural, mechanical, and electrical sections.			
10/20–11/20	Texas Department of Transportation (TxDOT), Movable Bridges Asset Maintenance Rio Hondo, TX. Bridge Inspection/Rope Access Site Supervisor. Erin supervised rope access inspection of the Rio Hondo lift bridge towers above deck that were beyond the reach of the bucket truck, including the side faces over water and the majority of the lift-span and approach-span faces. The scope included a general inspection to assess the bridge's condition since its rehabilitation in 2017 and a detailed inspection of elements needing potential repairs and maintenance. Erin created the work and safety plans for two SPRAT Level 1 inspectors and rigged the rope access system. The structural inspection was performed separately from the mechanical and electrical inspection, but coordination with operations for boat traffic was still required. She wrote the tower sections of the report.			
05/12-09/21 and 07/24-Ongoing	TxDOT, Non-Redundant Steel Tension Members (NSTM) (formerly Fracture Critical) and Complex Bridge Inspection Contract Statewide, TX. Bridge Inspection Team Leader. Erin has worked on five full cycles of this contract since 2012, working her way up from Assistant to Team Leader to Rope Access Leader for the state. She is currently working on HDR's 6th cycle on this contract. Structure types include plate girders, plate caps, tub girders, box caps, floor beams, trusses, railcar bridges, and signature tower and cable structures. Erin coordinates each aspect of the inspection, from planning to mobilization to reporting. Erin has performed load ratings for small rural structures, steel I-beams, plate girders, through trusses, deck trusses, floor beams, and gusset plates.			

Firm employed by HDR Engineering, Inc.				
Name	Zack Overfield, RPA		Years of relevant experience with this employer	4
Title	Cultural Resources Practice Leader, South Central		Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization			MA / 2013 / Anthropology BA / 2011 / Sociology with Anthropology Emphasis	
Active registration number / state / expiration date			RPA 28577359 / US / N/A	
Year registered	2014	Discipline	Cultural Resources	
Contract role(s) / brief description of responsibilities			Cultural/Historical Architecture / Archaeologist: Manage cultural resources compliance under Section 106 of the NHPA (Meets MPR 11)	
Zack is a dedicated leader in cultural resources consulting with over 15 years of experience across the southern United States and Midwest. At HDR, he supervises complex cultural resources investigations in support of major infrastructure projects. He confirms projects successfully navigate the National Environmental Policy Act, Clean Water Act, National Historic Preservation Act, and other applicable federal, state, and local regulations. Zack manages intensive archaeological and historic resources surveys, cemetery investigations, burial exhumations, evaluative testing, data recovery, alternative mitigation efforts, and historic preservation documentation. He authors and reviews technical reports for regulatory compliance across continental United States and conducts quality control reviews of project data and deliverables. Certifications: Section 106 of the National Historic Preservation Act course				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/21–05/22	Illinois Central Railroad, Bonnet Carré Spillway Bridge Reconstruction Project – Baton Rouge Subdivision at Milepost 431 St. Charles Parish, LA. Principal Investigator. Zack managed the National Historic Preservation Act and Louisiana Unmarked Human Burial Sites Preservation Act compliance associated with the reconstruction of the wooden trestle bridge spanning the Bonnet Carré Spillway. Zach prepared documents involving evaluations of historical significance.			
05/19–12/19	Plains All American, TGTI to Corpus Pipeline Project Corpus Christi, TX. Principal Investigator. Zack supported cultural resources compliance for the 21-mile-long petroleum product pipeline. He supervised each aspect of the Phase I cultural resources survey and agency consultation. Zach prepared documents involving evaluations of historical significance.			
07/15–10/17	Bayou Bridge Pipeline LLC, Bayou Bridge Pipeline Project Multiple Counties, LA. Principal Investigator. Zack completed a cultural resources field investigation for a 162-mile crude oil pipeline across southern Louisiana, documenting 27 archaeological sites and four historic structures and their associated outbuildings. He supervised each aspect of the Phase I cultural resources survey and agency consultation under the Clean Water Act and NHPA. Zach prepared documents involving evaluations of historical significance.			
01/17–10/17	Gulf South Pipeline Company LP, Westlake Expansion Project Calcasieu Parish, LA. Principal Investigator. Zack completed a cultural resources investigation for the approximately 42-acre Westlake Compressor Station. He documented one historic archaeological site that included two historic buildings determined to be the remains of the Krause and Managan Houston River Road Mill. The project design was modified through consultation with the Louisiana Division of Archaeology to avoid direct and indirect effects to the historic site. Zach prepared documents involving evaluations of historical significance.			
01/16–12/16	Hatch Mott MacDonald, American Midstream, Midla Natchez Line Multiple Counties LA and Natchez County, MS. Project Manager/Principal Investigator. Zack completed a cultural resources field investigation for a 50-mile FERC natural gas pipeline. He was responsible for supervising each aspect of the Phase I cultural resources survey, agency consultation, and completing Resource Report 4. The investigation assessed two newly recorded archaeological sites, one site revisit, and one historical resource. Zach prepared documents involving evaluations of historical significance.			

Firm employed by HDR Engineering, Inc.				
Name	Steven Pierce, PE (SPRAT II)		Years of relevant experience with this employer	6
Title	Materials Engineer		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization			BS / 2018 / Chemical Engineering and Material Science	
Active registration number / state / expiration date			2026 / CA / 09-30-2026	
Year registered	2022	Discipline	Metallurgy	
Contract role(s) / brief description of responsibilities			Protective Coatings Specialist / AMPP CP1 Coatings Inspector	
Steven performs direct and indirect corrosion inspections of metallic and concrete transportation, water, and wastewater type structures, including pipelines, penstocks, dams, bridges, and lift stations. Some of the field-testing procedures include soil resistivity/corrosivity measurements, structure-to-electrolyte potential surveys, concrete chemical testing, and non-destructive thickness testing.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/25-06/25	LADOTD, Contract 5 Movable Bridges (6) Vermillion, Lafayette, St. Martin, and Calcasieu Parishes, LA. Bridge Coatings Inspector. Steven performed coating inspections of lifting towers, lift span floor systems, and truss members using a MEWP for the West Fork and Ellender lift bridges. The coating inspections were coordinated with the structural inspections and accommodated bridge openings as needed for boat traffic. Steven wrote and reviewed coating inspection sections of the report for each bridge.			
07/25-09/25	Port of Hood River (PoHR), PoHR Bridge Repair and Paint Hood River, OR. Bridge Coating Inspector. Using rope access, Steven led a three-person team to inspect the condition of the existing coating of the lifting towers, lift span floor systems, and truss members. He tabulated the areas of coating damage and recommended areas for coating repair to extend the life of the bridge an additional 15 years, until a new, larger bridge can be constructed.			
07/24-07/24	Kansas Department of Transportation (KDOT), Intercity Viaduct Rating Kansas City, KA. Bridge Inspector. Using rope access, Steven inspected lower chord fracture critical members for coating and corrosion damage. Metal losses caused by corrosion were tabulated and used to calculate the structural rating of the bridge in its current condition to determine future repair recommendations.			
10/23–05/24	Silicon Valley Power (SVP), Stony Gorge Penstock and Black Butte Penstock Inspections Statewide CA. Coatings Inspector. Steven used rope access to access the internal sloped portions of three penstocks to perform a hands-on coating inspection. This work included visual inspection of the full pipe length interior and coating condition assessments, including non-destructive evaluation. Steven also assisted with preparing and evaluating the safety and rescue plans required to complete the interior inspection. HDR provided the rope access means and methods for safe entry and rescue response to complete the work.			
12/24-12/24	Port of Long Beach (POLB), Pier B ODRS Facilities Program; Crescent Warehouse Long Beach, CA. Corrosion and Coatings Inspector. Steven performed a coating and corrosion inspection for roof truss members for the Crescent Warehouse in preparation for building modification. The condition of the roof trusses was used to determine if the existing load rating would meet the requirements for the future building modifications. Rope access and a MEWP were used to reach each portion of the roof truss. The building tenants currently use the building for shipping and receiving large crates from the port. Steven consistently coordinated access around moving forklifts and occupants.			
06/24-07/24	USACE, Pittsburgh District Dams and Locks Statewide PA. Structural Engineer. Steven used rope access to inspect the upstream and downstream faces, internal structures, and lift arm mechanisms for dam radial gates at the New Cumberland and Charleroi USACE Lock and Dam sites. Steven wrote and reviewed the dam inspection sections of the report.			

Firm employed by HDR Engineering, Inc.				
Name	Garland Pennison, PhD, PE		Years of relevant experience with this employer	12
Title	Senior Project Engineer Professional Associate		Years of relevant experience with other employer(s)	33
Degree(s) / Years / Specialization		PhD / 2020 / Systems Engineering MS / 1993 / Environmental & Water Resources Engineering BS / 1979 / Civil Engineering		
Active registration number / state / expiration date		PE 20931 / LA / 09-30-2026		
Year registered	1983	Discipline	Environmental, Civil	
Contract role(s) / brief description of responsibilities		Hydraulic analysis & design / Lead for bridge hydraulics modeling; bridge scour analysis; coastal transition zone modeling; bridge hydraulic reports.		
Garland has 45 years of experience in project planning, engineering, design, and management across diverse civil and coastal infrastructure projects. His previous work experience with other employers included numerous LADOTD transportation and bridge hydraulic projects. His diverse experience includes transportation, coastal, urban land use, and infrastructure design and planning projects. He has expertise in hydrodynamic and water quality modeling of complex coastal, estuarine, and riverine systems. Garland is a PhD graduate in systems engineering from the University of South Alabama, with research focused on coastal transportation hydraulics related to damage created by increasing coastal hazards.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/19-Ongoing	LADOTD, Louisiana Watershed Initiative (LWI) Modeling Region 5 South Central Parishes, LA. Project Manager. Garland led the development of hydrologic and hydraulic (H&H) models for LWI Region 5, covering the Atchafalaya, Bayou Teche, Vermilion, Mermentau, and Mermentau Headwaters HUC-8 watersheds. The project involves assessing drainage conditions over 10,000 square miles using HEC software and incorporating coastal ADCIRC data as modeled boundary conditions. The watershed models are the most advanced to date for this complex coastal region. Task Order 4 developed design storms and consequence models for the entire 16-parish Region 5 boundaries. Work is ongoing with Task Order 5 in cataloguing and applying models to proposed improvements.			
01/23-Ongoing	Lafayette Consolidated Government (LCG), Bridge Hydraulic Studies Lafayette City Parish, LA. Project Manager. Garland is completing FEMA analysis of proposed bridge hydraulics associated with various LCG projects. This includes evaluating existing and proposed FEMA models for no-rise certifications associated with proposed bridge hydraulics, and submittal of a letter of map revisions in the event FEMA flood insurance maps require revision. This requires an extensive knowledge of drainage systems within the Vermilion and Mermentau watersheds.			
06/24-Ongoing	LCG, Vermilion Watershed Hydraulic Studies Lafayette City Parish, LA. Project Manager. Garland is completing hydrologic and hydraulic analysis of various existing and proposed improvements within the Vermilion and Mermentau watersheds. This includes evaluating existing and proposed RAS 2D models for various major drainage improvements and/or modifications within the watersheds. This requires applying complex H&H models to evaluate impacts on existing and future drainage conditions.			
07/15-02/17	Bayou Lafourche Freshwater District (BLFWD) Union Pacific Railroad Bridge Donaldsonville, LA. Project Manager. The project consists of the replacement of existing culvert crossings with a new railroad bridge in a fast-track project to remove existing flow restrictions and increase freshwater supply capacity from the Mississippi River to Bayou Lafourche. Garland completed RAS analysis for alternative bridge designs.			
01/15-05/17	Pennsylvania Department of Transportation, Rapid Bridge Replacement Program Statewide, PA. H&H Team Lead. Garland led a modeling team providing hydrologic and hydraulic analysis and design support for a fast-track design-build program with 550+ bridge replacements. Models included RAS 1-D, scour analysis, and environmental design requirements.			

Firm employed by HDR Engineering, Inc.				
Name	Evan Purdy, PE		Years of relevant experience with this employer	6
Title	Mechanical Engineer		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		MEng / 2024 / Engineering Management BS / 2017 / Mechanical Engineering		
Active registration number / state / expiration date		104926PE / OR / 12-12-2026		
Year registered	2024	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities		Mechanical support /Structural Mechanical and Movable bridge inspector		
Evan has a strong background in mechanical systems, including hydropower dams and movable bridges.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/25–02/25	City of Grants Pass, Reinhart Stressed Ribbon Bridge Inspection Grants Pass, OR. Inspector. Evan served as one of two inspectors of the Reinhart Volunteer Park pedestrian bridge. The structure is a unique three-span stressed ribbon bridge over the Rogue River. A stressed-ribbon bridge is a rare design in which suspension cables are embedded in the deck and follow a catenary arc between substructure units. Evan inspected structural elements of the bridge as well as deck spalling, cracking, and general code compliance for the bridge.			
11/23–12/23	Port of New Orleans, Movable Bridge Inspections On-Call Contract New Orleans, LA. Bridge Inspection Team Leader. Using rope access, Evan was part of a five-person team to inspect two bascule trusses and their counterweight structures. The bridges carry Class 1 railroads over the Inner Harbor Navigation Canal, so the work required coordination with a railroad flagger and the bridge operator to maintain train and boat traffic. Evan assisted in writing the above-deck structural sections of both reports.			
10/22–11/22	Multnomah County, Hawthorne Bridge Inspection Portland, OR. Bridge Inspection Team Leader. HDR inspected the condition of the Hawthorne Bridge, a four-lane lift bridge located in downtown Portland. Evan inspected the bridge operating machinery, guide roller system, bridge seats, and guide bars. Evan also conducted an inspection focused on the design analysis and design intent of the guiding system used by the bridge when lifted and lowered. He worked alongside a professional engineer to inspect the systems described, inspect the overall condition of the guiding system, and provide a design and inspection report detailing the inspection findings and recommendations to improve the bridge guiding system.			
03/23–04/23	New York City Transit, Moodna Viaduct Rail Bridge Inspection Salisbury Mills, NY. Bridge Inspector. HDR inspected the condition of the Moodna Viaduct, a 300-foot-high 3,000 3,000-foot-long trestle bridge. The bridge was undergoing a routine fracture critical inspection using rope access and snooper trucks. Evan conducted visual inspections of the bridge structure, bridge piers, cross-member connections, and the general condition of the bridge. The result of the inspection was a full condition bridge assessment and repair recommendations for the bridge piers and other minor deficiencies.			
09/22–10/22	Mississippi DOT, Natchez Vidalia Bridge Inspection Natchez, MS. Bridge Inspector. HDR inspected the condition of the Natchez Vidalia bridge. The bridge was undergoing a routine inspection of the main support members and the bridge deck using rope access. Evan conducted visual inspections of the bridge structure, cross-member connections, and the general condition of the bridge. The result of the inspection was a full condition assessment of the bridge.			

Firm employed by: HDR Engineering, Inc.				
Name	Amber Robinson, PWS		Years of relevant experience with this employer	12
Title	Environmental Practice Lead		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2012 / Environmental & Sustainable Resources BS / 2008 / Business Management		
Active registration number / state / expiration date		Professional Wetland Scientist, No. 3286 / US / Exp. 10/22/25		
Year registered	2020	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Environmental & permitting services / Wetland delineation and threatened and endangered species surveys (Meets MPR 14)		
Amber has 12 years of environmental experience with an emphasis on wetland delineations and permit coordination. Her technical areas of expertise include the delineation of waters of the US, including wetlands, and the preparation of wetland delineation reports.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/23–Ongoing	CSX Transportation, CSX NO&M Gulf Coast Hardening 20 Mile Project, CSX Transportation Orleans Parish, LA. <i>Environmental Task Lead.</i> Amber serves as technical lead for professional permitting services for the construction of an approximately 20-mile-long roadbed hardening project of the CSX railroad near New Orleans, Louisiana. The purpose of the roadbed hardening is to address the continual erosion of the embankment, which is amplified during hurricane storm conditions. Amber is leading a team of professionals responsible for a wetland delineation and habitat assessment (a type of threatened and endangered species survey) of the 20-mile project. She also led the preparation of the Joint Permit Application, including a Hydrologic Modification Impact Assessment and Needs and Justifications Analysis. She serves as applicant agent on behalf of CSX to assist with agency coordination, including hosting a pre-application meeting with the State of Louisiana, the USACE Vicksburg District, and the New Orleans District. Currently, she is responsible for leading permit compliance during the construction of a two-mile segment of the project.			
03/21–Ongoing	Illinois Central RR, Baton Rouge Subdivision MP 431 Reconstruction Permitting Project Norco, LA. <i>Environmental Scientist/Project Manager.</i> Amber led the wetland delineation and habitat assessments, a type of threatened and endangered species survey, of the proposed project area for the replacement of a railroad bridge that crosses the Bonnet Carre Spillway at Mile Post 431 on the Baton Rouge Subdivision. She also led the development and submission of a joint permit application, request for Section 408 review, request for USCG advance approval and lighting exemption, and draft Stormwater Pollution Prevention Plan for an 8,000-foot-long railroad bridge replacement project that spans the USACE’s Bonnet Carré Spillway. She led the team that received authorization under Section 106 for an unmarked Civil War-era burial ground without the need for a costly excavation investigation. Authorizations were accomplished within 11 months of the original joint permit application submittal.			
07/16–01/24	Illinois Central RR, Bonnet Carré Spillway Bridge Replacement Project La Place, LA. <i>Environmental Scientist/Project Manager.</i> Amber conducted the wetland and stream delineation and proposed jurisdictional determination in support of two proposed alternatives to replace a railroad bridge that crosses the Bonnet Carre Spillway at Mile Post 891 on the McComb Subdivision, including preparation of a Preliminary Wetland Delineation and Proposed Jurisdictional Determination Report. She coordinated with the Louisiana Office of Coastal Management to complete the purchase of mitigation bank credits and finalized the Coastal Use Permitting process, prepared baseline and impact sections for an environmental assessment led by the USCG and USACE, and coordinated with the USACE Operations Division throughout the project construction. Amber led compliance monitoring during construction, which was completed in May 2022. Amber worked with the Federal and State permitting agencies to close the project out in January 2024			
05/13–Ongoing	Union Pacific Railroad, Bridge Replacement Program Field and Professional Permitting Services Various Locations in LA, TX, and AR. <i>Environmental Scientist/Project Manager.</i> Amber conducted wetland and stream delineation and performed permitting evaluations for the replacement of more than 50 bridges in Louisiana, Texas, and Arkansas since 2013 in support of Union Pacific Railroad's ongoing bridge replacement program. Other project tasks have included vegetation community assessment, habitat mapping, hydrologic evaluation, and permit coordination activities for USACE Nationwide and State of Louisiana Coastal Use Permits. Amber develops permit application packages and coordinates permitting with State and Federal agencies. Additionally, she is responsible for			

	tracking HDR's permitting efforts for Union Pacific Railroad, from site survey through construction, within a web-based permit tracking system for many bridge replacement projects in the south central and western regions.
05/18–Ongoing	Lafayette Consolidated Government, LCG Drainage Initiative Program Field Services Various Drainage Laterals throughout Lafayette Parish, LA. <i>Environmental Scientist/Project Manager.</i> Amber and her team are responsible for conducting stream and wetland delineations and identification of Waters of the US of drainage laterals proposed for maintenance in the drainage improvement program. In total, Amber and her team have conducted over 40 wetland delineations throughout Lafayette Parish as a result of this program.
04/21–06/21	Confidential Client, Project ANNA Iberville Parish, LA. <i>Environmental Scientist.</i> Amber conducted a wetland delineation for a 199-acre site proposed for development.
05/18–06/19	Union Pacific Railroad, Livonia Yard Project Livonia, LA. <i>Environmental Scientist.</i> Amber led a wetland delineation and identification of Waters of the US in support of the development of a USACE individual permit for a capacity improvement project of an existing Union Pacific railroad yard. Amber also prepared the individual permit application and was responsible for permit coordination with the USACE New Orleans District.
12/16–02/18	Bayou Lafourche Freshwater District, Railroad Bridge Replacement Project Donaldsonville, LA. <i>Environmental Scientist.</i> Amber conducted a wetland and stream delineation in support of the development of a Section 404 Nationwide Permit 14 Pre-Construction Notification to replace a railroad culvert crossing owned by Union Pacific Railroad. She also led the development of the permit application and coordination with the USACE New Orleans District.
04/15–04/17	CDM Smith, Port Bienville Railroad Project Hancock County, MS. <i>Environmental Scientist.</i> Amber conducted a wetland delineation and habitat assessment, a type of threatened and endangered species survey, in support of the development of an environmental impact statement for the proposed construction of a new railroad line.

Firm employed by HDR Engineering, Inc.				
Name	Edwin Rydell, PE		Years of relevant experience with this employer	25
Title	Senior Project Manager		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization			BS / 1986 / Civil Engineering,	
Active registration number / state / expiration date			PE.0047343 / Louisiana / Exp. 03-31-2027	
Year registered	2022	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Roadway Lead / Implement traffic control plans to verify safe/efficient traffic flow on roadways (Meets MPR 8)	
Edwin has extensive experience in transportation engineering, including roadway design and seven years as a Texas Department of Transportation Design Engineer. He is familiar with multiple aspects of roadway design, including horizontal and vertical alignments, traffic control, utility coordination, signing and pavement markings, and specifications. He is proficient in Geopak, Microstation, and OpenRoads.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
11/22–03/23	LADOTD, Bridge Preservation IDIQ – LA 577 at I-20 Repair PS&E Waverly, LA. Roadway Engineer of Record and Traffic Control Plan Lead. Edwin developed the roadway design and TCP plans for both phases of this emergency site inspection to assess the condition of a bridge struck by a truck. HDR completed the Phase 1 design, consisting of a PS&E to open a single traffic lane. After the emergency Phase 1 Design was complete, HDR started Phase 2 PS&E to complete the design for a replacement span.			
02/18-12/19	TxDOT Wichita Falls, US 287 NB Little Wichita River Bridge Replacement Clay County, TX. Roadway Task Lead. The project consisted of the phased replacement of two US 287 on-system bridges. Bridge 1 is over the East Fork of the Little Wichita River, replacing a five-span bridge with a phased three-span bridge, and Bridge 2 is over the East Fork of the Little Wichita River. Edwin set up the horizontal and vertical alignments for the bridge replacement project and designed the roadway to tie in the existing road to the proposed bridge. He also managed the traffic control plan development for completing the bridge in phases to allow one lane of traffic for the duration of construction.			
11/22-12/23	Port of Corpus Christi Authority, Kay Bailey Hutchison Road Corpus Christi, TX. Roadway/TCP Lead. HDR prepared the design for the Kay Bailey Hutchison Road reconstruction, which led to industrial facilities associated with the Port of Corpus Christi Authority. The existing asphalt roadway will be removed and replaced with a concrete roadway, along with drainage improvements. Edwin prepared the traffic control plan so that a two-course surface treatment would be placed on the adjacent Heavy Haul Road to allow for it to be used for traffic control during construction. Edwin prepared the roadway design and verified that disciplines were working together. Edwin also designed a temporary road adjacent to Kay Bailey to allow the industrial traffic continuous access to the facility during the construction.			
06/25 - Ongoing	LADOTD, Bridge Preservation IDIQ – LA 301 over Priest Canal, Jefferson Parish, LA. Roadway Engineer of Record/TCP Plan Lead. Edwin developed the roadway design for the replacement of the bridge over Priest Canal. After reviewing the existing bridge structure and with limited traffic in the area, it was determined to close the existing bridge for replacement. With no other access for residents beyond the bridge, Edwin developed an alignment and design for a one-lane diversion road with traffic signals to maintain access for the residents.			
07/15 – 03/17	Harris County, Louetta Road Design Harris County, TX. Project Manager. Edwin designed the roadway (a four-lane boulevard section) for this project. The design included roadway, drainage, detention, striping, and environmental. He received a provided plan set and documents to construct. He also assisted with the construction administration of the project.			
07/22-11/24	Harris County Engineering Department, Market Street Design Baytown, TX. Project Manager. Edwin prepared the final design for Market Street from Bayway Drive to West Sterling. He completed the design of a one-lane roadway in each direction, four roundabouts at an existing signalized intersection, a 12-foot shared-use path, and a five-foot sidewalk. After coordinating with each entity, Edwin also added parking lanes at the high school and a city park.			
02/18-07/20	TxDOT Yoakum, IH 10 West of San Bernard River to East of Crooked Branch Sealy, TX. TCP Task Lead. Edwin designed the traffic control plans for a four-phase project consisting of a complete freeway reconstruction from four lanes to six lanes and reconstruction of the frontage road. The TCP maintained the existing number of lanes during construction.			

Prime consultant name: HDR Engineering, Inc.

05/17-10/20	Brazoria County, SH 288 Managed Lanes General Engineering Consultant Brazoria County, TX. <i>TCP Task Lead.</i> HDR was the GEC for the construction of the SH 288 Managed Lanes. Edwin set up the general phasing layout for the entire project. He led team coordination meetings with various designers to set up a seamless TCP between the various sections for a complete TCP for construction.
07/21–03/23	LADOTD, Statewide Complex In-Depth Bridge Inspections – Task Order 4 Statewide LA. <i>Traffic Control Lead.</i> Edwin designed traffic control plans for this project, which included inspecting three steel swing span bridges in Livingston and Tangipahoa Parishes.

Firm employed by HDR Engineering, Inc.				
Name	Joey Runner, PWS		Years of relevant experience with this employer	1
Title	Senior Environmental Scientist		Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization		BS / 2003 / Biology		
Active registration number / state / expiration date		No. 2855 / LA / 07-31-2027		
Year registered	2017	Discipline	Professional Wetland Scientist	
Contract role(s) / brief description of responsibilities		Environmental & Permitting Services / Wetland delineation and threatened and endangered species surveys (Meets MPR 14)		
Joey manages fieldwork and regulatory permitting while coordinating with clients, stakeholders, and agencies like USACE. He specializes in wetland delineations and endangered species surveys.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/24–06/24	Entergy, Vermillion River Crossing Abbeville, LA. Project Manager and Lead Field Biologist. Joey provided the wetland delineation assessment, threatened and endangered species survey , USACE section 404 and section 10 Permitting, and soil sampling for this project. His role included field data collection, evaluating wetland boundaries, identifying potential impacts on protected species, and confirming that the project complies with local and federal environmental regulations.			
08/23–08/24	Jefferson Davis Electric, 230 KV Transmission Line Calcasieu and Cameron Parishes, LA. Field Manager and Lead Biologist. Joey prepared the wetland delineation assessment and threatened and endangered species surveys . He provided field data collection, evaluated wetland boundaries, and identified potential impacts to protected species.			
06/23–08/24	Entergy, Champagne Substation Transmission Line Champagne, LA. Project Manager and Lead Field Biologist. Joey prepared the wetland delineation assessment, threatened and endangered species surveys , and USACE permitting for this transmission line project crossing Courtableau Bayou. He provided field data collection, evaluating wetland boundaries, identifying potential impacts to protected species, and confirming that the project complies with local and federal environmental regulations.			
01/22–08/24	Entergy, Magnolia Substation and Transmission Line Plaquemine, LA. Project Manager and Lead Field Biologist. Joey prepared the wetland delineation assessment, threatened and endangered species surveys , regulatory permitting, Storm Water Pollution Prevention Plan (SWPPP), and inspections and soil sampling. He provided field data collection, evaluating wetland boundaries, identifying potential impacts on protected species, and confirming that the project complies with local and federal environmental regulations.			
08/22–08/24	Targa, Proposed Well Pad, Roads, Pipelines, and Structures LPG Storage No. 013 Well Hackberry, LA. Project Manager and Lead Field Biologist. Joey performed the wetland delineation assessment and threatened and endangered species surveys . He also led the LDNR, Coastal Use permitting.			
04/19–11/19	Sempra, Louisiana Connector Extension Pipeline, Leblanc, LA to Delhi, LA. Field Manager and Lead Biologist. For this 180-mile pipeline project, Joey conducted the wetland delineation assessment and threatened and endangered species surveys . He provided field data collection, evaluated wetland boundaries, and identified potential impacts on protected species.			
01/21–04/25	Lafayette Consolidated Government, Drainage Initiative, Lafayette Parish, LA. Field Manager and Lead Biologist. Joey prepared this project's wetland delineation assessment and threatened and endangered species surveys . He provided field data collection, evaluated wetland boundaries, and identified potential impacts to protected species.			
01/14–12/14	Sempra LNG, LA Connector, Calcasieu LA. Field Manager and Lead Biologist. Joey prepared the wetland delineation assessment, threatened and endangered species surveys , and assisted with USACE Section 404 and Section 10 permitting, as well as Louisiana Department of Wildlife and Fisheries Scenic Stream permitting.			

Firm employed by		HDR Engineering, Inc.	
Name	Ronald Sanchez, PE	Years of relevant experience with this employer	5
Title	SE Movable Bridge Program Lead	Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		BS / 1995 / Civil Engineering	
Active registration number / state / expiration date		PE.0036556 / LA / 03-31-2026	
Year registered	2011	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structural Lead / evaluate the structural integrity of bridges and develop a design to confirm safety, functionality, and compliance with engineering standards (Meets MPR 7)	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/25–Ongoing	LADOTD, Contract 5 for Movable Bridges (6) Statewide LA. Lead Structural. Ronald is leading movable bridge scoping and developing design plans , calculations, and specifications. He also performed quality control of NBIS Inspection Reports.		
04/23-3/25	CSX, Pearl River Pearlton, LA. Project Manager & Engineer of Record . Ronald was in responsible charge of the design of the movable bridge equipment. He oversaw delivery for the bridge project, including design of the movable bridge equipment replacement with remote operation capability, machinery repairs, and access improvements (platforms and lighting)		
05/23-03/25	FDOT D4, Sunrise Blvd over the ICWW Fort Lauderdale, FL. Project Manager & Engineer of Record . Ronald was in responsible charge of the design of the movable bridge equipment. He oversaw delivery for the bridge project, including movable bridge equipment replacement, replacement of the MSE wall, movable span grid deck with aluminum deck, fender system, and load rating.		
03/20–05/24	Martin County, Hobe Sound Bascule Bridge over the ICWW Martin County, FL. Project Manager & Engineer of Record . Ronald was in responsible charge of the movable bridge structural design . This emergency project developed the contract plans, performed utility coordination, and prepared permits within 140 days. The scope of work included a complete replacement of the electrical system and submarine cable, and the replacement of the live load shoes and bumper blocks.		
02/13–02/15	FDOT, Sunny Isles Blvd Bascule Bridge over ICWW Miami, FL. Engineer of Record . Ronald was in responsible charge of the structural design, and he oversaw the complete movable bridge structural rehabilitation design , which included the Bridge Development Report (BDR) and comprehensive design services required to rehabilitate the twin four-lane Sunny Isles Bridges. He designed deck grating, steel cantilever deck support brackets, and span lock installation procedures.		
03/16–02/19	FDOT, North Causeway Bridge Over ICWW Fort Pierce, FL. Project Manager. Ronald designed the replacement of the SR A1A North Causeway movable Bridge . The project included the alignment, segmental bridge superstructure, and substructure design. The superstructure is prestressed concrete beams (FIB-78). The substructure is reinforced concrete supported on a prestressed concrete pile.		
02/12–03/13	Miami Dade County, Port Miami/FEC Railroad Rolling Lift Bridge over Biscayne Bay Miami, FL. Project Engineer. The scope for this fast-track \$6 million DB contract included the rehabilitation of structural and mechanical systems and the replacement of the entire electrical system. This railroad bridge consists of a through girder Hopkins trunnion single-leaf/single-track 152 ft bascule span . Ronald designed the movable bridge , provided calculations, plan preparation, and post-design of the bridge's structural systems.		
08/10-12/12	FDOT, CSX Railroad Rolling Lift Bridge over the New River Broward, FL. Project Engineer. Ronald oversaw complete movable bridge rehabilitation, which included a preliminary PD&E study and final design for the off-line replacement of a single-leaf heavy rail bridge. Ronald designed the bascule and approach piers . Design challenges included vessel impact, deep mudlines, and a narrow construction site.		
06/04-04/10	FDOT, SR 7 NW 5th Street Bascule Bridge Replacement over the Miami River Miami, FL. Project Engineer. Ronald designed the entire new \$50 million double-leaf bascule . His design included the bascule pier and footing consisting of a 30 ft deep cofferdam, 30" sq. prestressed piles for AASHTO LRFD loads, including vessel collision, steel trunnion towers and access platforms, stairs, door, and hatches.		

Firm employed by HDR Engineering, Inc.				
Name	Venkata Sathiraju, PE		Years of relevant experience with this employer	1
Title	Bridge Engineer		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		MS / 2019 / Structural Engineering Bachelor of Technology / 2016 / Civil Engineering		
Active registration number / state / expiration date		PE 0048436 / LA / 03-31-2026		
Year registered	2023	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Structural support / evaluate the condition of bridges and determine load bearing capacity to verify safety and compliance with engineering standards		
Venkata has over six years of experience in bridge design, inspection, and load rating. He completed his master's degree with a thesis focused on bridge design and handling of prestressed I beams. He has worked on bridge projects for various public clients including LADOTD, TxDOT, TDOT, FDEP, INDOT along with various cities and counties in Indiana.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
04/25-Ongoing	LADOTD Contract 5 for Movable Bridges (6) Statewide LA. Bridge Inspector. Venkata was the site coordinator and coordinated with district bridge engineers for the in-depth inspection of the six vertical lift bridges. He was part of the structural inspection team and is working on the in-depth inspection reports.			
01/25-Ongoing	Port of New Orleans (PONO), Independent Structural Design Review (ISDR), ESB Highway Bridge St. Bernard Parish, LA. HDR provided ISDR of the ESB Highway Bridge design. Venkata produced independent calculations to check bridge geometry, prestressed girder designs, and substructure designs based on the 60% plans. He also developed a draft review report and comment resolution matrix, which was used to resolve the noted potential conflicts from the original design.			
10/24-12/24	PONO, Movable Bridge Inspection On-call Contract New Orleans, LA. Bridge Inspector. Venkata assisted with the structural portion of the inspection for Seabrook and Almonaster Bridges over the Inner Harbor Navigational Canal. He also provided a 30-day memo with preliminary findings as well as a draft inspection report for both bridges.			
8/24-Ongoing	TxDOT Houston, Seawolf Parkway at Pelican Island Channel Bridge Replacement Galveston, TX. Bridge Designer. The proposed project will replace the existing lift bridge with a new location fixed bridge. Venkata performed the design of prestressed girders and abutments for the project, during which two representative span units were selected to model the prestressed girder portion of the bridge. Using PGSuper software, Venkata analyzed and designed Tx40 and Tx70 girders for those two representative span units. For the abutment design, he utilized CAP18 software along with internally developed spreadsheets to complete the analysis and design.			
06/24-11/24	LADOTD, Bridge Preservation 2022 Contract, Bridge Optimization Study Statewide LA. HDR provided design aids that will be utilized by the bridge design engineers to determine a preliminary optimal layout through analysis that incorporates various variables such as bridge super and substructure type, girder spacing, girder concrete strength, span length, super and substructure material costs, and project size/location. Venkata reviewed the analysis within this optimization tool and developed a unit price estimate tool for the items used in the analysis with the help of cost estimating tools available on the LADOTD website.			
04/23-06/24	LADOTD, Statewide Complex Bridge Inspection Project Statewide LA. NHI Certified Bridge Inspector. Venkata assisted with inspections and completed bridge inspection reports. The inspected bridges include the Old US 51 bridge over Pass Manchac near Akers, and the US 11 bridge over Norfolk Southern railroad in Slidell.			
04/23-06/24	Tennessee Department of Transportation, Complex and Standard Bridge Load Rating Statewide TN. Bridge Inspector. Venkata performed ratings of approximately 10 bridges. Bridges included SR 311 over Candies Creek in Candies Creek, I-65 over SR 273 in Giles County, and I-81 over Pitt Rd in Greene County. AASHTOWare BrR software was used to perform the load ratings. Bridge types included reinforced concrete slab bridges, T-beam bridges, prestressed concrete I-beams, and prestressed concrete box beam bridges.			
08/23–01/24	Florida Department of Environmental Protection, Lover's Key State Park Rehabilitation Fort Myers, FL. Bridge Inspector. Rehabilitation of various parts of the Lover's Key State Park is underway after the destruction caused by Hurricane Ian. The project scope included load rating checks on the Tram bridge connecting parts of the park to the beach. Venkata performed load rating checks on the tram			

	bridge, following the FDOT Bridge Load Rating Manual guidelines. It is a 725-foot-long bridge with identical 25-foot spans supported by prestressed concrete box beams.
12/22-03/23	LADOTD, Load Rating of Perry Vertical Lift Bridge Perry, LA. Bridge Inspector. LADOTD proposed to rehabilitate the Perry vertical lift bridge over the Vermilion River on State Hwy 82 by replacing the existing superstructure on approach spans and lift span, and making necessary adjustments to towers. The 383 ft 11-span bridge consists of 10 approach spans, a 30-foot span, and 1 lift span. Venkata reviewed the load rating calculations of the approach and lift span superstructure elements. Load ratings were performed using AASHTOWare BrR.
11/22-12/22	Port Of New Orleans, Inner Harbor Navigational Canal, Seabrook Bridge Load Rating New Orleans, LA. Bridge Inspector. The Seabrook Railroad Bridge consists of the east and west approach spans, a tower span, and a bascule span for navigational access. Venkata assisted with checking the load rating calculations for the east and west approach spans to the Seabrook Railroad Bridge. Approach spans are approximately 30 feet long with timber deck ties on steel rolled beams. Load rating checks followed the Manual for Railway Engineering (MRE) guidelines through AREMA and were performed using internally developed spreadsheets.
05/20-09/21	Miami Co., Wayne Street Bridge 501 Rehabilitation Miami Co., IN. Bridge Designer. The project included a complete superstructure replacement with pedestrian improvements on the Wayne 501 bridge. Venkata designed the deck and plate girders for the superstructure. Plate girder design was performed using Merlin-Dash software. Venkata also conducted design checks, including splice design, top of splice elevation calculations, bearing pad selection, bearing stiffener and weld design, and camber calculations.
03/21-05/22	INDOT, North Split Project Indianapolis, IN. Bridge Designer. The project consists of the reconstruction design of numerous bridges at the I-65 and I-70 split, northeast of downtown Indianapolis. Venkata designed superstructure and substructure elements for bridges on New York Street, East Ohio Street, East Michigan Street, and St. Clair Street. LEAP Bridge Concrete/RC Pier software was used in the design process. The bridge superstructure type included prestressed I beams. Substructure types included integral and semi-integral end bents and multi-column piers on piles. Venkata designed a bridge widening between North Alabama Street and N Delaware Street on the west leg of the interchange. This included a complicated flared geometry with two steel girders added throughout the bridge, and a girder added from an intermediate pier. Merlin Dash, AASHTOWare BrR, and RC Pier software were used for bridge design and rating.
07/20-08/22	Vigo Co., New Bridge over Railroad Crossing Terra Haute, IN. Bridge Designer. There are existing at-grade railroad crossings at 8th Avenue and North 13th Avenue. The project scope is the replacement of these at-grade crossings with a bridge with two roundabouts to access 8th Avenue and North 13th Avenue. Venkata designed the bridge superstructure and substructure. Prestressed concrete girders were used for the superstructure. Bridge cross-section geometry was flared to accommodate the sight distance restrictions from the bridge to the roundabout. LEAP Bridge concrete was used for beam designs, and RC Pier software was used for substructure designs.
08/19-06/20	INDOT, I-69 Finish Line Project Johnson County, IN. Bridge Designer. Six bridges were designed and constructed at the intersection of SR 37 and SR 144. The bridges were composed of prestressed girders. Integral end bents were used for the bridges. Venkata designed the girders, deck, and substructure units for these bridges. LEAP Bridge concrete/RC Pier software was used in the design process.
06/19-09/22	INDOT, Countywide Bridge Load Rating Inspections Statewide IN. Bridge Inspector. Venkata helped perform load ratings for newer bridges and updated ratings for the previously rated bridges that warranted a load rating following their assessment during inspections. AASHTOWare BrR and internally developed Excel spreadsheets were used for load rating calculations.
06/19-09/22	INDOT, Countywide Bridge Inspections Statewide IN. NHI Certified Bridge Inspector. Venkata was part of countywide bridge inspections of small to medium-sized bridges for Wells, Jackson, Martin, and Crawford Counties. The bridge types inspected included prestressed I-beam bridges, prestressed box-beam bridges, steel girder bridges, and timber bridges. Venkata started as a team member on over 150 bridge inspections, and he became a team leader.

Firm employed by HDR Engineering, Inc.				
Name	John (Chris) Taylor, PE (SPRAT 1)		Years of relevant experience with this employer	4
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)	13
Degree(s) / Years / Specialization			BS / 2006 / Construction Engineering	
Active registration number / state / expiration date			PE. 152634 / TX / 03-31-2026	
Year registered	2012	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Structural Support / Assessing structural integrity and confirming compliance with safety standards and engineering specifications	
Chris has over 17 years of professional experience in bridge and tunnel inspection, construction, rehabilitation, and maintenance. Training: National Highway Institute (FHWA-NHI 13055) Safety Inspection of In-Service Bridges; National Highway Institute (FHWA-NHI 130110) Tunnel Safety Inspection Training; National Highway Institute (FHWA-NHI-130053) Bridge Inspection Refresher Training; National Highway Institute (FHWA-NHI 130078) Fracture Critical Inspection Techniques; National Highway Institute FHWA-NHI135047 Steam Stability and Scour at Highway Bridges for Bridge Inspectors				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/19-07/24	LADOTD, Statewide In-Depth Complex Bridge Inspections Statewide LA. <i>Bridge Inspection Team Leader.</i> Chris performed field inspections and supported report development for five concrete t-beam structures on US 190. Additionally, over 25 more bridges were inspected as part of the contract, including 7 steel girder swing span bridges in St. Tammany, Tangipahoa, and Livingston Parishes, 1 steel swing truss bridge (US 90 East Pearl River), and 17 smaller concrete slab span and timber bridges.			
03/23–Ongoing	Texas Department of Transportation (TxDOT), 2023-2025 Routine Bridge Inspection On-Call Statewide TX. <i>Bridge Inspection Team Leader.</i> Chris inspected structures and performed QC reviews of inspection reports supporting work authorizations 1-7. Inspection types included routine, initial, and special inspections of steel, concrete, timber bridges, and culverts. Inspection access methods included ground, ladder, wader, and boat access.			
07/21–Ongoing	Nevada Department of Transportation (NDOT), Bridge Inspection On-Call Statewide NV. <i>Bridge Inspection Team Leader.</i> Chris provided routine and fracture critical inspection of steel bridges, concrete bridges, concrete culverts, and steel culverts, and the QC review of inspection reports supporting the 2021-2024 bridge inspection contracts.			
03/20–03/24	Arizona Department of Transportation (ADOT), Bridge Inspection On-Call Statewide AZ. <i>Bridge Inspection Team Leader.</i> Chris inspected structures and performed QC reviews of inspection reports in support of Task Orders 3-20. Inspection types included routine, in-depth, fracture critical, and special inspections of steel and concrete bridges, culverts, and the IH 10 deck park tunnel. Inspection access methods included ground, ladder, man lift, bucket truck, under bridge inspection vehicle (UBIV), wader, boat, and confined space access.			
03/20–Ongoing	City of Phoenix, Bridge Inspection On-Call Phoenix, AZ. <i>Bridge Inspection Team Leader.</i> Chris inspected structures and performed QC reviews of inspection reports supporting the 2019-2024 Aviation, Valley Metro, and Non-NBI inspection task orders. Inspection types included routine, in-depth, fracture-critical, and special inspections of bridges. Inspection access methods included ground, ladder, man lift, boat, and confined space access.			
01/21–12/23	North Dakota Department of Transportation (NDDOT), Bridge Inspection On-Call Statewide ND. <i>Bridge Inspection Team Leader.</i> Chris provided routine inspection of concrete, steel, and timber bridges in support of the 2020-2023 Bridge Inspection contract.			
08/21–08/23	Michigan Department of Transportation (MDOT), Mackinac Suspension Bridge Inspection St. Ignace, MI. <i>Bridge Inspection Team Leader.</i> This project included the structural assessment and fracture critical inspection of the Mackinac Suspension Bridge. Chris performed field inspections of the suspension cables, suspender cables, pier towers, tower hangers, main span floor trusses and stringers, gusset plates, lateral bracing, and deck. Access methods included the utilization of ladders, bucket trucks, and rail-mounted travelers.			
12/22–03/23	TxDOT Corpus Christi, Harbor Bridge Assessment and Repairs Corpus Christi, TX. <i>Bridge Inspection Team Leader.</i> This project included the structural assessment and fracture-critical inspection of the through-arch Harbor Bridge over the Ship Channel. Chris inspected the floor beams, stringers, bearings, verticals, diagonals, gusset plates, lateral bracing, and approach spans.			

03/22–03/23	TxDOT Bridge Division, 2019-2022 Routine Bridge Inspection On-Call Statewide TX. <i>Bridge Inspection Team Leader.</i> Chris inspected structures and performed QC reviews of inspection reports in support of Work Authorizations 7-10. Inspection types included routine, initial, and special inspections of steel, concrete, timber bridges, and culverts. Inspection access methods included ground, ladder, wader, and boat access.
01/22–02/22	Harris County Toll Road Authority (HCTRA), Washburn Tunnel Inspection Pasadena, TX. <i>Civil/Structural Inspection Team Leader.</i> Chris provided an inspection of the tunnel liner, plenum, retaining walls, and portals during the 2022 tunnel inspection.
05/17–02/19	ADOT, Bridge Inspection Program Statewide AZ. <i>Bridge Inspection Team Leader.</i> Chris supported the Arizona Statewide Bridge Inspection Program by performing routine and fracture-critical inspections of state and local agency-owned bridges and culverts. Structure types included concrete slab, concrete girder, steel girder, timber girder, concrete culverts, and steel culverts.
03/15-05/17	City of Omaha, Bridge Inspection Program Omaha, NE. <i>Structures Group Manager.</i> Chris managed the City of Omaha bridge inspection, maintenance, rehabilitation, and replacement programs. Inspection types included routine, in-depth, fracture-critical, and special inspections of bridges and culverts. Inspection access methods included ground, ladder, bucket truck, UBIV, wader, and confined space access.
01/13-03/15	City of Phoenix, Bridge, and Dam Safety Program Phoenix, AZ. <i>Deputy Program Manager.</i> Chris supported the City's Bridge and Dam Safety Program, which consisted of 540+ bridges, 16 dams, and 4 levees. He inspected bridges, culverts, dams, and levees; managed the repair and rehabilitation job order contract; and maintained compliance with FHWA's 23 Performance Metrics.
09/08–01/13	ADOT, Bridge Inspection Program Statewide AZ. <i>Bridge Inspection Specialist.</i> Chris inspected state and local agency-owned bridges and culverts, scheduled inspections for six in-house inspection teams, and maintained compliance with the FHWA's 23 Performance Metrics.
11/07-09/08	ADOT, IH 10 Widening Tucson, AZ. <i>Kiewit Structures Field Engineer.</i> Chris managed operational budgets and schedules, procurement of materials and equipment, and performed pre-pour inspections for 16 AASHTO girder bridges, cast-in-place retaining walls, and storm drainage junction structures.
01/07-11/07	Maricopa County Department of Transportation, Cotton Lane Bridge over the Gila River Goodyear, AZ. <i>Kiewit Structures Field Engineer.</i> Chris managed operational budgets and schedules, procurement of materials and equipment, and performed pre-pour inspections for bridges built over the RID Canal and the Gila River.

Firm employed by HDR Engineering, Inc.				
Name	Mitchell Wisniewski, PE		Years of relevant experience with this employer	14
Title	Sr. Electrical Engineer		Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		BS / 1988 / Applied Science and Technology Certificate / 1981 / Electrical Technology		
Active registration number / state / expiration date		087778 / NY / 11-30-2027		
Year registered	2010	Discipline	Electrical	
Contract role(s) / brief description of responsibilities		QA/QC Electrical / Oversee electrical quality control, conduct inspections, verify compliance with standards, and document findings on bridge preservation projects.		
Mitchell has 36 years of electrical engineering experience, largely focused on electrical power and control systems for heavy movable structures in marine and industrial environments, associated electromechanical systems, and related support technology. His recent project focus includes supporting design-build projects, providing electrical systems for fixed bridges. He has performed inspection, review, and/or design work for more than 100 movable highway and railroad bridges. He is involved in each project phase, including inspection, planning, design, and construction.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/24–Ongoing	FHWA, Fundamental Research Support Services for the FHWA Office of Bridge Technology Washington, DC. Principal Investigator. Mitch served as a Principal Investigator for FHWA Contract No. 693JJ324C000007, “Safety Inspection and Evaluation of Functional Systems for Highway Tunnels and Movable Bridges”. He develops guidance for owners, structural engineers, and inspectors on electrical system basics for movable bridges, interviews movable bridge owners, recommends inspection scope/interval for movable bridge electrical elements, and develops inspection and coding methods for movable bridges that conform with the NBIS. The overall scope of this research project involves developing guidance and training documents for safety inspection and evaluation of functional systems for highway tunnels and movable bridges.			
07/24–01/25	NJDOT, Route 88 Bridge over the Point Pleasant Canal Point Pleasant, NJ. Detail Checker / QC Reviewer. Mitch performed a detailed check and quality review of the electrical design for the replacement of submarine cables with aerial cables for movable bridge operation. The design included termination schedules, riser cabinet details, a cable and conduit block diagram, and machinery room layouts.			
11/22 and 11/24	NJDOT, Elevator Replacement, Route 1 and 9 Bridges over the Passaic and Hackensack Rivers Newark, South Kearny, and Jersey City, NJ. QC Reviewer. Mitch performed a quality review of project plans and reviewed construction submittals for compliance with the design documents. The project entailed the design replacement of four vertical lift bridge elevators replacements for the Route 1 and 9 Truck (vertical lift) Bridges over the Passaic and Hackensack Rivers. The design included power distribution, lighting, and fire alarm equipment in addition to cables and conduits.			
10/21 and 12/24	SCDOT, Wappoo Creek Bridge Charleston County, SC. Lead Electrical Engineer. Mitch led the electrical engineering for the rehabilitation of the span lock system for a highway bascule bridge carrying SC Route 171 over the Intracoastal Waterway. Project requirements included the minimization of highway traffic outages while implementing power and control system modifications to accommodate the replacement of three of seven existing span locks and the creation of a control system mode that allows changing the operational status of four of the seven existing span locks by operating a switch.			
07/23-07/23	SDOT, Ship Canal Bridge Seattle, WA. QC Reviewer & Senior Electrical Engineer. HDR assisted SDOT in prioritizing modernization of bascule bridge operational components for the University, Fremont, and Ballard Ship Canal Bridges to improve safety and reliability. Mitch provided a quality review of an electrical field inspection report.			
09/23-09/23	VDOT, Benjamin Harrison Bridge Span Drive Repair Jordan’s Point and Charles City, VA. Senior Electrical Engineer. Mitch assisted in procuring emergency repair parts and developed a schematic diagram with instructions on configuring substitute parts to perform the function of a failed, obsolete part to restore operation of the main movable bridge drive system. This effort was part of a larger scope that included providing consultations and assistance during operations to diagnose and/or resolve movable bridge operational issues with the mechanical and electrical systems, such as the operation of drive machinery, electrical systems, and gates.			

12/21-12/21	BNSF, Berwick Bridge Morgan City, LA. Lead Electrical Engineer. Mitch led the electrical engineering for the replacement of four variable frequency drives (VFDs) for a tower drive vertical lift bridge. The technical effort included encoder replacement, construction staging design, and integration of the new drives into the existing PLC-based control system. Project goals included the minimization of marine or rail traffic outages while staging the replacement of the primary and backup drives.
04/20-05/20	LADOTD, IDIQ Bridge Inspections Pineville, LA. QC Reviewer. Mitch performed a QC review of bridge inspection reports for two lift bridges. The project consisted of structural, mechanical, and electrical inspections of complex structures such as cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges for statewide projects.
04/17-04/17	HAKS / NJDOT, Movable Bridge Inspections Various Locations, NJ. QC Reviewer. Mitch performed a QC review of the electrical field inspection report.
09/17-10/17	HAKS / CONNDOT, 2016 Movable Bridge Inspection New Haven, CT. QC Reviewer. Mitch performed a QC review of the electrical field inspection report.
08/11-11/15	VDOT, Movable Bridge On-Call Contract Various Locations, VA. Senior Electrical Engineer. The project includes 13 movable bridges - vertical lift, swing, and bascule designs. Mitch responded to emergencies (operational failures), conducted field inspections, prepared rehabilitation scoping reports, prepared permitting package preparation, prepared rehabilitation designs/contract document preparation, and provided contractor oversight during construction.

Firm employed by: APS Engineering and Testing, LLC			
Name	Sergio Aviles, PE, MASCE	Years of relevant experience with this employer	14
Title	President/Geotechnical Manager	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS Civil Engineering/2001/Geotechnical	
Active registration number / state / expiration date		P.E.0033571/ LA / 03-31-2026 ATSSA Work Zone Traffic Control Technician, Flagger, Water Well Contractor's License	
Year registered	2007	Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical Services / Design, field crew and lab management	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
Sergio is the President and Geotechnical Manager of APS Engineering and Testing, LLC. He has extensive expertise in slope stability analysis, embankment settlement calculations, mechanically stabilized earthen (MSE) wall design, pile design, sheet pile design, pile integrity testing, and Pile Dynamic Analyzer (PDA). Since founding APS fourteen years ago, Sergio has led geotechnical engineering, laboratory testing, and materials testing projects statewide for both government agencies and private clients. His professional portfolio includes the design and construction supervision of complex infrastructure projects throughout Louisiana, ensuring technical accuracy, adherence to DOTD specifications, and the highest standards of quality control. (Meets MPR 9)			
09/19–Ongoing	Project No. H.0041005.5 and .6: I-10 LA415 to Essen Lane on I-10 and I-12: The geotechnical investigation performed comprised the advancement of 77 deep borings along the project alignment, spanning from the Washington Street Exit to the LSU Lakes. Sergio executed the geotechnical investigation and design, integrating the unique properties of Louisiana soils with the structural requirements of bridge foundations. APS performed 16 over-water borings utilizing barge-mounted drilling platforms and 61 land-based borings using truck-mounted rigs. Subsurface characterization included Shelby tube sampling, Standard Penetration Testing (SPT), and split-spoon recovery to obtain representative soil profiles. Laboratory testing included approximately 1,000 tests, including Unconsolidated Undrained (UU) Triaxial Compression tests for shear strength evaluation and Atterberg Limits for plasticity classification, in accordance with ASTM standards. Pile foundation performance was assessed through dynamic testing services, including Pile Driving Analyzer (PDA) instrumentation and signal matching via CAPWAP analysis. These tests provided real-time data on pile capacity, drivability, and soil-pile interaction, supporting axial load design and installation recommendations. Sergio is providing technical oversight across all phases—from field exploration and lab testing to analysis and reporting. His leadership ensured conformance with DOTD specifications, QA/QC protocols, and schedule adherence.		
06/20–04/23	Rural Bridge Replacement Initiative Phase I: The scope included geotechnical investigation and design for the replacement of 60 bridge structures along the LA state highway system. The Geotechnical Investigation consisted of drilling, laboratory testing, soil classification, and site characterization. Engineering analysis included slope stability analysis (when applicable) and pile capacity analysis for foundations to support the new bridge structures. Sergio served as Geotechnical Manager for the Geotechnical Investigations and Design Team, overseeing every phase of the project with hands-on leadership to ensure technical excellence and on-time delivery.		
03/19–05/25	Project No. H.001344 US 190: LA 437 to US 190 BUS: APS performed Geotechnical Investigation and Design of the proposed new bridge. The scope of work included the drilling and testing of 19 deep borings to support bridge foundation design recommendations. Sergio executed the geotechnical investigation and design, integrating the unique properties of		

	Louisiana soils with the structural requirements of bridge foundations. In addition to deep foundation investigations, APS conducted site-specific testing of subsurface soils, base materials, and concrete placement zones to evaluate compliance with structural and geotechnical performance criteria. Laboratory testing supported classification, strength, and constructability assessments for proposed bridge elements. APS also provided PDA instrumentation, testing, and CAPWAP analysis. Sergio served as Geotechnical Manager for the investigation and design team, providing direct oversight of field operations, laboratory analysis, and engineering deliverables, ensuring technical accuracy and timely completion across all phases of the project. He oversaw every aspect of the project with hands-on leadership to ensure technical excellence and on-time delivery.
01/22–05/24	Project No. H.001352.6 and H.002273.5 Comite River Diversion Bridge at LA 67, LA 19, and LA 19 RR Bridge: APS was selected as part of the winning team for the Design of the Diversion CMAR project. Sergio executed the geotechnical investigation and design, integrating the unique properties of Louisiana soils with the structural requirements of bridge foundations. The scope also included testing of subsurface soils, base materials, and concrete placement areas to evaluate compliance with design standards for the proposed roadway and bridge structures. APS conducted four Pile Driving Analyzer (PDA) tests during construction monitoring to assess pile performance and verify installation criteria. Sergio served as Geotechnical Manager for the Geotechnical Investigations and Design Team, overseeing all phases of exploration, analysis, and reporting.
09/21–05/24	Port Hudson-Pride Road (LA-964 – LA-19) - The scope included a geotechnical investigation to evaluate an acceptable foundation for the proposed pavement rehabilitation and new bridge. A total of 26 borings were drilled and tested for Geotechnical recommendations for the City of Baton Rouge. Sergio served as Geotechnical Manager for the investigation and Design Team, overseeing every phase of the project with hands-on leadership to ensure technical excellence and on-time delivery.
11/19–12/23	Project No. H.010155: US 90 Railroad Overpass SE of LA 85- APS was selected as part of the winning team for the Geotechnical Investigation and Design for the proposed new overpass. Sergio executed the geotechnical investigation and design, integrating the unique properties of Louisiana soils with the structural requirements of bridge foundations. A total of 12 deep borings were drilled and tested for geotechnical recommendations. Sergio served as Geotechnical Manager for the Geotechnical Investigations and Design Team, overseeing every phase of the project with hands-on leadership to ensure technical excellence and on-time delivery.
03/21–11/22	Nicholson Drive Segment 2 (Bluebonnet Blvd-Ben Hur Rd.)- The scope included a comprehensive geotechnical investigation to support foundation recommendations for proposed pavement rehabilitation and new bridge construction. A total of 32 borings were drilled and tested to characterize subsurface conditions and develop geotechnical design parameters for the City of Baton Rouge. Sergio served as Geotechnical Manager for the Geotechnical Investigations and Design Team, providing hands-on leadership and technical oversight throughout all phases of the project to ensure accuracy, quality, and timely delivery.
03/15–04/15	Holly Drive Bridge Replacement- St. Tammany Parish: The scope included a geotechnical investigation for the replacement of a bridge structure in Covington, Louisiana. A P S performed piles vertical resistance analyses for square PPC piles with sizes ranging from 16-inch to 18-inch and 24-inch, roadway design, and culvert design. Sergio served as Geotechnical Manager for the Geotechnical Investigations and Design Team, overseeing every phase of the project with hands-on leadership to ensure technical excellence and on-time delivery.

Firm employed by: APS Engineering and Testing, LLC				
Name	Sairam Eddanapudi, PE, ME		Years of relevant experience with this employer	14
Title	Chief Geotechnical Engineer		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization			ME/2002/Civil Engineering, BE/1999/Civil Engineering,	
Active registration number / state / expiration date			P.E.0035129/ LA / 03-31-2026 ATSSA Work Zone Traffic Control Technician	
Year registered	2009	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Geotechnical Services / Design, field crew and lab management	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
Mr. Sairam (Sai) Eddanapudi, PE serves as Chief Engineer at APS Engineering and Testing, LLC. He brings 23 years of experience in geotechnical and civil engineering, with specialized expertise in advanced geotechnical laboratory testing, quality control, and personnel training. His professional design experience includes roadways, bridges, levees, and T-walls, as well as both shallow and deep foundations. His field expertise covers quality control inspections for auger cast piles, drilled shafts, soil, and concrete. Sairam is proficient in a wide range of engineering software, including Slope/W (2004, 2007, and 2024 versions) for slope stability analysis, Seep/W for seepage analysis, DRIVEN 1.4 for driven pile analysis, MicroStation V8, CWALSHT and FS004 for Slope stability, Swell Potential analysis for expansive soils, drilled shaft design software, auger cast pile analysis, AASHTO pavement design, slope analysis, and differential settlement evaluation.				
09/19–Ongoing	Project No. H.0041005.5 and .6: I-10 LA415 to Essen Lane on I-10 and I-12: The Geotechnical Investigation comprised the advancement of 77 deep borings along the project alignment, spanning from the Washington Street Exit to the LSU Lakes. A P S performed 16 over-water borings utilizing barge-mounted drilling platforms and 61 land-based borings using truck-mounted rigs. Subsurface characterization included Shelby tube sampling, Standard Penetration Testing (SPT), and split-spoon recovery to obtain representative soil profiles. Laboratory testing included approximately 1,000 tests, including Unconsolidated Undrained (UU) Triaxial Compression tests for shear strength evaluation and Atterberg Limits for plasticity classification, in accordance with ASTM standards. Pile foundation performance was assessed through dynamic testing services, including Pile Driving Analyzer (PDA) instrumentation and signal matching via CAPWAP analysis. These tests provided real-time data on pile capacity, drivability, and soil-pile interaction, supporting axial load design and installation recommendations. Sairam is providing technical design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data. His leadership ensured conformance with DOT specifications, QA/QC protocols, and schedule adherence.			
06/20–04/23	Rural Bridge Replacement Initiative Phase I: The scope included geotechnical investigation and design for the replacement of 60 bridge structures along the LA state highway system. Geotechnical Investigation consisted of drilling, laboratory testing, soil classification, and site characterization. Engineering analysis included slope stability analysis (when applicable) and pile capacity analysis for foundations to support the new bridge structures. Sairam served as Chief Engineer for the Project Design Team, providing technical Design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.			
03/19–05/25	Project No. H.001344 US 190: LA 437 to US 190 BUS: A P S was selected as the winning team for the Geotechnical Investigation and Design of the proposed new bridge. A total of 19 deep borings were drilled and tested for foundation recommendations. The scope also includes conducting testing on the subsurface, base, and concrete placement at the site to			

	enable an evaluation of an acceptable standard for the proposed structures. Sairam served as Chief Engineer for the Project Design Team, providing technical Design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.
01/22–05/24	Project No. H.001352.6 and H.002273.5: Comite River Diversion Bridge at LA 67, LA 19, and LA 19 RR Bridge: A P S was selected as part of the winning team for the Design of the Diversion CMAR project. A P S performed the Geotechnical Investigation and Design for the project. The scope also included testing of subsurface soils, base materials, and concrete placement areas to evaluate compliance with design standards for the proposed roadway and bridge structures. A P S performed four Pile Driving Analyzer (PDA) tests during construction monitoring to assess pile performance and verify installation criteria. Sairam served as Chief Engineer for the Project Design Team, providing technical Design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.
09/21–05/24	Port Hudson-Pride Road (LA-964 – LA-19)- The scope included a Geotechnical Investigation to enable an evaluation of an acceptable foundation for the proposed pavement rehabilitation and new bridge. A total of 26 borings were drilled and tested for Geotechnical recommendations for the City of Baton Rouge. Sairam served as Chief Engineer for the Project Design Team, providing technical Design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.
11/19–12/23	Project No. H.010155: US 90 Railroad Overpass SE of LA 85- A P S was selected with the winning team for the Geotechnical Investigation and Design for the proposed new overpass. A total of 12 deep borings were drilled and tested for Geotechnical recommendations. Sairam served as Chief Engineer for the Project Design Team, providing technical Design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.
03/15–04/15	Holly Drive Bridge Replacement- St. Tammany Parish: The scope included Geotechnical Investigation for the replacement of a bridge structure in Covington, Louisiana. A P S performed piles vertical resistance analyses for square PPC piles with sizes ranging from 16-inch 18-inch and 24-inch, roadway design, and culvert design. Sairam served as Chief Engineer for the Project Design Team, providing technical Design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.

Firm employed by: APS Engineering and Testing, LLC				
Name	Surendra Pathak, P.E., M.S.		Years of relevant experience with this employer	11
Title	Senior Supervisor Engineer		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			MSCE/ 2013/ Civil Engineering BE/ 1998/ Civil Engineering	
Active registration number / state / expiration date			P.E.0043487/ LA/ 09-30-2027 ACI Certified Technician Pile Dynamic Analyzer Proficient Rank ATSSA Work Zone Traffic Control Supervisor, Flagger,	
Year registered	2019	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Geotechnical Services / Design, field crew and lab management	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
Surendra serves as Senior Supervisor Engineer at A P S Engineering and Testing, LLC. Mr. Pathak brings 21 years of experience in geotechnical engineering, with specialized expertise in Pile Driving Analyzer (PDA) testing and field quality control. His technical experience spans the geotechnical design of roadways, bridges, levees, and T-walls, as well as the design and analysis of shallow and deep foundation systems. In the field, Mr. Pathak has directed and performed quality control inspections for auger cast piles, drilled shafts, soil, and concrete testing, and Pile Driving Analyzer (PDA) testing operations for driven pile testing, including data collection, real-time analysis, and coordination with project engineers to establish pile driving criteria.				
09/19–Ongoing	Project No. H.0041005.5 and .6: I-10 LA415 to Essen Lane on I-10 and I-12: The Geotechnical Investigation comprised the advancement of 77 deep borings along the project alignment, spanning from the Washington Street Exit to the LSU Lakes. A P S performed 16 over-water borings utilizing barge-mounted drilling platforms and 61 land-based borings using truck-mounted rigs. Subsurface characterization included Standard Penetration Testing (SPT), Shelby tube sampling, and split-spoon recovery to obtain representative soil profiles. Laboratory testing included approximately 1,000 tests, including Unconsolidated Undrained (UU) Triaxial Compression tests for shear strength evaluation and Atterberg Limits for plasticity classification, in accordance with ASTM standards. Pile foundation performance was assessed through dynamic testing services, including Pile Driving Analyzer (PDA) instrumentation and signal matching via CAPWAP analysis. These tests provided real-time data on pile capacity, drivability, and soil-pile interaction, supporting axial load design and installation recommendations. Surendra serves as the Senior Supervisor Engineer on the Project Design Team, providing foundation design expertise, and acts as Team Leader for Pile Dynamic Analyzer (PDA) testing and analysis.			
06/20–04/23	Rural Bridge Replacement Initiative Phase I: The scope included geotechnical investigation and design for the replacement of 60 bridge structures along the LA state highway system. Geotechnical Investigation consisted of drilling, laboratory testing, soil classification, and site characterization. Engineering analysis included slope stability analysis (when applicable) and pile capacity analysis for foundations to support the new bridge structures. Mr. Pathak served as the Senior Supervisor Engineer on the Project Design Team, providing foundation design expertise.			
03/19–05/25	Project No. H.001344 US 190: LA 437 to US 190 BUS: A P S was selected as part of the winning team for the Geotechnical Investigation and Design of the proposed new bridge. The scope of work included the drilling and testing of 19 deep borings to support bridge foundation design recommendations. In addition to deep foundation investigations, A P S performed site-			

	specific testing of subsurface soils, base materials, and concrete placement zones to evaluate compliance with structural and geotechnical performance criteria. Laboratory testing supported classification, strength, and constructability assessments for proposed bridge elements. A P S also provided PDA instrumentation, testing, and CAPWAP analysis. Mr. Pathak served as the Senior Supervisor Engineer on the Project Design Team, providing foundation design expertise, and acted as Team Leader for Pile Dynamic Analyzer (PDA) testing and analysis.
01/22–05/24	Project No. H.001352.6 and H.002273.5: Comite River Diversion Bridge at LA 67, LA 19, and LA 19 RR Bridge: A P S was selected as part of the winning team for the Design of the Diversion CMAR project. A P S performed the Geotechnical Investigation and Design for the project. The scope also included testing of subsurface soils, base materials, and concrete placement areas to evaluate compliance with design standards for the proposed roadway and bridge structures. A P S performed four Pile Driving Analyzer (PDA) tests during construction monitoring to assess pile performance and verify installation criteria. Mr. Pathak served as the Senior Supervisor Engineer on the Project Design Team, providing foundation design expertise, and acted as Team Leader for Pile Dynamic Analyzer (PDA) testing and analysis.
09/21–05/24	Port Hudson-Pride Road (LA-964 – LA-19)- The scope included Geotechnical Investigation to enable an evaluation of an acceptable foundation for the proposed pavement rehabilitation and new bridge. A total of 26 borings were drilled and tested for Geotechnical recommendations for the City of Baton Rouge. Mr. Pathak served as the Senior Supervisor Engineer on the Project Design Team, providing foundation design expertise, and acted as Team Leader for Pile Dynamic Analyzer (PDA) testing and analysis.
11/19–12/23	Project No. H.010155: US 90 Railroad Overpass SE of LA 85- A P S was selected as part of the winning team for the Geotechnical Investigation and Design for the proposed new overpass. A total of 12 deep borings were drilled and tested for Geotechnical recommendations. Mr. Pathak served as the Senior Supervisor Engineer on the Project Design Team, providing foundation design expertise.
03/15–04/15	Holly Drive Bridge Replacement- St. Tammany Parish: The scope included Geotechnical Investigation for the replacement of a bridge structure in Covington, Louisiana. A P S performed piles vertical resistance analyses for square PPC piles with sizes ranging 16-inch, 18-inch and 24-inches, roadway design, and culvert design. Mr. Pathak served as the Senior Supervisor Engineer on the Project Design Team, providing foundation design expertise, and acted as Team Leader for Pile Dynamic Analyzer (PDA) testing and analysis.

Firm employed by: Bridge Diagnostics, Inc. (BDI)			
Name	Brice Carpenter		Years of relevant experience with this employer
Title	Senior Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		B.S., Civil Engineering, May 2007 M.S., Civil Engineering, May 2009	
Active registration number / state / expiration date		PE.0039341 / LA / 03/31/2027	
Year registered	2014	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structural Support / Instrumentation Field Based Evaluation	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/09 – Present	Beginning work for BDI in July 2009, Brice now serves as a senior engineer, engineering lead, and subject matter expert on instrumentation, live-load testing, and data-driven structural evaluation. Brice has been involved with the non-destructive testing and evaluation of hundreds of structures, including bridges, buildings, and hydro-structures such as lock gates and spill gates. His involvement in these projects included monitoring/load-test design, planning and implementation; provision and installation of instrumentation and data acquisition systems, data processing and review; field-verified finite-element (FE) analysis; various other evaluation types; and reporting. Brice is currently a licensed professional engineer in six states and has performed complete structural analyses and load ratings using a variety of design codes, such as AASHTO (ASD, LFD, LRFD), Canadian (CAN/CSA), Australian Standard, KSA Highway Design, and AREMA. Brice has been involved in many projects at BDI where NDT-E information was used to enhance the analysis portion of the project. This includes, but is not limited to, the interpretation and evaluation of NDT-E data and results to formulate assessments of structures.		
10/24 - Ongoing	MULTI-PHASE FIELD-VERIFIED EVALUATION OF THE BAYOU RAMOS BRIDGES <i>Louisiana Department of Transportation and Development / Morgan City</i> The Bayou Ramos bridges are currently load-posted due to deterioration present along many of the prestressed concrete girder ends. To reevaluate these structures' current live-load capacity, BDI was contracted to provide a multi-phase evaluation. This evaluation included an initial load rating evaluation where multiple strut-and-tie method (STM) procedures were considered and evaluated, a diagnostic load test-based evaluation used to validate both structural behavior and STM capacity assumptions, and a monitoring program set to provide crucial information on the current activity level of the observed deterioration. Brice Carpenter served as project engineer responsible for testing/monitoring plan development and application, evaluation team management, and QA/QC of various project tasks.		
07/24-02/25	REFINED LOAD RATING OF FALMOUTH BRIDGE FOR EMERGENCY REPAIR RESPONSE <i>Virginia Department of Transportation/ Fredericksburg District</i> Inspections on the Falmouth Bridge carrying Cambridge St. (US-1) over the Rappahannock River in Falmouth, VA, showed significant advancement of corrosion of steel members, especially floorbeams and beam/girder ends near deck expansion joints. BDI performed diagnostic load testing and used the accumulated data to calibrate a finite-element model of the bridge for use in a load rating evaluation. Load rating results indicated that the deterioration of the girders and floor beams resulted in significantly deficient ratings for these members. BDI's assessment informed emergency repairs for this structure. Mr.		

	Carpenter served as project engineer responsible for overseeing the testing plan design, development, and implementation, field-verified finite element modeling, load rating, and reporting.
01/25 – 02/25	BAYOU LA LOUTRE BRIDGE BALANCE TESTING <i>CEC</i> As part of CEC's rehabilitation of this vertical lift bridge in Yscloskey, LA, BDI provided bridge balance testing services. This evaluation was performed by installing torque sensors attached to the operating shafts and using the collected response data to compute balance criteria for the structure. Brice served as the project engineer, responsible for client coordination, design and implementation of instrumentation plans, data processing and assessment, balance calculations, and reporting.
01/24-03/24	LOAD TEST & FIELD-VERIFIED LOAD RATINGS FOR CFRP RETROFIT BRIDGE <i>VDOT Fredericksburg District</i> As part of the structure's repair plan, the condition of this historic reinforced concrete T-beam bridge was assessed following a CFRP retrofit. BDI was contracted to perform diagnostic load testing and subsequent field-verified load rating as part of the approval process for the repair strategy utilized. Submittals included load testing and rating reports presenting the collected data and providing results of the evaluation. Brice Carpenter served as lead analysis and load rating engineer for this project, responsible for instrumentation and testing plan design and implementation, field-verified finite-element modeling, load rating calculations, and reporting.
10/21-05/22	LOAD TEST AND FIELD-VERIFIED LOAD RATINGS OF 10 STRUCTURES, LA <i>Louisiana Department of Transportation and Development (LADOTD)/Forte & Tablada 2021-2022</i> BDI performed refined load ratings of ten structures based on diagnostic 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's approach served to validate structural response characteristics in an effort to increase or remove posting requirements. Brice was the lead analysis engineer for the project and provided instrumentation plan design, finite-element model calibration and analysis, load rating calculations, and related reporting.
04/21-05/21	BAYOU TECHE PIER TESTING, LA <i>Louisiana Department of Transportation and Development (LADOTD)</i> As part of a Forte and Tablada DOTD complex inspection task order, BDI assisted the inspection team in quantifying movement observed by their team in the center pier of this swing bridge during operation. To access this inspection finding, the pier's rotation and displacement were measured during bridge openings. Brice was the project engineer responsible for testing plan development, installation of instrumentation and data acquisition, assessment of data quality during testing procedures, analysis and interpretation of accumulated data, and report generation.
07/20-01/21	LA507 OVER I-20 ABC SPAN MOVE MONITORING <i>JB James Construction LLC</i> During the replacement of this bridge's superstructure, accelerated bridge construction was utilized, where spans were cast nearby and moved into place during short outages. BDI provided monitoring services during the span moves. Brice was a field/analysis engineer responsible for installing instrumentation and data acquisition, data collection during span move operations, on-site data analysis and interpretation, data processing, and reporting.

Firm employed by: Bridge Diagnostics, Inc. (BDI)			
Name	Brett Commander		Years of relevant experience with this employer
Title	Vice President / Principal		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1986 / Civil Engineering MS / 1989 / Structural Engineering	
Active registration number / state / expiration date		P.E. 35864 / LA / 3/31/27	
Year registered	2010	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structural Support / Inspection Lead and NDT Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/89 – Present	Brett is a co-founder of BDI and has led the engineering team for more than 32 years. He started his engineering career developing software and analytical methods for the realistic assessment of structural performance, particularly dealing with load distribution of various bridge types and understanding the loading applied to bridges. All BDI’s modeling procedures have been compared with and calibrated to actual response measurements during live-load tests and structural health monitoring applications. Brett’s experience with vehicle load considerations includes Bridge Weigh-in-Motion research and numerous super-heavy load tests and permit load ratings on more than 500 highway and railway bridges using a variety of design codes such as AASHTO, LADOTD BDEM, and many state-specific codes, including Louisiana specifications. Brett now leads a team of engineers to accurately assess bridge performance through instrumentation and data-driven methods. He is currently a licensed professional engineer in 30 states (including Louisiana), primarily since heavy permit truck routes typically cross state lines. Brett has also designed/overseen capacity testing projects of concrete and steel structures using various NDE techniques and has implemented hundreds of structural monitoring systems.		
01/23 - Ongoing	UNITED STATES ARMY CORPS OF ENGINEERS, INSTRUMENTATION AND MONITORING IDIQ <i>US Army Corps of Engineers, Walla Walla District</i> Brett serves as the Principal-in-Charge responsible for instrumentation, structural testing, and structural health monitoring of mechanical and structural systems at several dams in the northwest region. Brett’s role is to address issues presented by USACE project personnel and develop instrumentation methods that best answer complex problems regarding the condition and behavior of structural systems. He manages BDI engineers in the design and implementation of testing and monitoring programs to achieve this goal. This IDIQ \$7M/5-year contract is available to all districts in the northwest region.		
02/23 - Ongoing	VIRGINIA DOT STATEWIDE INSTRUMENTATION AND MONITORING ON-CALL <i>Virginia Department of Transportation (VDOT)</i> As Subject Matter Expert in the areas of instrumentation, structural testing, and monitoring for the duration of this contract, Brett’s role is to develop monitoring and quality control plans to address specific structural concerns on bridges, tunnels, and ancillary systems. This includes developing monitoring scopes, provisioning instrumentation and data acquisition, and overseeing teams of engineers and technicians to install and maintain monitoring systems. Various monitoring methods and structural evaluation techniques are implemented, 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 2017-2022, which was a \$3 million two-year contract with two renewable terms.		

07/22-09/22	NONDESTRUCTIVE EVALUATION OF THE EIGHT (8) USDA FOREST SERVICE BRIDGES, MT AND ID <i>USDA Forest Service / Great West Engineering</i> BDI performed nondestructive evaluation (NDE) of eight bridges around Missoula, Montana, and northeastern Idaho. These structures are owned and managed by the National Forest Service and are a combination of reinforced concrete slabs, prestressed concrete slabs, prestressed double tees, and concrete arches. Due to the lack of available as-built drawings, various non-destructive and minimally destructive techniques were utilized to determine critical information and calculate load ratings. Techniques included ground penetrating radar (GPR), Ultrasonic Shear Wave Tomography (USWT), and removal of concrete cover at selected locations to assess bar/strand size, shape, and cover depth. The collected data helped determine information such as reinforcing steel and prestressing strand location, orientation, size, shape, spacing, and cover depths at each bridge. Overall geometric information such as span length, width, and member dimensions were also obtained and used to prepare a report and develop CAD drawings for each structure. Great West Engineering used this information to calculate load ratings for each structure. Brett provided PE Review and Sealing of all deliverables.
10/21-05/22	LOAD TEST AND FIELD-VERIFIED LOAD RATINGS OF 10 STRUCTURES, LA <i>Louisiana Department of Transportation and Development (LADOTD)/Forte & Tablada</i> BDI performed refined load ratings of ten structures based on diagnostic 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's approach served to validate structure response characteristics in an effort to increase or remove posting requirements. Load rating calculations were performed within the requirements of LADOTD and AASHTO, and load rating reports meeting LADOTD requirements were submitted for each structure. Brett was Principal Engineer for the project and provided PE Review of all deliverables.
11/12-9/22	US-90 BAYOU RAMOS BRIDGE LOAD TESTING AND MONITORING, LA <i>Louisiana Department of Transportation and Development (LADOTD)</i> Due to unexpected cracking in PS concrete AASHTO beams, BDI performed load tests to determine the cause and effect of cracks in continuous multi-span prestressed concrete girders. Field-verified load ratings were also calculated according to LADOTD specifications, based on a finite-element model calibrated using the collected testing data. After the completion of the initial evaluation, BDI designed and installed monitoring systems on two sections of the structure to monitor its condition. BDI has maintained the structural health monitoring system throughout the project duration, and data collection is still ongoing. As a technical advisor/principal engineer, Brett oversaw live-load and thermal load monitoring that was performed during and after repairs to evaluate the performance of the retrofit.
01/17 – 1/22	RETAINER CONTRACT FOR TESTING UNKNOWN FOUNDATIONS STATEWIDE (DOTD CONTRACT NO. 4400009224) <i>Louisiana Department of Transportation and Development (LADOTD)</i> Brett was the principal investigator for NDT-E services to determine the unknown foundations of 1,857 piles in Louisiana. The project utilized multiple methods of NDT-E, including ultra-seismic testing, parallel seismic survey, sonic echo/impulse response, and guided wave. Thousands of piles have been tested to determine the embedded depth for subsequent NBIS 113 scour evaluation and reporting. BDI also assisted LADOTD in FHWA reporting these items by uploading all reports into AssetWise.

Firm employed by: Bridge Diagnostics, Inc. (BDI)			
Name	Steven Fall, PE		Years of relevant experience with this employer
Title	Project manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2019 / Civil Engineering	
Active registration number / state / expiration date		PE.0048637 / LA / 09/30/2026	
Year registered	2024	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Sampling, instrumentation, & non-destructive testing / Conduct sampling, install and maintain instrumentation, perform non-destructive testing, analyze data, and report findings	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/18 - Present	General Experience – Beginning work for BDI in May of 2019, Steven has spent more than 6 years in the private sectors in both non-destructive testing and evaluation and routine infrastructure inspection and monitoring and is the current office manager of the Louisiana office. Steven has been involved with non-destructive testing and evaluation of hundreds of structures including bridges, buildings, and hydro-structures such as lock gates and spill gates. His involvement in these projects included project management, planning, implementation, installation of instrumentation, testing, data processing, data review, and reporting. Previously, Steven worked with HNTB inc. working in the transportation and civil department performing inspections of substructures and bridges on various jobs. He is a member of ASCE and ACI in the Louisiana chapter. Steven is a certified Professional Engineer, SPRAT L1 ropes access technician, ASNT Level I GPR inspector, and Team Lead under FHWA guidelines for routine inspections. He is also a certified traffic control supervisor in the state of Louisiana. He also has worked with various NDE methods for fracture critical techniques including but not limited to Magnetic Particle Testing, Ultrasonic Testing (UT), and Dye Penetrant Testing. He graduated from the University of New Orleans with a bachelor’s degree in civil engineering.		
05/23 – Present	Retainer Contract for Non-Destructive Evaluation of Statewide Structures (DOTD Contract 4400025002) – Louisiana Department of Transportation awarded BDI with the retainer contract for Non-Destructive Evaluation of Statewide Structures. This IDIQ has 8 Task Orders awarded and will continue until 2025. These task orders include but are not limited steel inspection using Ultrasonic testing and Magnetic Particle Testing; deck evaluations via non-destructive testing methods including SounDAR, Ground Penetrating Radar, Infrared Thermography, and High Resolution Imaging; material sampling using coring; NHI routine and fracture critical inspections; and emergency response efforts. Steven serves as the project manager for this contract and is responsible for the testing plan development and application, team management, and QA/QC of various project tasks.		
11/23 – 12/23	Paris Road Emergency Bridge Inspection in Chalmette, LA– After noting a critical finding in a routine inspection on bridge recall 001621 by LADOTD on Paris Rd., BDI was called to perform an emergency in-depth inspection on the underside of the structure along with an NDE of the deck. The inspection results lead to repairs on the bridge and the reopening of the structure. Steven was the inspection lead on this project for both the NBIS emergency inspection and the Non-destructive testing and evaluation of the structure. He was also responsible for the project management and reporting on the structure.		

01/21 – 05/23	Task Orders for Retainer Contract for Non-Destructive Evaluation of Statewide Structures (DOTD Contract 4400017163) – Louisiana Department of Transportation awarded BDI with the retainer contract for Non-Destructive Evaluation of Statewide Structures. This IDIQ had 13 Task Orders awarded and lasted until 2023. These task orders include but are not limited steel inspection using Ultrasonic testing and Magnetic Particle Testing; deck evaluations via non-destructive testing methods including SoundAR, Ground Penetrating Radar, Infrared Thermography, and High Resolution Imaging; material sampling using coring; NHI routine and fracture critical inspections; and emergency response efforts. Steven served as a staff engineer for this project and was responsible for the testing plan development and application, team management, and field application of the various project tasks.
06/2022-06/2022, 06/2023-06/2023	Counterweight Balance Testing of the Seabrook Bascule Bridge (Port of New Orleans) in New Orleans, LA – This bridge is a Strauss double heel-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. As a subconsultant, BDI measured the 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. The primary relevance of this project is identification and quantification of operational performance of bascule bridges.
07/2019 – 01/20	Counterweight Balance and Friction Assessment of the St. Claude Bridge (LADOTD) in New Orleans, LA – BDI performed a counterweight Balance and friction assessment of the St. Claude Bridge to assist LADOTD to bring their bridge into lifting specifications and to determine the friction in each member during lifts. Steven installed all gages on the shafts and some gages on the steel members of the bridge, performed all testing, and helped report on these findings to help LADOTD balance the counterweight in the bridge and analyze the friction in each member. Steven was a team member responsible for field instrumentation and operational testing.
04/21 – 05/21	LA 324 over Bayou Teche – As a subconsultant, BDI was contracted to perform short- term testing on the pivot pier of this swing bridge. During initial inspection, the pivot pier was observed to significantly rotate/translate during the opening operation. BDI’s testing was performed as part of an emergency response to the inspection findings and consisted of taking laser displacement measurements of the pier during operational swings. Through this testing, BDI verified that up to 6” of movement was occurring at the end of the opening operation and provided short- and long-term recommendations. Steven was a team member responsible for team coordination, field instrumentation and testing, data processing and review, and reporting.

Firm employed by: Bridge Diagnostics, Inc. (BDI)			
Name	Jesse Sipple, PhD, PE		Years of relevant experience with this employer
Title	Vice President, Services Division Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		PhD / 2013 / Civil Engineering MS / 2008 / Civil Engineering BS / 2007 / Civil Engineering	
Active registration number / state / expiration date		41028 / LA / 03/31/2027 50709 / CO / 10/31/2025 0402059651 / VA / 11/30/2026 84285 / MT / 6/30/2026	
Year registered	2016	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Structural Support / Inspection Lead and NDT Engineer	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/07-Present	Jesse has over 18 years of experience in instrumentation, diagnostic testing, structural health monitoring, and analysis of heavy civil structures, with a focus on bridges. Jesse's experience includes planning and executing field installations and testing for large, complex projects; project management; development of new methods for monitoring and data processing; and performing detailed analysis and reporting. Jesse is a licensed Professional Engineer in several states, sits on a variety of technical committees, and was the former chair of the ASCE SEI Methods of Monitoring Structural Performance Committee. Jesse is the Engineering Division Manager at BDI. His role includes overseeing the testing, monitoring, and engineering groups, including oversight in both the operation of the division as well as technical oversight of active projects. Jesse's research expertise is in dynamic testing of bridges for the purpose of parameter estimation through finite element model updating. Jesse's research on parameter estimation for model calibration was using both static and dynamic data to update finite element models based on field measured structural response data.		
07/18-08/18 & 07/23-08/23	BEAR RIVER BRIDGE DYNAMIC TESTING As a subconsultant, BDI performed dynamic tests on the Bear River Siphon Bridge near Auburn, CA. The bridge is a single span suspension bridge carrying a water supply pipe. The testing focused on measuring vibration responses across the bridge to determine the dynamic response of the entire structure. The overall goal of these tests was to validate the predicted structural response. Additionally, cable dynamic testing was performed to determine the in-situ tensile forces in each hanger cable and stay cable. Jesse performed quality control on the analysis and reporting for this project.		
2022 - Present	WEST SEATTLE HIGH BRIDGE INVESTIGATION AND MONITORING, WA <i>Seattle Department of Transportation (SDOT)</i> BDI was contracted by Seattle DOT to provide a nondestructive testing and structural health monitoring program to help evaluate the performance of the structure during the first phase of retrofitted internal post-tensioning. The monitoring program helped the Seattle DOT make decisions and resulted in the next phase of strengthening to open the bridge by 2022. Jesse is the project manager and monitoring engineer in charge of BDI's emergency response participation, which included running several drills with mock alarm scenarios, developed by Jesse, with the project team.		

06/20 - Present	VIRGIN RIVER GORGE TESTING & MONITORING, AZ BDI was contracted as a subconsultant under ADOT for the Accelerated Innovation Deployment grant as part of FHWA's Technology and Innovation Deployment Program to perform load testing and structural health monitoring on three bridges along I-15 in the Virgin River Gorge. Jesse is the project manager for this project's various phases, including the live load testing portion and the long-term monitoring. Jesse is also a monitoring engineer on this project and is in charge of the monthly reporting, which includes rain flow data analysis, reporting on changes in structural response throughout the project, and system alarm response.
03/20 - Present	BALLARD BRIDGE MONITORING, WA <i>BNSF Railway</i> Jesse was the Project Quality Control Engineer responsible for QC of the trunnion friction and operating torque monitoring system installed on this double trunnion Strauss bascule bridge. BDI installed strain gages, shaft torque gages, and tiltmeters to monitor changes in trunnion friction, system friction, and shaft torque over a 2-year monitoring period. Jesse managed the analysis team that set up automated computation and reporting for trunnion friction, system friction, and shaft torque.
07/20-01/21	LA507 OVER I-20 ABC SPAN MOVE MONITORING, LA <i>JB James Construction LLC</i> During the replacement of this bridge, accelerated bridge construction was utilized where spans were cast nearby and moved into place during short outages. Jesse was a field/analysis engineer responsible for monitoring plan implementation, instrumentation, monitoring during span moves, on-site data interpretation, and data processing and reporting.
02/20 – 11/20	LIVE LOAD TESTING AND FIELD-VERIFIED LOAD RATING OF 16 BRIDGES, VA <i>Virginia Department of Transportation</i> BDI provided load testing and field-verified load rating of 16 structures in the Fredericksburg and Richmond districts of VDOT. BDI was responsible for the design of load testing requirements, development of instrumentation plans, execution of fieldwork and load testing, data analysis, finite element (FE) model creation and calibration, and eventual load rating per VDOT and AASHTO requirements. Jesse acted as the quality control manager for this project and all related tasks.
6/19-1/20	ST. CLAUDE BASCULE BRIDGE BALANCING Instrumentation tasks were performed when investigating a bearing failure on the span to counterweight link and whether this failure was connected to an imbalance between the counterweight and lift span. As a subconsultant, BDI performed strain gage testing on the link frame and counterweight balance procedures. Jesse was the Project Quality Control Engineer responsible for QC of counterweight/span balance, friction calculations, and structural performance evaluation on this double trunnion Strauss bascule bridge.

Firm employed by: Bridge Diagnostics, Inc. (BDI)				
Name	Charles Young, PE		Years of relevant experience with this employer	7
Title	Vice President		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 PE.0066578 / CO / 10/31/2025 PE.0402065368 / VA / 06/30/2026	
Year registered	2018	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Sampling, instrumentation, & non-destructive testing / Conduct sampling, install and maintain instrumentation, perform non-destructive testing, analyze data, and report findings	
Experience dates (mm/yy–mm/yy)		Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).		
06/12-Present		Charles has 13 years of experience in the fields of nondestructive evaluation and testing (NDE/NDT), structural monitoring, and inspection/evaluation of civil infrastructure. Charles is responsible for program management, project management, analysis, and field services related to inspection and NDE/NDT of civil infrastructure. Charles is certified ASNT Level II GPR and IR Inspector, SPRAT Level I certified, is a registered Part 107 UAV Pilot, and holds multiple certifications from NHI including FHWA-NHI-130055 Safety Inspection of In-Service Bridges (2014), FHWA-NHI-130053 Bridge Inspection Refresher Training (2021), and FHWA-NHI-420018 Instructor Development Course (2022). He is a registered Professional Engineer in multiple states including Louisiana.		
12/22-Present		IDIQ Contract for Nondestructive Evaluation of Structures Statewide (DOTD Contract No. 4400025002) Charles is the Project Manager for 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. Charles 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-Present		Twin Spans and Six Mile Bridge Inspection and NDE - 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 unmanned aerial systems (UAS). Nondestructive evaluation includes a multi-technology bridge deck assessment including Deck Acoustic Response, Ground Penetrating Radar, Infrared Thermography, and High-Resolution Imagery. Mr. Young acted as the Project Manager. This work is being performed under LADOTD contract 4400025002.		

01/19-12/22	IDIQ Contract for Nondestructive Evaluation of Structures Statewide (DOTD Contract No. 4400015262) Charles is the Project Manager for 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. Charles 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.
07/21-10/22	I-10 Over Atchafalaya Basin Inspection and NDE - The objective of this project is to perform an NHI 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. Also included are supplemental inspection access techniques including unmanned aerial systems (UAS). Nondestructive evaluation includes a multi-technology bridge deck assessment including Deck Acoustic Response, Ground Penetrating Radar, Infrared Thermography, and High-Resolution Imagery. Charles acted as the Project Manager. This work was performed under LADOTD contract 4400015262.
10/20-09/22	Bonnet Carre Spillway Inspection and Nondestructive Evaluation, LA – This project involved an NHI 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 NSTM inspections were conducted for this structure. This work was performed under an IDIQ Contract for Non-destructive Evaluation of Structures for DOTD. Also included were supplemental inspection access techniques including unmanned aerial systems (UAS). Nondestructive evaluation includes a multi-technology bridge deck assessment including Deck Acoustic Response, Ground Penetrating Radar, Infrared Thermography, and High-Resolution Imagery. Charles acted as the Project Manager. This work was performed under LADOTD contract 4400015262.
08/19-07/20	NDE of City Park Lake Bridge LA – Charles was the project manager for the NDE of the City Park Lake Bridge in Baton Rouge, LA. This project included a routine inspection of the structure, along with NDE technologies including ground penetrating radar (GPR), deck acoustic response (DAR), infrared thermography (IR), and high-resolution video (HRV). The remote inspection was performed on the substructure utilizing visual inspection and IR. This work was performed under LADOTD contract 4400015262.

Firm employed by Civil Design & Construction, Inc. (CD&C)				
Name	Chris Ballard, PLS		Years of relevant experience with this employer	9
Title	Survey Manager		Years of relevant experience with other employer(s)	19
Degree(s) / Years / Specialization			BS / 2004 / Biological Science / Southeastern LA University	
Active registration number / state / expiration date			PLS.0005033 / LA / 9-30-2026	
Year registered	2010	Discipline	Land Surveyor	
Contract role(s) / brief description of responsibilities			Survey support / Professional surveyor for survey support (Meets MPR 10)	
Chris serves as the Survey Manager for this project. He will confirm the project stays on schedule, aid in both crew coordination and office production, and provide final QC on the firm's deliverables to the Prime Consultant. Chris has an extensive background in providing topographic surveys for LADOTD in accordance with Location and Survey policies and procedures. He has overseen projects utilizing traditional means and methods of collecting data, as well as those that include the use of 3D Terrestrial Scanning.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/23 – 05/24	LADOTD, H.012618 LA 347 Drainage Improvements: Chris is the Survey Manager for this project. Chris conducted a topographic survey for just over 2 miles of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. The project was completed to the LADOTD Location and Survey Standards and practices.			
02/23 – 12/23	LADOTD, H.012027.5 - I-20 UPRR: Chris is the Survey Manager for this project. Chris conducted a topographic survey for the interstate in North Louisiana. Both traditional means and methods and 3D Scanning were used to collect topographic data for this interstate and overpass improvement project. This project also included a coordinate and survey of the Union Pacific Railroad line crossing I-20. The project was completed to the LADOTD Location and Survey Standards and practices.			
09/18-01/20	LADOTD, H.004100 I-10: LA 415 to Essen Lane on I-10 and I-12, West and East Baton Rouge, LA: Chris is the Survey Manager for this project. As a sub-consultant on this project, Chris conducted topographic surveying of the portion of I-10 in West Baton Rouge Parish, beginning at the start of the project limits to a point just before the approach of the I-10 Bridge and the limits of the project along LA 415, including work on Tributaries of the Intercoastal Canal. This work included using 3D Scanning for the bridge at I-10 bridge @ LA 415, as well as scanning every 500' for control verification and incorporation of the Mobile Lidar for the I-10 pavement.			
04/17-07/17	LADOTD, H.010006.5-3 LA 58 Petit Caillou Bridge Rehabilitation (Sarah Bridge), Terrebonne Parish, LA: Chris is the Survey Manager for this project, where he conducted a complete topographic survey, utility coordination, channel cross sections, and the scanning of the existing vertical lift bridge for the design of its repairs/replacement. The project included data collection of the topography via traditional means and methods, along with 3D terrestrial scanning and hydrographic surveying.			
10/15 - 12/18	LADOTD, H.003184.5 I-10 Texas State Line – East of Coone Gully, Calcasieu Parish, LA: Chris served as the Survey Project Manager on this project, which is a 6-lane widening of I-10. Chris's duties performed on this project included the review of the topographic survey information from the crew, verification of the project delivery schedule, processing of data, and final review of the submittal of the project. 3D terrestrial Scanning was used in conjunction with traditional means and methods for the completion of this project.			
01/16 - 08/16	LADOTD, H.005733.5 US 190 Superstreet, St. Tammany Parish, LA: Chris served as the Survey Project Manager on this project. He conducted a complete topographic survey and drainage map along with utility coordination. Project duties included processing data, reviewing field notes and weeklies, and performing the final punch list. This project also included work in the Abita River, which utilized 3D Terrestrial Scanning for the main route.			
10/15 - 01/16	LADOTD, H.011773 Hanks Dr/Landis Drive Pedestrian Improvements, East Baton Rouge Parish, LA: Mr. Ballard served as the Survey Project Manager on this project that included a topographic survey and establishment of the ROW for Hanks Dr. for installation of new sidewalk.			

06/11 - 09/13	LADOTD, H.002372 LA 42 Widening and Improvements, Ascension Parish, LA: Chris conducted a boundary and topographic survey , establishing the existing ROW and acquisition of additional ROW.
07/17 - 12/18	LADOTD, H.010960.5-2, LA 30 Roundabout at Tanger I-10, Ascension Parish, LA: Chris conducted a complete topographic survey , utility coordination and drainage, along with finish floor elevations of all buildings that fall within the survey limits. Project included data collection of the topography via traditional means and methods along with 3D terrestrial scanning.

Firm employed by Civil Design & Construction, Inc. (CD&C)				
Name	Scott Benton		Years of relevant experience with this employer	7
Title	Survey Project Manager		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization				
Active registration number / state / expiration date			ATSSA Traffic Control Supervisor, Technician & Flagger	
Year registered		Discipline		
Contract role(s) / brief description of responsibilities			Survey support / Surveyor for survey support	
Scott serves as a Survey Project Manager and Senior Technician specializing in 3D Terrestrial Scanning, processing, and extraction.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/24 – 04/25	H.014824.5 LA 317 - Wax Lake B: Scott is the 3D Scanning Technician on this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
10/24 – 01/25	H.015849 US 190 R Cuts @ LA741: Scott is the 3D Scanning Technician on this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
12/23 – 05/23	H.012618 LA 347 Drainage Improvements: Scott is the 3D Scanning Technician on this project. Topographic Survey for just over 2 miles of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
05/23 – 08/23	H.015056 - LA 685: Scott is the 3D Scanning Technician on this project. Topographic Survey for just over 4,503 feet of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
05/23 – 08/23	H.015058 - LA 14 Business: Scott is the 3D Scanning Technician on this project Topographic Survey for just over 12,300 feet of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
02/23 – 12/23	H.012027.5 - I-20 UPPR: Scott is the 3D Scanning Technician on this project. Topographic Survey for the interstate in North Louisiana. Both traditional means and methods and 3D Scanning were used to collect topographic data for this interstate and overpass improvement project. This project also included coordinate and survey of the Union Pacific Railroad line crossing I-20. Project was completed to LADOTD Location and Survey Standards and practices.			
10/20 – 01/21	H014302 US 165 Lighting, Monroe, LA: Scott served as the firm’s lead 3D Scanning Technician on this lighting project. CD&C was a sub-consultant on this project and was responsible for topographic surveying of US 165 south of Monroe for a highway lighting improvement. The topographic data for this project was collected both traditionally and with the use of 3D Terrestrial Scanning.			
12/19 – 01/2020	H.004100 I-10: LA 415 to Essen Lane on I-10 and I-12, West and East Baton Rouge, LA: Scott served as a 3D Scanning Technician for this project. CD&C as a sub-consultant on this project is responsible for topographic surveying the portion of I-10 in West Baton Rouge Parish beginning at the start of the project limits to a point just before the approach of the I-10 Bridge and the limits of the project along LA 415.			

Firm employed by Civil Design & Construction, Inc. (CD&C)				
Name	Drennon Humphreys		Years of relevant experience with this employer	4
Title	Survey Party Chief		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization				
Active registration number / state / expiration date			ATSSA Traffic Control Supervisor, Technician & Flagger	
Year registered		Discipline		
Contract role(s) / brief description of responsibilities			Survey support / survey party chief surveyor for survey support	
Drennon will serve as a Survey Party Chief managing a crew to collect topographic data in the field in accordance with LADOTD Location and Survey means and methods.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/24 – 04/25	H.014824.5 LA 317 - Wax Lake B: Drennon served as a Party Chief for this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
10/24 – 01/25	H.015849 US 190 R Cuts @ LA741: Drennon served as a Party Chief for this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
12/23 – 05/23	H.012618 LA 347 Drainage Improvements: Drennon served as a Party Chief for this project. Topographic Survey for just over 2 miles of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
09/23 – 12/23	H.015619.5 LA 106: Drennon served as a Party Chief for this project. Topographic Survey for just over 8 miles of roadway. Traditional means and methods was used to collect limited topographic data for this overlay and roadway rehabilitation project. Project was completed to LADOTD Location and Survey Standards and practices.			
05/23 – 08/23	H.015056 - LA 685: Drennon served as a Party Chief for this project. Topographic Survey for just over 4,503 feet of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
05/23 – 08/23	H.015058 - LA 14 Business: Drennon served as a Party Chief for this project. Topographic Survey for just over 12,300 feet of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
02/23 – 12/23	H.012027.5 - I-20 UPPR: Drennon served as a Party Chief for this project. Topographic Survey for the interstate in North Louisiana. Both traditional means and methods and 3D Scanning were used to collect topographic data for this interstate and overpass improvement project. This project also included coordinate and survey of the Union Pacific Railroad line crossing I-20. Project was completed to LADOTD Location and Survey Standards and practices.			
08/22 – On-Going	4400017091 Louisiana Watershed Initiative Region 5 – Task Order 3: Drennon is working as a Party Chief on this Louisiana Watershed Initiative project. He has been responsible for collecting topographic data at various bridge locations that will go into the watershed model for this area. CD&C is a sub-consultant on this project.			

Firm employed by Civil Design & Construction, Inc. (CD&C)				
Name	Jacob Stoehr		Years of relevant experience with this employer	10
Title	Senior Survey Party Chief		Years of relevant experience with other employer(s)	1.5
Degree(s) / Years / Specialization				
Active registration number / state / expiration date			ATSSA Traffic Control Supervisor, Technician & Flagger	
Year registered		Discipline		
Contract role(s) / brief description of responsibilities			Survey support / survey party chief surveyor for survey support	
Jacob will serve as a Survey Party Chief managing a crew to collect topographic data in the field in accordance with LADOTD Location and Survey means and methods.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/24 – 04/25	H.014824.5 LA 317 - Wax Lake B: Jacob served as Senior Party Chief on this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
10/24 – 01/25	H.015849 US 190 R Cuts @ LA741: Jacob served as Senior Party Chief on this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
02/23 – 12/23	H.012027 I 20: Union Pacific RR Overpass: Jacob served as a Party Chief on this project. CD&C as a sub-consultant on this project was responsible for topographic survey beginning and ending 5000 feet beyond either end of the approach slab of the I-20 eastbound and westbound subject bridge structure. Terrestrial Laser Scanning was used on all hard surface areas such as Parking Lots, Roadway and Bridge structures, and Union Pacific Railroad rails.			
09/21 – 03/22	H.014747 Southern University Ravine Protection, East Baton Rouge Parish: Jacob served as one of the Survey Party Chiefs on this project by managing a crew in the collecting of topographic data in the field utilizing LADOTD Field Codes.			
07/20 – 04/21	H.001352.5 and H.002273.5 Comite River Diversion Bridge at LA 67, LA 19 and LA 19 Railroad Bridge, East Baton Rouge Parish: Jacob was a Party Chief on this project. CD&C as a sub-consultant on this project was responsible for topographic surveying the LA 67 and LA 19 sites of the Comite River Diversion project. The topographic data for this project was collected traditionally.			
01/18-01/2020	H.004100 I-10: LA 415 to Essen Lane on I-10 and I-12, West and East Baton Rouge, LA: Jacob is the Survey Party Chief for this project. CD&C as a sub-consultant on this project is responsible for topographic surveying the portion of I-10 in West Baton Rouge Parish beginning at the start of the project limits to a point just before the approach of the I-10 Bridge and the limits of the project along LA 415.			
07/17-12/2018	H.010960.5-2, LA 30 Roundabouts at Tanger I-10, Ascension Parish, LA: Jacob served as one of the Survey Party Chiefs on this project by managing a crew in the collecting of topographic data in the field utilizing LADOTD Field Codes.			
08/16-01/2018	H.011235 I-49 Verot School Road, Lafayette, LA: Jacob served as one of the Survey Party Chiefs on this project by managing a crew in the collecting of topographic data in the field utilizing LADOTD Field Codes.			
02/19 - 09/19	Bridge Replacements in East Feliciana Parish, Rural East Feliciana Parish, LA: Jacob served as a Jr. Party Chief on this project for East Feliciana Parish Police Jury. It includes the replacement of 2 bridges which were damaged from flooding and the repairs to many rural roadways throughout the parish. These projects are being funded thru FEMA and all documentation must be in accordance with FEMA’s policies and procedures.			

Firm employed by Civil Design & Construction, Inc. (CD&C)				
Name	Alex Wells		Years of relevant experience with this employer	5
Title	Survey Party Chief		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization				
Active registration number / state / expiration date			ATSSA Traffic Control Supervisor, Technician & Flagger	
Year registered		Discipline		
Contract role(s) / brief description of responsibilities			Survey support / survey party chief surveyor for survey support	
Alex joined CD&C in 2020 as a Rodman and has worked his way up to Party Chief. He will work managing a crew to collect topographic data in accordance with LADOTD code book and standard procedures.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/24 – 04/25	H.014824.5 LA 317 - Wax Lake B: Alex served as a Party Chief for this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
10/24 – 01/25	H.015849 US 190 R Cuts @ LA741: Alex served as a Party Chief for this project. The topographic data for this survey was collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. Project was completed to LADOTD Location and Survey Standards and practices.			
12/23 – 05/23	H.012618 LA 347 Drainage Improvements: Alex served as a Party Chief for this project. Topographic Survey for just over 2 miles of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
09/23 – 12/23	H.015619.5 LA 106: Alex served as a Party Chief for this project. Topographic Survey for just over 8 miles of roadway. Traditional means and methods was used to collect limited topographic data for this overlay and roadway rehabilitation project. Project was completed to LADOTD Location and Survey Standards and practices.			
05/23 – 08/23	H.015058 - LA 14 Business: Alex served as a Party Chief for this project. Topographic Survey for just over 4,503 feet of roadway. Both traditional means and methods and 3D Scanning were used to collect topographic data for this roadway improvement project. Project was completed to LADOTD Location and Survey Standards and practices.			
02/23 – 12/23	H.012027.5 - I-20 UPPR: Alex served as a Party Chief for this project. Topographic Survey for the interstate in North Louisiana. Both traditional means and methods and 3D Scanning were used to collect topographic data for this interstate and overpass improvement project. This project also included the coordination and survey of the Union Pacific Railroad line crossing I-20. Project was completed to LADOTD Location and Survey Standards and practices.			
09/21 – 03/22	H.014747 Southern University Ravine Protection, East Baton Rouge Parish: Alex served as one of the Survey Party Chiefs on this project by managing a crew in the collection of topographic data in the field, utilizing LADOTD Field Codes.			
08/21 – On-Going	H.011833.5 St. Mary Street Sidewalks; Scott, LA: Alex served as one of the Survey Party Chiefs on this project by managing a crew in the collection of topographic data in the field, utilizing LADOTD Field Codes.			
09/22 – 01/23	BRMA Northwest Aviation Development: Alex served as one of the Survey Party Chiefs on this project, managing a crew that collected topographic data in the field utilizing LADOTD Field Codes.			
07/20 – 10/21	H.013989 Greybow Rd. Palmetto Creek: Alex worked as Survey Party Chief on this project by managing a crew in the collection of topographic data in the field, utilizing LADOTD Field Codes.			

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.	
Name	Travis Bodin, PLS, PMP		Years of relevant experience with this employer
Title	Vice President, Survey		20
Degree(s) / Years / Specialization		Years of relevant experience with other employer(s)	
		1	
Active registration number / state / expiration date		B.S. / 2004 / Industrial Technology M.S. / 2021 / Business Administration	
		PLS.0005067 / LA / 3-31-2026	
Year registered	2011	Discipline	Professional Land Surveyor
Contract role(s) / brief description of responsibilities		Surveying / Professional Land Surveyor for Topographic Survey (Meets MPR 10)	
Travis is the Vice President of Fenstermaker's Survey group, with extensive experience in surveying and project management. He has served as the Lead Professional Land Surveyor for various projects in Louisiana, managing surveying/ROW services, utility relocations, and coordinating with agencies and sub-consultants. His work includes cost estimation, planning, resource management, and construction management. Travis has contributed to multi-million-dollar projects involving topographic and bathymetric surveys, GPS networks, landowner documentation, DTM development, GIS integration, and process development.			
12/13-01/14	S.P. No. H.011014 LA 3002: U-Turn (Livingston Parish, LA) Fenstermaker was responsible for the improvements made for a J-Turn between North Range Rd and South Range Rd (LA 3002). Travis was responsible for preparing ROW Maps in accordance with DOTD requirements. Travis conducted topographic surveys for LADOTD and coordinated the Fenstermaker survey crews. Travis also acted as quality control on title research and ROW maps and processed the survey data.		
10/12-05/14	US 190 & 4-H Club Rd (LA 1032) Turn Lanes (Livingston Parish, LA) This project involved the construction of an additional turning lane along 4-H Club Roadway in Livingston Parish, LA. Fenstermaker was responsible for creating construction plans, and Travis served as the Lead Surveyor. He conducted topographic surveys for LADOTD and coordinated the survey crew to collect topography, boundary information, and drainage information. He also coordinated with the title abstractor and processed the survey data into a LADOTD format for use in CAD.		
11/17-04/18	I-10: Texas State Line–E. of Coone Gully – Roadway Lighting (Calcasieu Parish, LA) As a sub-consultant, Fenstermaker provided surveying services on this project, which included the widening of 10.5 miles of I-10 to six lanes from the Texas state line to east of LA 108, replacing and widening 10 bridges, and replacing the eastbound weigh-in-motion system. Fenstermaker performed a utility location survey for subsurface and above-ground utilities and a mobile LiDAR Survey to capture 3D topographic data, including existing ground and hard surfaces. Fenstermaker collected data on existing drainage structures, communication towers, billboard signs, trees, other overhead structures, and on the edge of the existing roadway/pavements. Travis conducted topographic surveys for LADOTD , QA/QC of data, and reporting related to LiDAR.		
04/20-04/24	Louisiana Watershed Initiative Region 4 (De Soto, Sabine, Vernon, Rapides, Beauregard, Allen, Jefferson Davis, Calcasieu, and Cameron Parishes) Travis served as the Lead Surveyor for the Louisiana Watershed Initiative Region 4, an unprecedented project that will manage the future flood risk in the State of Louisiana through watershed-based solutions. Travis conducted topographic surveys for LADOTD , data collection, and management to successfully complete an interactive, usable, and manageable hydraulic and hydrologic Region 4, which encompasses De Soto, Sabine, Vernon, Rapides, Beauregard, Allen, Jefferson Davis, Calcasieu, and Cameron Parishes in the State of Louisiana. These models will consider the degree to which communities within a watershed are hydraulically and hydrologically connected and will guide decisions regarding the coordination and implementation of land use, policy, and infrastructure improvements to manage flood risk at the watershed level.		
05/19-03/21	S.P. H.005967 Port of Lake Charles Rail at W. Sallier St. (Calcasieu Parish, LA) Fenstermaker completed the topographic and boundary surveys, established control, processed data, reviewed title reports, established property boundaries, and mapped encumbrances for the ~0.75-mile Railroad Relocation. LADOTD survey feature codes were utilized for this project, and LADOTD right of way maps, along with COGOWIN legal descriptions, were created. Travis served as Project Principal, and conducted topographic surveys to LADOTD , and completed data QA/QC for this project.		
12/13-01/14	S.P. No. H.011014 LA 3002: U-Turn (Livingston Parish, LA) Fenstermaker was responsible for the improvements made for a J-Turn between North Range Rd and South Range Rd (LA 3002). Travis was responsible for preparing ROW Maps in accordance with DOTD requirements. Travis conducted topographic surveys for LADOTD and coordinated the Fenstermaker survey crews. Travis also acted as quality control on title research and ROW maps and processed the survey data.		
10/12-05/14	US 190 & 4-H Club Rd (LA 1032) Turn Lanes (Livingston Parish, LA) This project involved the construction of an additional turning lane along 4-H Club Roadway, located in Livingston Parish, LA. Fenstermaker was responsible for creating construction plans, and Travis served as the Lead Surveyor, and conducted topographic surveys for LADOTD , and coordinating the survey crew to collect topography, boundary information, and drainage information. He also coordinated with the title abstractor and processed the survey data into a LADOTD format for use in CAD.		

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.	
Name	Justin Bordelon, PLS		Years of relevant experience with this employer
Title	Manager, Surveyor		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		B.S. / 2009 / Business Administration	
Active registration number / state / expiration date		PLS.0005271 / LA / March 31, 2026	
Year registered	2021	Discipline	Professional Land Surveyor
Contract role(s) / brief description of responsibilities		Surveying / Professional Land Surveyor for Topographic Surveys, 3D Scanning, and Underwater Acoustical Imaging	
Justin Bordelon, PLS is a Professional Land Surveyor in Louisiana. His initial surveying work included performing underwater acoustic investigations and hydrographic surveys. As he gained more experience, Justin became Fenstermaker's underwater acoustic investigation manager and worked on many projects, including an inspection of over 100 bridges for the Louisiana Department of Transportation and Development. Justin currently coordinates and supervises the activities of field and office personnel for remote sensing projects. He also acts as Project Manager and assists with pre-project planning, post data collection analysis, and preparing deliverables.			
10/24-08/25	Port of New Orleans Moveable Bridge Inspection (Orleans Parish, LA) Justin served as Project Manager for the Port of New Orleans Moveable Bridge Inspection, overseeing hydrographic and underwater survey services at the Seabrook Railroad and Almonaster Avenue Bridges. He directed survey control, underwater acoustic imaging, and multibeam bathymetric surveys, ensuring accurate documentation of substructure conditions, scour, and debris. He also managed reporting and coordination with HDR and the bridge owners to support inspection findings and maintenance planning.		
03/11-08/11	Mississippi River Bridge (I-20) Underwater Acoustic Imaging (Madison Parish, LA & Warren County, MS) Justin served as Lead Survey Technician on this LADOTD project to perform an underwater acoustic investigation of bridge piers E-1 and E-2 following a barge collision. He directed sonar survey operations to document the condition of piers, support caissons, and instrumentation caissons, providing detailed imagery and data to assess potential structural damage.		
03/10-03/10	Almonaster Avenue Bridge Drainage Inspection (Orleans Parish, LA) Justin served as Project Manager and Survey Technician for an underwater acoustic imaging investigation of the Almonaster Avenue Bridge. He oversaw scanning of bridge abutments, fender systems, and dolphin cells, and coordinated dive operations while documenting debris and underwater conditions to support structural assessment and maintenance planning.		
09/15-09/15	Winston County Commission & ALDOT – Underwater Acoustic Imaging of Four Bridges (Lewis-Smith Lake, Winston County, AL) Justin served as Underwater Acoustic Imaging Lead Field Technician and Survey Technician for inspections of four bridge structures (BIN 7374, 7442, 7453, and 9371) over Crooked Creek and the Sipsey River. He conducted multi-axis steered beam acoustic imaging and RTK-positioned surveys to evaluate submerged piers, identify structural damage, and assess scour and erosion, producing detailed imagery mosaics and inspection reports to support ALDOT's asset management.		
06/13-06/14	West Larose Bridge Survey (Lafourche Parish, LA) Justin served as Project Manager for a topographic and high-definition laser scan survey of the West Larose Vertical Lift Bridge on LA 1 in support of LADOTD's bridge renovation program. He oversaw survey planning, field data collection, and deliverables for the prime, ensuring accurate mapping to support design and rehabilitation efforts.		
01/12-05/14	Underwater Acoustic Imaging for Bridge Inspection – Statewide (Louisiana) Justin served as Project Manager overseeing UAI inspections of 72 state-maintained bridges across Louisiana. He managed all field resources, including survey personnel and equipment, and ensured the quality and accuracy of multi-axis sonar and RTK-positioned data collection used to assess submerged pier conditions, scour, and potential structural deterioration.		
06/10-06/10	Sunshine Bridge Underwater Acoustic Survey (St. James Parish, LA) Justin served as Survey Technician on an underwater acoustic imaging investigation of the pier protection systems at Piers 3, 4, and 5 of the Sunshine Bridge near Donaldsonville. He performed sonar imaging of submerged structures, processed data, updated AutoCAD drawings, and reviewed deliverables submitted to LADOTD to support structural assessment.		
07/20-08/20	Pointe-à-la-Hache Ferry Landings Rehabilitation (Plaquemines Parish, LA) Justin served as Survey Technician on this ferry landing rehabilitation project for the Mississippi River crossing, supporting Modjeski & Masters and LADOTD. He performed quality control on sidescan and MS1000 sonar data, processed survey results, created mosaic analyses and deliverables, and provided critical hydrographic support for the design of new ramp bridges, lift towers, and dolphins.		

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.		
Name	Dax Douet, PE		Years of relevant experience with this employer	28
Title	Director, Engineer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization			B.S. / 1997 / Civil Engineering	
Active registration number / state / expiration date			PE.0030170 / LA / 9/30/2026	
Year registered	2002	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities			Roadway & Traffic Control / Civil Engineer for Roadway Design. (Meets MPR 8)	
Dax is an Engineering Director at Fenstermaker with extensive professional civil engineering experience in design, planning, construction oversight, and project management. He has served as the lead design engineer and project manager on a wide range of transportation projects, including local, collector, and arterial roadways, as well as large interstate interchange projects. Dax has expertise in roadway design, transportation corridor studies, line and grade studies, roundabout design, environmental assessments, open channel and subsurface drainage systems, large one and two-dimensional hydrologic numerical modeling, municipal engineering, public speaking, and project management of large complex, multi-disciplinary projects.				
05/13 – 09/19	US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build (Lafayette Parish, LA) Dax served as Lead Design Manager and directed roadway, drainage, traffic, bridge, and MSE wall design for the six-lane corridor upgrade, new overpasses, ramps, and frontage road improvements. As Engineer of Record for Phase III roadway and drainage plans, he reviewed all construction RFIs for LADOTD compliance and managed four subconsultants to ensure design quality and project objectives were achieved.			
07/07 – 11/20	Cane River Bridge Church Street Route LA 1-X (Natchitoches Parish, LA) Dax served as Project Manager and Lead Engineer, overseeing the preparation of the NEPA environmental assessment. His responsibilities included public outreach, agency coordination, traffic and line-and-grade studies, development of project alternatives and cost estimates, and coordination of environmental, historical, and archeological analyses to support FHWA and LADOTD decision-making.			
09/17-ongoing	Verot School Road Interchange at U.S. Highway 90 (Lafayette Parish, LA) Dax served as Lead Design Engineer, overseeing the widening of the corridor from two to four lanes and the development of a project line and grade study to minimize right-of-way and infrastructure impacts. He also designed the multi-lane roundabout at Verot School Road and South College Road and led public outreach efforts, including coordination and hosting of the LADOTD public meeting.			
04/23-ongoing	Spanish Trail Industrial Park Access Road (St. Martin Parish, LA) Dax supported the Spanish Trail Industrial Park Access Road, which extended Lake Talon Road to LA 182 with a new at-grade intersection. He contributed to the traffic study, coordinated permitting with the BNSF railroad, provided client updates, and reviewed project plans and documents while supporting Fenstermaker’s overall engineering, survey, and permitting services.			
11/13-06/15	Sasol LCCP Heavy Haul Road project (LA 378 & LA 379) (Calcasieu Parish, LA) Dax served as Senior Design Engineer, supporting LADOTD permit reviews under a \$12.9 million contract with Fluor. He performed technical analysis to determine roadway widening and geometric modifications for oversized transport modules, designed subsurface drainage improvements, and provided quality control of roadway construction plan submittals.			
04/22-ongoing	LA 182 (UNIV) @ LA 723 (Renaud) Roundabout (Lafayette Parish, LA) LADOTD selected Fenstermaker to provide roadway design, hydraulic analysis, and utility design for a roundabout realigning Renaud Drive and Stone Avenue to improve traffic flow and reduce congestion at University Avenue, addressing average daily traffic volumes of over 3,300 vehicles. Dax is serving as the project manager and has worked closely with the deputy project manager to oversee all project tasks and report progress to LADOTD.			
07/10-06/23	Kaliste Saloom Road Widening & Intersection Improvements - LA3073 to LA733 (Lafayette Parish, LA) Dax managed the \$35 million project, overseeing design for 1.7 miles of roadway, a multi-lane roundabout, and a 5-girder span bridge. He led public outreach, constructability reviews, and construction management, and developed a line and grade study to guide LCG’s selection of roadway typical sections. He also fast-tracked real estate appraisals, plats, and construction plans to advance the multi-phase project, which included drainage, utility relocations, and roadway construction.			

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.		
Name	Brett Dufour		Years of relevant experience with this employer	19
Title	Survey 360 Technician I		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization			A.S. / 2004 / Civil Engineering and Mapping Technology	
Active registration number / state / expiration date			Not applicable	
Year registered	Not applicable	Discipline	Not applicable	
Contract role(s) / brief description of responsibilities			Surveying / Survey Technician for Topographic Surveys, 3D Scanning, and Underwater Acoustical Imaging	
Brett is a survey technician responsible for processing RTK field data, preparing plat information, and assembling pre-survey data for all services provided by the Advanced Technologies Division. Brett is proficient in all data processing aspects of high-definition laser scan surveys, dimensional control surveys, topographic surveys, hydrographic surveys, route surveys, subsidence surveys, geodetic control surveys, hazard surveys, and boundary surveys.				
11/24-07/25	Port of New Orleans Moveable Bridge Inspection (Orleans Parish, LA) Brett served as a Survey Technician on the Port of New Orleans Moveable Bridge Inspection, assisting with the setup and operation of RTK survey control, sonar imaging, and bathymetric data collection. He supported field crews in acquiring accurate positional and hydrographic data and contributed to the preparation of survey deliverables used to assess underwater bridge conditions.			
06/13-07/13	LADOTD – Harrisonburg Bridge Laser Scanning Survey (Catahoula Parish, LA) Brett served as Survey Technician on this laser scanning and precision measurement project to assess potential misalignment of the Harrisonburg Bridge swing span and approach spans. He prepared mobilization, performed laser scanning and target surveys, processed data, and developed final drawings and datasheets, while also providing QA/QC on the deliverables.			
10/18-11/19	Farm Road Bridges Project (Calcasieu Parish, LA) Brett served as Survey Technician on this bridge replacement project, responsible for collecting and processing topographic survey data for the bridges and roadway. His work supported Fenstermaker’s broader role in surveying, roadway and bridge design, H&H analysis, permitting, and construction phase services.			
11/11-11/13	DOTD – Underwater Acoustic Imaging for Bridge Inspection (Statewide, LA) Brett served as Survey Technician on LADOTD’s statewide program inspecting 72 state-maintained bridges using underwater acoustic imaging and RTK GPS positioning. He assisted with data processing and analysis, compiled detailed drawings, and supported reporting of findings and recommendations from UAI and dive inspections.			
06/13-07/13	DOTD SP No. 700-29-0112 – Leeville Pier #1 Acoustic Imaging (Lafourche Parish, LA) Brett served as Lead Field Survey Technician on this LADOTD project, overseeing laser scanning and topographic survey of the West Larose Vertical Lift Bridge. He led data collection and processing to establish vertical clearances, pier elevations, roadway clearances, temporary benchmarks, and shoreline topography to support bridge renovation.			
01/22-03/22	New Orleans Outfall Canals Survey (Orleans Parish, LA) Brett served as Survey Technician on this award-winning project mapping the 17th Street, London Avenue, and Orleans Outfall Canals for the Southeast Louisiana Flood Protection Authority. He processed multibeam and LiDAR survey data, generating surface models, wall point clouds, and bare earth models to support erosion detection and long-term monitoring.			
05/17-11/17	Port of New Orleans – Poland Street Under Wharf Acoustic Survey (Orleans Parish, LA) Brett served as Survey Technician on this under-wharf acoustic survey to provide bathymetric contours and imaging of the Poland Street Wharf. He supported the underwater imaging team by importing sonar data into AutoCAD, creating plats, and exporting 3D polylines from Cyclone for presentation to the Port Authority, USACE, and the Levee Board.			
04/22-07/22	Terminal Site Topographic Survey & Utility Mapping (Orleans Parish, LA) Brett served as Survey Technician on this project, providing topographic, bathymetric, and utility mapping for a terminal site in Orleans Parish. He processed aerial LiDAR, photogrammetry, and utility data to create bare earth models and extract linework and features to support conceptual design and permitting.			
08/17-09/17	Port of Lake Charles – Bathymetric Survey, Bulk Terminal 1 (Calcasieu Parish, LA) Brett served as Survey Technician on this bathymetric survey using single-beam and multibeam technologies to assess water bottom depths at multiple dock locations. He created profiles for the Beneficial Use of Dredged Material Area 1 (BUDM 1), integrated additional survey data, updated surfaces, and recomputed cross-sections.			

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.	
Name	Lance Fontenot	Years of relevant experience with this employer	19
Title	UAS Manager	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		B.A. / 2006 / Survey and Drafting	
Active registration number / state / expiration date		Not applicable	
Year registered	Not applicable	Discipline	Not applicable
Contract role(s) / brief description of responsibilities		Survey Technician for Topographic Surveys, 3D Scanning, and Underwater Acoustical Imaging	
Lance is a UAS Manager in the Advanced Technologies Division. Lance serves as the lead Unmanned Aerial Vehicle (UAV) and High-Definition Scanning (HDS) / Dimensional Control survey technician and oversees all field HDS/DC operations for the project to ensure corporate QA/QC guidelines and procedures are utilized on projects. He also provides the day-to-day technical guidance and has final say in the submission of all data to project managers. Lance has performed UAV Surveys, HDS Scanning, Dimensional Control support, Boundary/Right-of-Way, Pipeline, Topographic, Roadway, Construction, Oil & Gas, Geodetic, Hazard, and Accident Surveys.			
02/12-08/13	DOTD – Underwater Acoustic Imaging for Bridge Inspection (Statewide, LA) Lance served as Lead Survey Technician on LADOTD's program inspecting 72 bridges statewide with sonar and RTK GPS positioning. He supported acoustic imaging surveys to evaluate pier conditions, scour, and underwater anomalies.		
11/18-11/19	Farm Road Bridges Project (Calcasieu Parish, LA) Lance conducted field data collection, searched property corners, and performed topographic surveys of driveways along Farm Road. His survey data supported roadway improvements and bridge replacements.		
02/14-09/14	LADOTD – Harrisonburg Bridge Laser Scanning Survey (Catahoula Parish, LA) Lance processed 3D laser scan data and generated deliverables documenting bridge pier alignments and potential movement. His work provided LADOTD with high-precision measurements for comparison to prior surveys.		
07/13-07/13	West Larose Bridge Survey (Lafourche Parish, LA) Lance surveyed bridge elevations and clearances and processed laser scan data of the West Larose Vertical Lift Bridge. His deliverables supported LADOTD renovation design.		
09/13-10/19	Sasol LCCP Heavy Haul Road (Calcasieu Parish, LA) Lance conducted field surveys, processed data, and created maps and plats for the 1.5-mile heavy haul corridor. He also performed UAV photogrammetry and processed aerial data to support project deliverables.		
12/20-01/21	New Orleans Outfall Canals Survey (Orleans Parish, LA) Lance processed LiDAR data for surveys of the 17th Street, London Avenue, and Orleans Canals. His work supported erosion detection and long-term monitoring using multibeam and LiDAR technology.		
06/20-07/20	New Gulf Facility LiDAR Topo (Wharton County, TX) Lance conducted UAV LiDAR surveys and processed data to create digital surface models for reservoir analysis. His work identified low points around the New Gulf Reservoir.		
05/10-10/21	Kaliste Saloom Road Widening (Lafayette Parish, LA) Lance served as Lead UAV Field Technician, operating drones and producing topographic plats. His aerial mapping supported roadway design, utility relocation, and construction plan development.		
11/17-04/18	I-10 Texas State Line to East of Coone Gully – Roadway Lighting (Calcasieu Parish, LA) Lance managed LiDAR data collection and ground-truthing for utility and topographic surveys along a 10.5-mile stretch of I-10. His work supported roadway widening, bridge replacements, and drainage design.		
10/23-10/23	First Solar Plant Site Development (Iberia Parish, LA) Lance performed UAV LiDAR and photogrammetry data collection and processed orthomosaics for this 2-million-square-foot manufacturing facility. His survey data supported civil design, permitting, and construction administration.		
04/15-02/19	Coach Williams Drive Extension & Roundabout (Calcasieu Parish, LA) Lance performed ROW and construction servitude stakeout for this \$18.4 million, three-mile roadway project. His work supported roadway, roundabout, railroad crossing, and canal crossing design through wetlands.		
03/19-05/21	Apollo Road (LA 93) Extension to Dulles Drive (Lafayette Parish, LA) Lance conducted UAV flights, video capture, and surveying for ROW, drainage laterals, and utilities to support roadway extension design. His work provided critical data for construction administration and inspection services.		

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.		
Name	Luke Hebert, PE, CFM		Years of relevant experience with this employer	28
Title	Director, Engineer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization			B.S. / 2003 / Civil Engineering	
Active registration number / state / expiration date			PE.0034715 / LA / 9-30-2027	
Year registered	2009	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities			Roadway & Traffic Control / Civil Engineer for Roadway Design. (Meets MPR 8)	
Luke Hebert is an Engineering Director at Fenstermaker with experience in engineering design, planning, and project management. During his career, Luke has been involved in many different types of designs, ranging from various roadway types to surface and subsurface drainage systems, water and sewer distribution systems, and water and sewer treatment. Luke is proficient in Bentley Software such as MicroStation, Storm and Sanitary, InRoads, and LADOTD's HYDRWIN and AutoTurn.				
05/13-10/17	US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build (Lafayette Parish, LA) As Lead Roadway Design Engineer for James Construction Group's design-build team, Luke delivered roadway enhancement designs for the six-lane corridor upgrade , including new overpasses, frontage roads, and ramps. His responsibilities included horizontal and vertical alignments, typical sections, sequencing, erosion control, cross sections, and quantity tabulations, as well as MSE wall layouts and roadway drainage design.			
03/11-02/21	Kaliste Saloom Road Widening & Intersection Improvements – LA 3073 to LA 733 (Lafayette Parish, LA) Luke served as a Design Engineer on this \$35 million project to widen 1.7 miles of Kaliste Saloom Road from a two-lane asphalt roadway to a five-lane concrete facility with continuous center turn lane, 8-foot sidewalks, and shared bicycle lanes. He assisted with the design of the multi-lane roundabout at South College Road, developed roadway geometrics, and prepared waterline layouts, supporting Fenstermaker's broader role in surveying, right-of-way platting, engineering design, and construction plan development.			
04/15-02/20	Coach Williams Drive Extension & Roundabout (Calcasieu Parish, LA) Luke served as a Design Engineer on this \$18.4 million, three-mile roadway extension project connecting Coach Williams Boulevard to LA 379, which included a two-lane open ditch section, a roundabout, a railroad crossing, a Sabine River Authority Canal crossing, and multiple wetland crossings. He provided quality control for preliminary and final design plans, assisted with waterline layout and utility relocations, and supported Fenstermaker's role as prime consultant responsible for surveying, environmental assessments, drainage, pavement design, and roadway geometrics.			
01/09-08/18	East Pont des Mouton Road Widening – Phases I & II (Lafayette Parish, LA) As Lead Design Engineer for Phase II of the East Pont des Mouton Roadway Widening, Luke directed the expansion of a two-lane asphalt roadway into a five-lane concrete urban arterial. He was responsible for horizontal and vertical alignments, typical sections, geometric and intersection design, utility relocations, drainage and subsurface drainage systems, sequencing of construction, and plan/specification development. He also served as Lead Construction Engineer, supporting plan implementation during project delivery.			
02/14-01/17	Sasol LCCP Heavy Haul Road (LA 378 & LA 379) (Calcasieu Parish, LA) As Project Engineer under Fenstermaker's contracts with Fluor, Luke designed heavy haul routes critical for transporting oversized modules from the Calcasieu River to the Sasol plant site in Westlake. He led roadway and intersection design on two projects valued at \$11.4 million and \$6 million, covering over 3.9 miles of routes and major intersection improvements at John Stine/Sampson, Houston River Road/Beglis, and Sulphur/Sampson.			
07/11-04/20	Apollo Road (LA 93) Extension to Dulles Drive (Lafayette Parish, LA) Luke served as Project Engineer on this \$15 million, 2.2-mile four-lane boulevard extension with sidewalks for the City of Scott, connecting Apollo Road to Dulles Drive. The project included a bow-tie intersection at LA 90 and a roundabout at LA 93 to improve traffic flow and multimodal access. Luke was responsible for quality control of the final design plans prior to project advertisement.			
09/12-08/19	Acadiana Regional Airport (ARA) Access Roadway (Iberia Parish, LA) As Project Manager, Luke oversaw the design of a new two-lane roadway connecting LA 3212 and LA 675, with provisions for future expansion to four lanes. His responsibilities included roadway and drainage design with roadside ditches and cross drains, bid and contract administration, and construction engineering and inspection services. He also supported the City of New Iberian in securing capital outlay funding for project implementation.			

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.	
Name	Joshua Laborde, PE		Years of relevant experience with this employer
Title	Engineer I		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		B.S. / 2017 / Civil Engineering	
Active registration number / state / expiration date		PE.0046548 / LA / September 30, 2026	
Year registered	2022	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Roadway / Civil Engineer for Roadway Design	
Joshua is a Professional Engineer with experience in road design. Before joining the Fenstermaker team, Joshua worked at the Louisiana Department of Transportation and Development and performed engineering work on various rural bridge replacement projects. Joshua has worked in the HEC-RAS hydraulic software for various drainage model-related projects, including scour and no-rise studies, and has experience with site design, having worked on both parking lot designs and a drainage improvement site design. He is also proficient in MicroStation and InRoads.			
05/19-06/19	Verot School Road Interchange at U.S. Highway 90 (Lafayette Parish, LA) As a sub-consultant to Huval & Associates, Fenstermaker performed engineering design services for improvements to the existing intersection of U.S. Highway 90 (US 90) (Future I-49 South) and Verot School Road. Joshua contributed to the project's drainage design. He created drainage maps, drafted drainage descriptions, and calculated quantities.		
04/22-ongoing	Improvements to Petroleum Parkway Ext. (St. Martin Parish, LA) This project was a roadway and drainage improvement project of Petroleum Parkway in Broussard, LA. Joshua designed the horizontal and vertical portions of the roadway and re-designed the existing drainage systems, composed of side drains, cross drains, open ditches, and subsurface systems.		
03/22-ongoing	Spanish Trail Industrial Park Access Road (St. Martin Parish, LA) Joshua served as Project Engineer on the extension of Lake Talon Road to LA 182 with a new at-grade intersection, supporting Fenstermaker's role in engineering and survey services. He designed drainage systems, roadway profiles, driveways, and intersections; coordinated permitting with BNSF Railway; reviewed and revised plans per LADOTD comments; contributed to the drainage report; and prepared the opinion of probable cost.		
09/21-12/22	Apollo Road (LA 93) Extension to Dulles Drive (Lafayette Parish, LA) Joshua served as Project Engineer on this \$15 million, 2-mile boulevard extension with sidewalks, part of the City of Scott's Master Plan. He contributed to roadway design elements, including U-turns, turning lanes, J-turns, drainage, joint layout, driveways, and erosion control, while also preparing cost estimates and reviewing and revising plan sets. His work supported Fenstermaker's broader role in roadway design, utility coordination, permitting, and construction services.		
01/22-01/24	Kaliste Saloom Road Widening & Intersection Improvements – LA 3073 to LA 733 (Lafayette Parish, LA) Joshua served as Project Engineer on this 2-mile, \$35 million roadway improvement project that included a five-lane concrete roadway, a new bridge over Isaac Verot Coulee, and a multi-lane roundabout at E. Broussard Road. He designed turn lanes, splitter islands, turnouts, and striping layouts, and prepared exhibits and calculated quantities. His work supported Fenstermaker's broader role in roadway and utility relocation design, drainage, and construction administration/inspection services.		
04/22-ongoing	Frem Boustany Drive Extension – Phases 1 & 2 (Lafayette Parish, LA) Joshua served as Project Engineer on this 0.25-mile, two-lane boulevard extension with bike lanes and sidewalks for Lafayette Consolidated Government. He reviewed roadway alignment, drainage, and bridge plans; designed a channel realignment; revised cost estimates; and assisted with the project's USACE permit. His work supported Fenstermaker's broader role in roadway design, ROW plats, construction surveying, and inspection.		
06/19-06/19	Stage 0 Feasibility Study of Modern Roundabouts (Lafayette Parish, LA) Fenstermaker was responsible for the Stage 0 Feasibility Studies being performed on 30 conceptual roundabout locations throughout Lafayette Parish for the Acadiana Metropolitan Planning Organization. Joshua visited the project site, took site photographs, and contributed to the Stage 0 report.		

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.		
Name	Aimee Latiolais, PE		Years of relevant experience with this employer	9
Title	Engineer I		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization			B.S. / 2014 / Civil Engineering	
Active registration number / state / expiration date			PE.0042932 / LA / 3-31-2027	
Year registered	2018	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities			Roadway & Traffic Control / Civil Engineer for Roadway Design (Meets MPR 8)	
Amiee is a Professional Engineer with experience in roadway design, open channel and subsurface drainage systems, hydraulic systems analysis, traffic studies, line and grade studies, commercial site design, roundabout design, and construction oversight. She has served as a design engineer for transportation projects ranging from urban local to collector and arterial roadways. Her responsibilities at Fenstermaker include the development of various transportation, drainage, and construction documents.				
02/17-ongoing	Verot School Road Interchange at U.S. Highway 90 (Lafayette Parish, LA) Amiee served as Design Engineer on the widening of Verot School Road from two to four lanes with a median, including a multi-lane roundabout at South College Road. She designed horizontal and vertical roadway elements, intersection improvements, and open channel and subsurface drainage , and also contributed to the project line and grade study and public outreach meeting in coordination with LADOTD.			
06/18-06/19	US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build (Lafayette Parish, LA) Amiee served as a Design Engineer on this \$69.4 million design-build project to upgrade US 90 to a six-lane, interstate-standard facility. She worked closely with the project manager on the design of roadway guardrail systems, supporting Fenstermaker’s role as lead design firm in joint venture with James Construction Group.			
02/22-ongoing	LA 182 (University) at LA 723 (Renaud) Roundabout (Lafayette Parish, LA) Amiee served as Deputy Project Manager on this LADOTD roundabout project to improve traffic flow and safety at University Avenue. She managed project administration, coordinated plan drafting and exhibits, oversaw the traffic analysis, and maintained client communication to ensure project progress and responsiveness.			
04/21-ongoing	Spanish Trail Industrial Park Access Road (St. Martin Parish, LA) Amiee served as Project Manager for the extension of Lake Talon Road to LA 182, overseeing survey coordination, permitting, engineering design, and construction services. She managed subconsultants for traffic and geotechnical studies, directed the BNSF permitting process, reviewed plans and reports, and provided client updates and invoicing throughout the project.			
04/16-10/16	Sasol LCCP Heavy Haul Road Engineering & Construction (LA 378 & LA 379, Calcasieu Parish, LA) Amiee served as a Design Engineer on this 1.5-mile heavy haul route project supporting Sasol’s Lake Charles Chemicals Project in Westlake, Louisiana. She utilized AutoTURN to design and verify driveway layouts for access permitting and developed cost estimates for required driveway realignments, supporting Fenstermaker’s overall roadway design and consulting services.			
03/18-07/20	Roddy Road at Churchpoint Road Roundabout Redesign (Ascension Parish, LA) Amiee served as Design Engineer on the redesign of a roundabout at the Churchpoint Road/ Roddy Road intersection to meet updated LADOTD standards. She revised the roundabout geometry and striping layouts, performed comparative analysis of an all-way stop versus a single-lane roundabout, and provided QA/QC review of reports and plan sets.			
10/15-05/16	Nelson Road and Ham Reid Road Roundabout Design (Calcasieu Parish, LA) Amiee served as Design Engineer and quality control reviewer for subsurface drainage on this project to improve intersections at Nelson Road with Ham Reid Road and Gauthier Road. The project delivered a new multi-lane roundabout, supported by Fenstermaker’s role in surveying, ROW plats, roadway design, bidding and contract administration, and construction engineering services.			
09/15-06/23	Kaliste Saloom Road Widening & Intersection Improvements – LA 3073 to LA 733 (Lafayette Parish, LA) Amiee served as Design Engineer on this \$35 million, 1.7-mile roadway widening project in Lafayette, where she led subsurface drainage design, utility relocations, and preparation of the Opinion of Probable Cost and construction documents. She optimized the roundabout design, developed TTC signage and striping layouts, assisted with permitting and agency coordination, and provided QA/QC on drainage and plan sets.			

Firm employed by		C. H. Fenstermaker & Associates, L.L.C.	
Name	Bradford Millett, PLS, EI		Years of relevant experience with this employer
Title	Surveyor I		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		B.S. / 2014 / Civil Engineering	
Active registration number / state / expiration date		PLS.0005245 / LA / March 31, 2027 EI.0032848 / LA / June 30, 2026	
Year registered	PLS 2020 EI 2016	Discipline	Professional Land Surveyor Engineer Intern
Contract role(s) / brief description of responsibilities		Professional Land Surveyor for Topographic Survey and Property and Boundary Survey, Title Work. (Meets MPR 10)	
Bradford is a Professional Land Surveyor at Fenstermaker whose responsibilities consist of field crew coordination, data collection and processing, preliminary layout and design of boundary and right of way plats, ALTA surveys, and the development and planning of the subdivision platting process. Her experience also includes project management as well as public meetings, client relations, utility coordination, and other components associated with surveying services. Bradford is also responsible for the preparation of proposals for the Engineering, Advanced Technologies, and Surveying Divisions.			
02/22-ongoing	Spanish Trail Industrial Park Access Road (St. Martin Parish, LA) Bradford served as Survey Coordinator on the extension of Lake Talon Road to LA 182, supporting Fenstermaker's survey and engineering responsibilities. She oversaw topographic survey tasks, coordinated with BNSF Railway on survey activities, managed utility coordination through LA One Call, and processed and reviewed survey data.		
01/17-03/21	Sasol LCCP Heavy Haul Road (LA 378 & LA 739, Calcasieu Parish, LA) Bradford supported this \$12.9 million heavy haul road project by leading topographic and boundary data collection, data processing, and preparation of LADOTD right-of-way maps for the 1.5-mile corridor. She also managed utility coordination for the relocation of AT&T facilities along the route.		
08/13-11/15	US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build (Lafayette Parish, LA) Bradford served as Survey Coordinator on this \$69.4 million design-build project to upgrade US 90 to a six-lane controlled-access facility with new overpasses, ramps, and frontage road improvements. She conducted topographic surveys for LADOTD and was responsible for reviewing all LADOTD right-of-way maps to ensure accuracy and compliance.		
09/14-04/21	Arceneaux Road Drainage Improvements (Lafayette Parish, LA) Bradford served as Survey Lead for this project improving drainage along Arceneaux Road over a 170-acre watershed. She managed boundary surveys, prepared property plats and legal descriptions, reviewed servitude plats, and coordinated field crews to establish temporary benchmarks supporting design and construction planning.		
06/23-ongoing	IJA Off-System Bridge Program – District 03 (South Louisiana) Bradford supported LADOTD's program to replace 14 bridges across eight parishes by leading survey efforts. She conducted topographic surveys for LADOTD , coordinated field crews, processed boundary and topographic data, reviewed control sketches, and prepared survey deliverables to support project development and stakeholder coordination.		
02/21-11/22	Louisiana Watershed Initiative – Region 4 (Southwest Louisiana) As Survey Project Manager, Bradford oversaw and conducted topographic surveys for LADOTD's watershed-based flood risk management program across nine parishes. She reviewed existing data, identified gaps, scoped survey needs for task orders, coordinated field crews, processed data, and reviewed deliverables, ensuring accurate inputs for hydrologic and hydraulic model development.		
11/20-08/23	Louisiana Watershed Initiative – Region 6 (South & Southeast Louisiana) Bradford served as Survey Project Manager on this LWI effort addressing regional flood risk across 16 parishes. She conducted surveys for LADOTD , reviewed existing survey data on hydraulic structures, coordinated survey crew access and field activities, oversaw data collection and validation, and finalized survey deliverables for LADOTD. Her work supported data gap analyses, drone imaging, and GIS tasks that informed development of regional hydrologic and hydraulic models.		
05/19-03/21	S.P. H.005967 – Port of Lake Charles Rail at W. Sallier Street (Calcasieu Parish, LA) Bradford served as Project Manager for survey services on the 0.75-mile railroad relocation project at the Port of Lake Charles. She conducted and oversaw topographic and boundary field surveys for LADOTD , established and post-processed control, reviewed title reports, and prepared LADOTD right-of-way maps and COGO-based legal descriptions to support property boundary and encumbrance mapping.		
11/22-05/24	US 61 Super Street – Nell & Churchpoint (Ascension Parish, LA) Bradford served as Project Manager for survey services on the US 61 (Airline Highway) Super Street project in Gonzales, providing topographic and right-of-way surveys as a subconsultant to Gresham Smith. She planned and scheduled survey activities, directed field crews, managed survey data, and prepared client reports and presentations to support project delivery.		

Firm employed by: MEYER ENGINEERS, LTD.				
Name	Justin Bosarge		Years of relevant experience with this employer	8
Title	Lead Construction Inspector		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization			N/A	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	LADOTD Certified in Embankment and Base Course, Portland Cement Concrete (PCC) Paving, Asphalt Paving, Structural Concrete, and a LADOTD Certified Traffic Control Supervisor and Flagger	
Contract role(s) / brief description of responsibilities			Lead Construction Inspector	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Justin Bosarge is a DOTD Certified Inspector with over seventeen years of experience in road construction. He will perform Construction Inspection Services. He is certified in Designing Pedestrian Facilities for Accessibility. He is well versed in DOTD’s construction software Site Manager and HeadLight.				
04/25-Present	State Project No. H.014682: Veterans Boulevard: David Drive to Clearview Parkway Jefferson Parish Inspector for the Construction Engineering and Inspection (CE&I) Services for the Veterans Boulevard roadway improvement project, spanning from David Drive to Clearview Parkway. The scope includes asphalt milling and overlay, pavement patching, and removal and replacement of guard rails, catch basins, and manholes. Additional improvements include new drainage structures, loop detectors, combination curb and gutter, brick sidewalks, tree protection and root pruning. All aimed at enhancing roadway function, drainage and pedestrian access.			
07/21-Present	State Project No. H.010498: LA 24 and LA 316: Company Canal Bridge Terrebonne Parish Inspector for the Construction Engineering and Inspection Services (CE&I) for the construction of a new vertical lift bridge over the Company Canal on LA 24 at the new operator’s house. The new vertical lift bridge will be built on the existing alignment. Duties include maintaining field records, making daily entries in the project diary, coordinating with DOTD and appropriate utility representatives, inspecting the contractor’s construction operations (daily) to ensure that all work is being performed in accordance with the plans and specifications, keeping clear and concise records of contractual operations, and preparing final estimate packages, including Form 2059 “Summary of Test Results” in conformance with DOTD requirements.			
05/23-Present	State Project No. H.006457: Roundabout at PR 929 and Parker Roads Ascension Parish Lead Inspector for the Construction Engineering and Inspection Services (CE&I) for the roundabout at PR 929 and Park Roads which includes removal of existing pavement base, treatment of subgrade layer, soil cement base, milling, asphalt base/binder/friction course paving, PCC paving, embankment, striping/signs, combination curb and gutter, and new drainage. Meyer is working hand in hand with the Contractor, DOTD and the Ascension Parish. Engineering Department.			
03/19-11/19	State Project No. H.012783.6: WB Veterans: Severn Avenue – Clearview Parkway Jefferson Parish Lead Inspector for the Construction Engineering and Inspection Services (CE&I) which included pavement patching, superpave asphaltic concrete and combination curb and gutter. The work also included cold planning asphalt pavement, concrete walks, handicap curb ramps, striping, loop detectors, guard rail and new drainage structures.			
07/23-Present	State Project No. H.006459: Roundabout at Churchpoint and Roddy Roads Ascension Parish Lead Inspector for the Construction Engineering and Inspection Services (CE&I) which includes removal of existing pavement and base, treatment of subgrade layer, soil cement base, milling, asphalt base/binder/friction course paving, PCC paving, embankment, striping/signs, curb and gutter and new drainage.			

05/17-09/19	State Project No. H.007175: Lapalco (Victory-Westwood) Jefferson Parish Inspector for the Construction Engineering and Inspection Services (CE&I) for widening the four-lane section of Lapalco Boulevard from Victory Drive to Westwood Drive by adding a median. The work also consisted of clearing and grubbing, grading, drainage structures, milling, asphalt pavement, patching, class II base course and related work. Duties included gathering and organizing samples and documentation for the DOTD approved sampling plan and 2059, inspecting construction activities in the field, documenting field operations in field books and Site Manager system, measuring and verifying quantities with the contractor, coordinate field testing as required, and maintaining record drawings.
11/15-12/18	State Project No. H.007351: Country Drive Widening Phase A (Jeff Drive to Presque Isle Drive) Terrebonne Parish Lead Inspector for the Construction Engineering and Inspection Services (CE&I) which included the complete reconstruction and widening of 7,300 LF of Country Drive. Work also included clearing and grubbing, drainage structures, cold planning asphaltic concrete, pavement patching, class II base course, superpave asphaltic concrete pavement, and traffic pavement markings. Traffic was maintained on this busy street.
11/16-08/18	State Project No. H.007265.6: St. Charles Avenue (LA Ave. – Calliope Street) Orleans Parish Lead Inspector for the Construction Engineering and Inspection Services (CE&I) which included pavement patching, superpave asphaltic concrete and combination curb and gutter. The work also included cold planning asphaltic pavement, clearing and resealing existing joints, concrete walks, handicap curb ramps, striping, loop detectors, temporary detour roads and tree protection.
08/15-05/18	State Project No. H.007331: Pakenham Drive (LA 46 – LA 49) St. Bernard Parish Lead Inspector for the Construction Engineering and Inspection Services (CE&I) which included constructing a new asphaltic concrete roadway with curb and gutter, sidewalks and subsurface drainage. Work also included removing the existing roadway, constructing traffic signals, sewer lines and water lines.
10/16-05/18	State Project No. H.001413.6 (CE&I): LA 18 (4th Street Extension – Burmaster) Jefferson Parish Inspector for the Construction Engineering and Inspection Services (CE&I) which included new construction including grading, concrete pavement, curbs, base course and subsurface drainage. Additional work included clearing and grubbing, drainage structures, sidewalks, landscaping, light poles and traffic pavement markings. Duties included utilizing DOTD's Site Manager Program and coordinating with DOTD. Also reviewed and managed shop drawings and requests for information. The final submittal package was submitted to the DOTD Construction Audit Section including Form 2059 and as-built drawings.

Firm employed by: MEYER ENGINEERS, LTD.				
Name	Raymond J. Brown, III, AIA		Years of relevant experience with this employer	6
Title	Project Architect		Years of relevant experience with other employer(s)	35
Degree(s) / Years / Specialization			B.S. / 1985 / Architecture	
Active registration number / state / expiration date			#3601 / LA / 12-31-2025	
Year registered	1985	Discipline	Architecture	
Contract role(s) / brief description of responsibilities			Architecture support / Registered architect to support architectural needs	
Experience dates (mm/yy–mm/yy)	<i>Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>			
Raymond J. Brown, III, AIA, has a wealth of knowledge and experience having practiced architecture for over forty-one years. His architectural design experience with buildings both in the public and private sectors range from Assisted Living Facilities, Hotels, Educational Facilities, Churches, Military Facilities, Banks, Hospitals and Theme Parks. He is responsible for all phases of project development on public buildings such as design schematics through construction administration, building design, project team coordination, contract document production and quality control. He also provides timely document delivery through all contract phases, coordination during construction, and expertise in building envelope assembly design and performance. Mr. Brown's professional recognition consists of Gambit Weekly's People Choice Award 2000 for Best Architecture for Jazzland Theme Park – New Orleans and Louisiana Contractor Magazine Award of Merit for Jazzland Theme Park.				
09/20 – Present	St. John the Baptist Parish West Bank Multipurpose Complex St. John the Baptist Parish. Responsible for the preparation of construction documents, submittal of plan reviews to the Fire Marshal and St. John Parish Code Enforcement, and coordination with the Owner and subconsultants. The project consists of a new 13,538 SF multipurpose facility for the West Bank of St. John the Baptist Parish. The facility will be used for public events and will include the following spaces: multipurpose room, conference room, storage, mechanical and electrical storage, laundry, catering kitchen/concession stand, corridor, Porte cochere, patio and janitor's closet. The new sitework includes 18,800 SF of parking, roads and sidewalks.			
03/19 – 08/22	Lamar Dixon Expo Center Gymnasium Expansion Ascension Parish. Project Manager responsible for the design and construction drawings and specifications for the new 13,568 SF gymnasium expansion that contains a basketball area with bleacher seating for 527 occupants. The structure also contains a lobby, restroom facilities, janitor closets, storage, sprinkler riser room, electrical room, and mechanical mezzanine. The occupancy is classified by NFPA 101 2015 as Assembly. The occupancy classification type per IBC 2015 is Assembly Group A-4. The construction type per NFPA 101 2015 is Type II (000) and the construction type per IBC 2015 is Type II-B. The structure is protected throughout by an automatic sprinkler system. A pre-engineered metal building frame with an eave height of approximately 25' is the primary structure of the building. The roof is metal building roof panels and metal building wall panels sheath the upper portion of the exterior walls. The lower portion of the exterior wall is an insulated cavity wall with 4" split-faced concrete masonry units at the exterior and 8" concrete masonry units at the interior.			
07/23 – Present	Jefferson Parish East Bank Animal Adoption & Services Facility Jefferson Parish. Provide Quality Assurance / Quality Control review for the new animal adoption and services facility to replace the old one on the east bank for Jefferson Parish. The project consists of the design of a new Animal Care and Services Facility. The site designed to accommodate the new building, exterior spaces for people and animals, and parking. The new 27,000 SF building featured three public lobbies that host the animal adoption wing, clinic center and intake housing. Ancillary spaces include restrooms, storage, food storage, mechanical, electrical and IT rooms, laundry and cage washing.			
11/21 – 05/25	Parc des Familles Visitor Center Jefferson Parish. Project Architect/Designer engaged in the preliminary design of a 2,500 SF visitor center. The project consists of a building that will serve visitors seeking information about park activities, attractions, hours, shelter rental, disc golf, and other amenities that the park provides. The visitor center building will be located near the entrance of the park. The building was designed in the style of an Acadian Cottage. The building includes a reception / display area, two offices with a closet, vestibule to restrooms, restrooms, meeting room with seating for 25-30, storage room, break room, mechanical/electrical room, IT room, sprinkler riser closet, janitor closet, attic mechanical space, service building and porch area. A new parking lot will be constructed to include a sufficient amount of parking space as required by Planning and Zoning. Mr. Brown provided a full range of architectural services beginning with the project programming and concluding with project closeout. He coordinated with the Owner and all project consultants to ensure that this facility is completed on time and within budget.			

Firm employed by: MEYER ENGINEERS, LTD.				
Name	Alton O. Davis, AIA, NCARB, ICC		Years of relevant experience with this employer	2
Title	Director of Architecture		Years of relevant experience with other employer(s)	37
Degree(s) / Years / Specialization			B.S. (University of Louisiana at Lafayette) / 1987 / Architecture	
Active registration number / state / expiration date			#6837 / LA / 12-31-2025	
Year registered	2008	Discipline	Architecture	
Contract role(s) / brief description of responsibilities			Architecture support / Registered architect to support architectural needs	
Experience dates (mm/yy–mm/yy)	<i>Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>			
Alton O. Davis, AIA, NCARB, ICC has over thirty-nine years of architectural experience including all facets of architectural design and management services from programming through construction administration including but not limited to, master planning, code review, cost estimating, scheduling, project management, design development, engineering coordination, construction documents, and specification writing as well as project staff scheduling and firm revenue projections.				
04/25 - Present	DOTD Contract 5 for Movable Bridges (6) Vermilion, St. Martin, Calcasieu and Lafayette Parishes Sr Architectural Manager for the rehabilitation of six Bridge Tender Houses throughout Louisiana. The scope of work includes removing and replacing all existing windows with new impact resistant glazing, removing and replacing all interior and exterior doors, removing and replacing all finish flooring ceiling, repairing and re-painting all interior wall finishes and damaged areas, repairing and refinishing roof ladder and canopy as required, cleaning all exterior wall surfaces and inspecting and resealing all wall penetrations, removing and replacing all furniture/millwork with new construction and installing a new weather-resistant roofing system.			
06/25 - Present	DOTD Contract 2 for Movable Bridges (5) Vermilion, St. Martin, Cameron and Assumption Parishes Architectural Manager for the rehabilitation of five Bridge Tender Houses throughout Louisiana. The scope of work includes removing and replacing all existing windows with new impact resistant glazing, removing and replacing all interior and exterior doors, removing and replacing all finish flooring ceiling, repairing and re-painting all interior wall finishes and damaged areas, repairing and refinishing roof ladder and canopy as required, cleaning all exterior wall surfaces and inspecting and resealing all wall penetrations, removing and replacing all furniture/millwork with new construction and installing a new weather-resistant roofing system.			
09/20 – Present	St. John the Baptist Parish West Bank Multipurpose Complex St. John the Baptist Parish Architectural Manager responsible for supervising the preparation of construction documents, overseeing submittal plan reviews to the Fire Marshal and St. John Parish Code Enforcement, and direct coordination with the Owner and subconsultants. The project consists of a new 13,538 SF multipurpose facility for the West Bank of St. John the Baptist Parish. The facility will be used for public events and will include the following spaces: multipurpose room, conference room, storage, mechanical and electrical storage, laundry, catering kitchen/concession stand, corridor, Porte cochere, patio and janitor's closet. The new sitework includes 18,800 SF of parking, roads and sidewalks.			
01/23 – Present	City of Gonzales Care Center Ascension Parish Architectural Manager: Project consists of a large multipurpose space (gymnasium), meeting rooms, offices, concession stand, men's and women's restrooms and a pronounced public lobby that has an architecturally unique roof design and large storefront windows that provide natural lighting throughout the entry. In addition, there are the necessary utilitarian spaces for storage, IT, mechanical, electrical, etc. The interior design was programmed and planned such that the layout meets the needs of the various events that it may be used for, and includes clear circulation and wayfinding patterns, consistent with efficient movement of the numerous patrons expected to enjoy its use. Mr. Davis and the Meyer Design Team were challenged to design a building that contains all the spaces required in a building that was visually appealing and for a price that met the Owner's budget. The result is this architecturally significant structure that will be home to many recreational and educational events in the future and will serve the City of Gonzales and the local community for years to come.			

07/25 – Present	New Kenner City Hall Jefferson Parish Senior Architect for the design of either one 4-6 story high or two 2-3 stories high government office buildings with proper ground level parking, drainage, sewer/water, lighting, landscaping, etc. The location of the project site is to be the west side of Williams Boulevard (LA 49) in the vicinity of W. Metairie Avenue. The site is where the old City Hall complex existed before several buildings sustained significant irreparable damage during Hurricane Ida. Within the project site, two existing office buildings which are currently occupied with City personnel will remain in place. Within the project site there is also a Veterans Park which contains numerous decommissioned military equipment. The approximate rough square footage is estimated to be 44,150 SF.
03/17 – 11/22	Port of South Louisiana Administrative Building and Business Center St. John the Baptist Parish Senior Architect for the design of a three-story 31,761 SF structure with a parking garage on the ground level and two stories of office and meeting space. The structure is poured in place concrete, and steel trusses with prefinished standing seam metal roof. The site includes new utilities, new paved parking, site lighting and concrete walks.
04/22 – 03/25	Assumption Parish Water District Administration Building Assumption Parish Senior Architect for the new 6,750 SF administration building for Assumption Parish Waterworks District #1 located in Napoleonville, Louisiana. The project consists of designing an administrative office building for citizens to pay their water bill, an open office area for the administration staff, men's and women's restrooms, lounge/lunchroom, Commissioners Board Room for Public Meetings, Commissioners Private Conference Room, storage closets, exterior patio area, mechanical, electrical and janitor rooms, phone and computer server room and other ancillary spaces. A new parking lot will be constructed at the rear of the building for administration staff and an extension of the front parking lot for visitors.

Firm employed by: MEYER ENGINEERS, LTD.				
Name	David H. Dupre, P.E.		Years of relevant experience with this employer	36
Title	Project Manager / Civil Engineer		Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization			B.S. (Louisiana State University) / 1984 / Civil Engineering	
Active registration number / state / expiration date			PE #23422/ LA / 03-31-2026	
Year registered	1989	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Roadway / Civil design engineer for roadway support (Meets MPR 8)	
Experience dates (mm/yy–mm/yy)	<i>Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>			
David is a Principal and a Professional Civil Engineer, registered in the State of Louisiana. He is involved with all aspects of administering engineering projects which include client contact, cost estimates, design, quality control, construction administration, preparation of reports, plans and specifications. He participates in most facets of Civil Engineering design including roads, bridges, drainage, sanitary sewer, water and structural. He was the 2020-2021 Chairman of the Board of the American Council of Engineering Companies Louisiana (ACECL) and the former New Orleans Chapter President. In 2016, he was honored to receive the Outstanding Civil Engineer award from the New Orleans Branch of the ASCE. He is also a member of SAME, ASCE, APWA, CMAA and LES. He has designed projects in accordance with DOTD’s “Roadway Design Manual”, “Hydraulics Manual”, “Bridge Manual”, “Complete Streets Manual”, and the “Louisiana Standard Specification for Roads and Bridges”. He is certified in Local Public Agency Qualification Core Training, Construction Engineering and Inspection (CE&I) Training, Project Planning, Feasibility & Application Workshop, Project Design and Delivery Training. He completed the Designing Streets for Pedestrian & Bicycle Safety Workshop. He is a LADOTD certified Traffic Control Supervisor and Flagger.				
10/22-Present	US 190 @ LA 433 Intersection Improvements St. Tammany Parish Project Manager for preparing a Stage 0 Study for intersection improvements at US 190 @ LA 433. The improvements may include tying Dixie Ranch Road into this intersection. Design also includes preparing an Intersection Control Evaluation (ICE) Study in accordance with DOTD procedures. To complete this analysis, David performed a traffic study in accordance with DOTD guidelines and standards. A safety analysis was also conducted after reviewing crash reports and trends. Several alternatives to the design are several roundabout layouts as well as intersection improvements.			
01/24-Present	State Project No: H.015796: Veterans Boulevard Shared-Use Path Jefferson Parish Project Manager for the design of 8,500 linear feet of 12’ wide concrete multi-use path along Veterans Boulevard from Richland Street to Williams Boulevard. Plans and construction will be in accordance with DOTD requirements for this DOTD Transportation Alternatives Project. Improvements include a pedestrian bridge that shall have 13’ – 8” clearance and lighting.			
03/08-07/22	State Project No: H.007272: Howard Avenue Extension (Loyola Avenue to LaSalle Street) Orleans Parish Project Manager responsible for managing and designing the extension which consisted of a 1,600’ concrete roadway with curbs, subsurface drainage, turn lane, 7’ wide sidewalks, striping, traffic signals, and street lighting. Construction Cost: \$3.2M (EST)			
06/13-12/15	State Project No: H.007855: LA 431 @ LA 934 Intersection Improvements Ascension Parish Project Manager providing engineering and project management for this DOTD Urban Systems Project which includes intersection improvements which consist of pavement widening, asphalt pavement and base course, asphalt mill and overlay, drainage, and adding left and right turn lanes.			
01/18-Present	State Project No: H.013850: Duplessis Road Safety Widening Ascension Parish Project Manager for the design, plan preparation, and construction administration for the road safety widening. Duplessis Road is categorized as an Urban Collector Roadway that provides connection between major LADOTD Roads: Airline Highway (US Highway 61) and Old Jefferson Highway (LA Highway 73). As part of the Move Ascension Roadway Improvement Program, Meyer is tasked with designing the full roadway reconstruction of the 1.65-mile portion of the road to widen the road from 18’ wide to 26’ wide (two 11’ wide lanes and two 2’ wide paved shoulders). The road and shoulder safety widening will aid in vehicle recovery and provide a safer roadway for traveling motorists.			

05/22-Present	State Project No. H.013522.5: S. Lewis Street Widening Iberia Parish Project Manager and Senior Design Engineer for the design to widen South Lewis Street with turn lanes to improve its intersection with LA 674 (East Admiral Doyle). The limits on South Lewis Street are approximately 1,100' south and approximately 700' north of LA 674 (East Admiral Doyle) in New Iberia, Louisiana. The project will also incorporate improvements on LA 674 (East Admiral Doyle). The improvements will include the addition of turn lanes, pavement widening, mill and overlay, and subsurface drainage.
06/13-05/18	State Project No. H.010184: LA 59: Curve Realign and Tunnel at Trace St. Tammany Parish LADOTD DISTRICT 62 Project Manager for designing the road, geometry, and drainage for LA 59: Curve Realign and Tunnel at Trace project. Improvements included flattening the radius of LA 59 at the existing dangerous "S" curve as the road crosses the trace. Other improvements included drainage, utility relocations, and raising the grade of the road two feet for the tunnel. This portion of the project is paid for under the Highway Safety Improvement Program (HSIP). Work also includes construction of a pedestrian tunnel under LA 59. The tunnel work includes a 14' x 10' box culvert, approach ramps, sump pump, wet well, waterproofing, and vandal resistant lighting. This portion of the project is funded through the Transportation Alternatives Program (TAP).
10/20-Present	Scenic Highway Project (Harding Boulevard to Swan Avenue) East Baton Rouge Parish Project Manager completing the drainage design for the Scenic Highway (Harding Boulevard to Swan Avenue) Corridor Enhancement Project. As part of the MOVEBR Program, the project proposes to enhance pedestrian, transit, and bicycle safety and mobility by improving the existing corridor to better accommodate the Complete Streets needs in the area. Traffic and geometry analysis of considered concepts are being developed to enhance pedestrian, transit, and bicycle mobility throughout the corridor. Meyer is also designing the drainage for this corridor, which includes drainage along Scenic and cross drains across Scenic Highway (US 61) and across Harding Boulevard (LA 48).
10/23-Present	St. Bernard Terminal Road Study St. Bernard Parish Project Manager for conducting a Stage 0 Feasibility Study to evaluate impacts and assess potential improvements to the surface transportation network in St. Bernard Parish relative primarily to the implementation of the proposed Louisiana International Terminal (LIT) project in Violet, as well as other downriver developments to be identified and reviewed.

Firm employed by: MEYER ENGINEERS, LTD.

Name	Byron Mackey		Years of relevant experience with this employer	7
Title	Construction Inspector		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization			B.S. Construction Management, 2009, Louisiana State University	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	LADOTD Certified in Embankment and Base Course, Portland Cement Concrete (PCC) Paving, Asphalt Concrete Paving, Structural Concrete and a LADOTD Certified Traffic Control Supervisor and Flagger	
Contract role(s) / brief description of responsibilities			Construction Inspector	
Experience dates (mm/yy–mm/yy)		Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).		
Byron Mackey is a DOTD Certified Inspector with over thirteen years of experience in road construction. He will perform Construction Inspection Services. He is well versed in DOTD’s construction software Site Manage and Headlight.				
01/25-Present	State Project No. H.014625: Terry Parkway: LA 23 to US 90B (CE&I) Jefferson Parish Inspector for the Construction Engineering and Inspection Services (CE&I) for pavement rehabilitation on Terry Parkway. The project consists of removal and replacement of concrete road panels, high-early strength concrete, concrete curb, sidewalks, pavement, catch basin and manhole adjustments and pavement striping.			
02/23-Present	State Project No. H.013365: LA 45/LA 303 Rosethorne Path (Lafitte) Jefferson Parish Inspector for the Construction Engineering and Inspection Services (CE&I) for the path which includes an approximately 10,000’ 6’ wide concrete path along the east side of LA 45 (Jean Lafitte Boulevard) in the vicinity of Rosethorne Park and the Lafitte Fire Station. Striping, signage and drainage modifications are included in the project.			
01/23-Present	State Project No. H.013525: St. Bernard 40 Arpent Trail St. Bernard Parish Inspector for the Construction Engineering and Inspection Services (CE&I) for construction of an approximately 47,610 LF asphalt bicycle-pedestrian path along the 40 Arpent Levee from Arabi to the Violet Canal. The project also includes two bicycle-pedestrian bridges.			
09/22-Present	Citrus Boulevard Improvements Jefferson Parish Inspector for the Construction Engineering and Inspection Services (CE&I) for street reconstruction for approximately 5,000 LF of Citrus Boulevard. Construction consists of the removal of the existing roadway surface, installation of sand base as required and 9” thick concrete pavement with concrete curbs. Construction shall also include the adjustment of drainage, sewer and water structures.			
10/16-07/18	State Project No. H.001413.6 (CE&I): LA 18 (4 th Street Extension – Burmaster) Jefferson Parish Lead Inspector for the Construction Engineering and Inspection Services (CE&I) for the new construction on LA 18 which included grading, concrete pavement, curbs, base course and subsurface drainage. Additional work included clearing and grubbing, drainage structures, sidewalks, landscaping, light poles, and traffic pavement markings.			
08/15-05/18	State Project No. H.007331: Pakenham Drive (LA 46 – LA 49) St. Bernard Parish Inspector for the Construction Engineering and Inspection Services (CE&I) which included constructing a new asphaltic concrete roadway with curb and gutter, sidewalks and subsurface drainage. Work also included removing the existing roadway, constructing traffic signals, sewer lines and water lines.			

Firm employed by: MEYER ENGINEERS, LTD.				
Name	Marco A. Perez, III		Years of relevant experience with this employer	1
Title	Senior Designer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization			B.S. / 2023 / Architecture	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Architecture support / Support architectural needs	
Experience dates (mm/yy–mm/yy)	<i>Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).</i>			
Marco A. Perez, III has two years of architectural experience. During his academic career, he gained practical experience through multiple internships, where he was exposed to a range of project types and professional workflows. Since joining Meyer, Marco has been actively involved in every phase of project development – from initial design and programming through construction documentation and administration. He has contributed to the design, drafting, and 3D modeling of various projects, demonstrating a strong grasp of both technical detail and architectural intent. His hands-on approach and collaborative mindset have made him an integral part of the project team.				
04/25 - Present	DOTD Contract 5 for Movable Bridges (6) Vermilion, St. Martin, Calcasieu and Lafayette Parishes Architectural Manager for the rehabilitation of six Bridge Tender Houses throughout Louisiana. The scope of work includes removing and replacing all existing windows with new impact resistant glazing, removing and replacing all interior and exterior doors, removing and replacing all finish flooring ceiling, repairing and re-painting all interior wall finishes and damaged areas, repairing and refinishing roof ladder and canopy as required, cleaning all exterior wall surfaces and inspecting and resealing all wall penetrations, removing and replacing all furniture/millwork with new construction and installing a new weather-resistant roofing system.			
07/23 – Present	Jefferson Parish East Bank Animal Adoption & Services Facility Jefferson Parish Served as the architectural designer responsible for the design, construction documents, and consultant coordination for the new animal adoption and services facility to replace the old one on the east bank for Jefferson Parish. The project consists of the design of a new Animal Care and Services Facility. The site designed to accommodate the new building, exterior spaces for people and animals, and parking. The new 27,000 SF building featured three public lobbies that host the animal adoption wing, clinic center and intake housing. Ancillary spaces include restrooms, storage, food storage, mechanical, electrical and IT rooms, laundry and cage washing.			
04/25 – Present	Gonzales Readiness Center Modernization Ascension Parish Currently designing the multi-phased interior and exterior renovation to the existing Readiness Center in Gonzales, Louisiana for the Louisiana National Guard. The exterior renovations include construction of a new storefront entrance with signage and decorative brick. The interior renovations include construction of new offices, a fitness center, a lactation room, and fully renovated bathrooms, kitchen and food service.			
02/25 – Present	Central Middle School ITTC Building Renovations Ascension Parish Designed the renovations to the Instructional Technology Training Center (ITTC) located at Central Middle School in Gonzales, Louisiana. The project consists of the demolition of the existing interior conditions, and new construction to create five spaces with all new finishes throughout the building, a new main entrance with a column supported canopy and removal of existing entryway, addition of a new restroom, and a new adjoining sidewalk. The building plays a vital role, not only in the schools' training and education, but will serve as a dedicated meeting space for future school board meetings and other important gatherings for the school system.			

Firm employed by Moffatt & Nichol Inc.				
Name	Jeffrey Gazarek, ADCI		Years of relevant experience with this employer	10
Title	Dive Safety Officer/Compliance Manager		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			Commercial Diving with Concentration in Subsea Inspection / 2005 / Divers Institute of Technology	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Underwater inspection / Underwater safety manager will develop the underwater safety plan, lead and perform NBIS underwater inspections, and perform acoustic imaging	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
05/21-08/25	LADOTD Underwater Bridge Inspections, Statewide, LA. Safety Manager, Engineering Technician Diver, and Team Leader for the current five-year retainer contract 2020-2025 to perform underwater bridge inspections throughout Louisiana. Performed Level I, II, and III inspections of submerged elements in accordance with the FHWA BIRM, AASHTO MBE, current NBIS requirements, and LADOTD requirements.			
06/17-12/20	LADOTD Underwater Bridge Inspections and Underwater Acoustic Imaging, Statewide, LA. Safety Manager, Engineering Technician Diver, and Dive Supervisor for the five-year retainer contract 2017-2021 to perform underwater bridge inspections throughout Louisiana. Performed Level I, II, and III inspections of submerged elements in accordance with the FHWA BIRM, AASHTO MBE, current NBIS requirements, and LADOTD requirements. Acoustic imaging techniques were used to identify structural deficiencies and determine the limits of scour, to perform emergency underwater investigations, and to inspect bridges over high-risk waterways.			
11/15-03/17	LADOTD Underwater Bridge Inspections, Statewide, LA. Site Safety Specialist, Engineering Technician Diver, and Team Leader for the five-year retainer contract 2012-2017 to perform underwater bridge inspections throughout Louisiana. Performed Level I, II, and III inspections of submerged elements in accordance with the FHWA BIRM, AASHTO MBE, current NBIS requirements, and LADOTD requirements.			
04/19-04/24	LADOTD In-Depth Bridge Inspections, Statewide, LA. Engineering Technician Diver, Sonar Specialist, Site Safety Specialist, and Senior Dive Supervisor for the five-year retainer contract to perform in-depth bridge inspections on complex and movable bridges throughout Louisiana. As the primary sub-consultant, M&N is performing complete in-depth inspections (fulfilling both routine and fracture critical inspection types) as a quality assurance measure for the district personnel for the Headquarters Bridge Inspection Office. Performed Level I, II, and III inspections of submerged elements in accordance with the FHWA, BIRM, AASHTO MBE and Manual for Bridge Element Inspection, current NBIS requirements, and the LADOTD BIM will be required as needed. Bridge types include cantilever trusses, segmental concrete box girders, movable swing span bridges, bascule bridges, cable-stayed bridges, and bridges of various configurations with timber elements.			
03/24-Ongoing	MDOT 2023 IDIQ Underwater Bridge Inspection, Jackson, MS. Safety Manager responsible for the review and approval of dive and field safety plans for specialty access projects, both above- and below-water. This includes oversight of diving operations, rope access, fall protection, mobile elevated work platforms, and confined space safety.			
10/22-10/22	USACE, Bridge Inspection Services at USAG Fort Polk, Leesville, LA. Project Safety Manager and Inspection Team Member responsible for field inspections and safety oversight. This task order covered the inspection of 63 bridges and the			

	preparation of reports per NBIS and USACE procedures. Field inspections required extensive coordination with the Directorate of Public Works and range control to avoid affecting base operations. Four bridges required an underwater inspection. Duties included pre-site visit, dive plan and safety plan review, and on-site bridge inspection.
04/20-04/25	LADOTD Inventory and Inspection of Sign Trusses, Statewide, LA. Site Safety Specialist who supported the overall project safety, logistics, and compliance. He led meetings to present findings related to sign inventory issues and reviewed guidance documents and logistical considerations across project teams. He addressed bucket truck safety concerns, maintenance planning, and contract modifications, including transitioning from a standard lease to a custom agreement. He reviewed and discussed hazard analyses, including electrical hazards and rope access safety. He evaluated and updated the Access Work Plan, project wide Activity Hazard Analysis (AHA), and Rope Access AHA. He oversaw incident reporting processes and facilitated safety meetings covering flaggers, traffic control technician, and traffic control supervisor training. He coordinated with the sub-consultant's regional manager to verify safety documentation compliance with M&N standards and contract requirements and actively supported field team safety through regular reviews of the Field Safety Plan and by promoting clear communication and procedural adherence.
10/22-12/24	MDOT Bridge Load Rating Inspection, Statewide, MS. Team Leader and Technician who performed in-depth inspection for load rating of four bridges. The team identified and verified bridge defects from previous inspection reports, and cross-referenced on-site measurements with the original build drawings, which helped the team develop a load rating report and gave bridge posting recommendations.
07/15-12/19	LADOTD Truss Sign Inspection, Statewide, LA. Team Leader and Site Safety Specialist to perform ancillary structure inspections throughout Louisiana. Inspections include steel and aluminum welds, critical moment connections, fatigue-prone details, safety features, and general maintenance items to increase service life in accordance with FHWA guidelines.

Firm employed by Moffatt & Nichol Inc.				
Name	Chace Hulon, PE, ADCI		Years of relevant experience with this employer	11
Title	Program Manager		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		Bachelor of Science / 2005 / Civil Engineering		
Active registration number / state / expiration date		P.E. 39701 / LA / 09-30-2025		
Year registered	2015	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Underwater inspection / Engineer-diver for bridge investigations and managing underwater evaluation services		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
08/13-Ongoing	LADOTD Underwater Bridge Inspections, Statewide, LA. Project Manager, Dive Supervisor, and National Bridge Inspection Standards (NBIS) Team Leader for the fourth consecutive retainer contract. Contracted to perform 2,386 underwater bridge inspections throughout Louisiana and in the most challenging environments, including dive operations in the Lower Mississippi River under the U.S. Coast Guard (USCG) Waterways Management Division. Level I, II, and III inspections of submerged elements were performed in accordance with the Federal Highway Administration (FHWA), Bridge Inspector's Reference Manual (BIRM), American Association of State Highway and Transportation Officials (AASHTO) Manual for Bridge Evaluation (MBE), current NBIS requirements, LADOTD Engineering and Maintenance Directives, and the LADOTD Bridge Inspection Manual (BIM). Bridge types included movable swing span bridges with pivot piers, bascule bridges with large chamber piers, long-span cantilever through truss bridges with caisson piers, timber trestle bridges with timber piles, cable-stayed bridges with drilled shafts, and multi-span bridges with drilled shafts up to 8 miles in length, and ferry terminals. Managed the QA/QC plan and performed QC reviews as the confirming engineer on NBIS inspection reports. The underwater bridge inspections in large waterways were conducted with commercial divers and augmented with multibeam high-resolution acoustic imaging technology to consistently monitor streambed changes and structural deficiencies over subsequent inspection cycles. Acoustic hydrographic surveying methods were performed using the HydroLite-TM, Kongsberg Mesotech MS 1000, R2Sonic, and the Norbit Winghead i77 units deployed from a vessel. QINSy, Qimera, Applanix POSPac, MMS systems, and MatLab were used for accurate and repeatable post-processing efforts. Scour evaluations are integrated into every underwater bridge inspection; however, focused scour evaluations for the purpose of performing a scour analysis were performed, which included a macroscopic view of the surrounding site conditions. Performed emergency underwater damage assessments while augmenting sonar technology and advising on corrective actions and repair alternatives. Performed more than 20 emergency response damage assessments, including the recent allision of the Grosse Tete Bridge (LA77) over the Port Allen Lock canal.			
09/24-03/25	ARDOT, A6476 Bridge Investigation, Siloam Springs, AR. Project Manager, Dive Supervisor, and Team Leader for the investigation of Bent 3A Pier. This reinforced concrete hammerhead pier shaft has a spread footing keyed into shale and is experience severe cracking in the shaft and the footing. Chace led the investigation team along with another representative to safely perform diving and rigging operations in a river with challenging access. Maintenance of traffic (MOT) devices were utilized for shoulder closures in accordance with Manual on Uniform Traffic Control Devices (MUTCD) and American Traffic Safety Services Association (ATSSA) safety standards. Rigging operations were performed in accordance with Society of Professional Rope Access Technicians (SPRAT) safety standards for heavy equipment. Diving operations were performed in accordance with Association of Diving Contractors International (ADCI) safety standards.			

	Material sampling was required to thoroughly assess the chemical composition of the concrete matrix. Chace supervised and performed the concrete core extraction operations above- and below-water with a hydraulic unit with core sizes of 4-in diameter by 36-in long. Concrete coring was performed to investigate the chemical composition of the concrete matrix and to explore the limits of cracking in the footing. Testing included compressive tests and petrographic analyses. Tests concluded that excessive amounts of secondary ettringite (DEF) are present along with minor traces of alkali-silica reaction (ASR). Repairs consisted of crack injections and a monitoring plan to assess the stage of chemical reaction and the rate of deterioration, as the reaction may be near completion.
03/20-Ongoing	LADOTD Indefinite Delivery/Indefinite Quantity (IDIQ) for Complex Bridge Inspection, Statewide, LA. Project Manager and Chief Editor for major revisions of the 2020 bridge maintenance policies and procedures (BIM) to incorporate the 2022 NBIS Final Rule. The new policies and procedures included LADOTD On-System BIM, LADOTD Off-System BIM, and LADOTD Coding & Field Guide. While the above documents have been completed, the LADOTD Bridge Load Rating Manual development is currently in progress. M&N collaborated with the LADOTD staff throughout the development to meet expectations and maintain their direction. In-person progress meetings occurred monthly, including facilitating various District Bridge Engineers throughout the state. The BIM policies and procedures were completed and published in December of 2024 to be fully implemented in January 2025 and be fully compliant for the FHWA audit in 2028. Compliance with the National Bridge Inspection Program (NBIP) and the associated Specifications for the National Bridge Inventory (SNBI) data tape is in alignment with the anticipated timeline published by FHWA. The tables of contents of the Off-System and On-System manuals were purposefully ordered primarily for the bridge inspector. The vital forms and checklists for the Bridge Inspection Program were narrowed down to eight and stored in the appendix section. The Coding and Field Guide is uniquely designed for a seamless user experience allowing efficient navigation through significant amounts of technical data. Performed in-depth bridge inspections on complex movable and long-span bridges. Performed structural, mechanical, and electrical inspections of six movable bridges utilizing detailed, nondestructive, and laboratory testing methods with hand sketches. Installed a wireless SHM (system health monitoring) system on the Greater New Orleans bridge to monitor significant deficiencies in Nonredundant Steel Tension Members (NSTM) members due to poor design details and advised of repair alternatives. Utilized nondestructive examination (NDE) methods (laser and acoustic) to analyze the rotational movement of an unstable pivot pier. Performed the inspections of two cable-stayed bridges with rope access techniques to inspect 208 cables between the two bridges, their Gensui Dampers, and anchorage systems. Performed two inspections of the I-10 Horace Wilkinson Bridge and two inspections of the Greater New Orleans Bridges, which are cantilever truss bridges utilizing rope access techniques and rolling lane closures to minimize traffic impacts. Performed a fracture critical inspection of the Green Bridge, a steel tied arch in New Orleans, utilizing rope access and Unmanned Aircraft Systems (UAS) access techniques. Performed the inspection of the I-10 Bridge over the Calcasieu River in Lake Charles, utilizing rope access on NSTM and UAS access techniques on columns. The Skydio X10 drone with DroneDeploy and 3D Scan was used to capture an orthomosaic projection of the structure for digital twin models. Hands-on management and implementation of the QC review plan are vital to the continued success of this project.
08/22-03/23	U.S. Army Corps of Engineers (USACE), Bridge and Waterfront Facility Inspection Services at US Army Garrison (USAG) Fort Polk, Leesville, LA. Project Manager, Dive Supervisor, and Quality Assurance Field Engineer Lead for inspection of 63 FHWA reportable structures in the Fort Polk inventory.

Firm employed by Moffatt & Nichol Inc.				
Name	Bryan Tyson, P.E., ADCI		Years of relevant experience with this employer	5
Title	Structural Engineer		Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization			Master of Science / 2010 / Civil Engineering; Bachelor of Science / 2008 / Civil Engineering	
Active registration number / state / expiration date			P.E. 0043425 / LA / 03-31-2027	
Year registered	2019	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Underwater inspection / Engineer-diver for planning, directing, and monitoring each aspect of underwater inspections, including serving as the underwater diving team leader on-site	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/23-11/24	LADOTD SNBI Program Development and Manual Publications, Statewide, LA. Structural Engineer and Lead Technical Editor for revising the 2020 bridge maintenance policies and procedures (BIM) to incorporate the 2022 NBIS Final Rule. The revised BIM was a major revision from the previous manual which included adding the 2022 NBIS Final Rules to 23 CFR Part 650 along with the SNBI, and the Metrics for the Oversight of the National Bridge Program. Primary contributor to the On-System and Off-System Bridge Inspection Manuals. Secondary contributor to the development of the Coding & Field Guide, which is an intuitive and interactive PDF allowing inspection personnel to quickly reference the relevant SNBI codes, state specific standard element numbers, rating definitions, and examples of proper documentation while in the field. Responsible for incorporating updates to the LADOTD bridge inspection policies and procedures along with more than 30 reference documents from FHWA, LADOTD, and AASHTO. Early in the project, the M&N team worked closely with the LADOTD to review the bridge inspection manuals of other states and compared the pros and cons of the manuals to determine the best outline to fit LADOTD’s needs. Led weekly progress meetings with LADOTD throughout the entire project to discuss updated policies and review the living action item list. Maintained quality through the quality control plan, and each chapter was reviewed by a dedicated team of subject matter experts to verify overall quality and adherence to the new inspection policies, procedures, standards, and guidelines that were being established.			
07/23-Ongoing	LADOTD Underwater Bridge Inspection Statewide, LA. Structural Engineer and Team Leader for the current 5-year retainer contract to perform underwater bridge inspections throughout Louisiana for the LADOTD, including 100% visual inspections of submerged elements in accordance with NBIS requirements. Served as inspector for the underwater inspection of concrete, steel, and timber bridges.			
09/24-03/25	ARDOT, A6476 Bridge Investigation, Siloam Springs, AR. Team Member, Engineer-Diver, Rigger, and Drone Pilot for the investigation of Bent 3A Pier. This reinforced concrete hammerhead pier shaft has a spread footing keyed into shale and is experience severe cracking in the shaft and the footing. MOT devices were utilized for shoulder closures in accordance with MUTCD and ATSSA safety standards. Rigging operations were performed in accordance with SPRAT safety standards for heavy equipment. Diving operations were performed in accordance with ADCI safety standards. Drone operations were performed in accordance with Federal Aviation Administration safety standards. Performed the 3D reconstruction of Pier 3A to provide a visual model of each crack location accurately referenced, quantified, and rated. Material sampling was required to thoroughly assess the chemical composition of the concrete matrix. Bryan supported the concrete core extraction operations			

	above- and below-water with a hydraulic unit with core sizes of 4-in diameter by 36-in long. Concrete coring was performed to investigate the chemical composition of the concrete matrix and to explore the limits of cracking in the footing. Testing included compressive tests and petrographic analyses. Tests concluded that excessive amounts of secondary ettringite (DEF) is present along with minor traces of ASR. Repairs consisted of crack injections and a monitoring plan to assess the stage of chemical reaction and the rate of deterioration as the reaction may be near completion.
10/23-12/23	Hollingshead Dock Inspection, Panama City, FL. Team Leader and Engineer-Diver for the underwater inspection of a steel bulkhead relieving platform built in the 1920s. Performed Level I, II, and III inspections of submerged elements in accordance with the American Society of Civil Engineers (ASCE) Underwater Investigations Standard Practice Manual and ASCE Waterfront Facilities Inspection and Assessment. QC review of the dock load, the existing structural configuration, and the inspection memo.
03/24-Ongoing	MDOT, Underwater Bridge Inspection, Statewide, MS. Project Manager and Team Leader for a 1-year retainer contract to perform underwater inspections throughout Mississippi, including 100% visual inspections of submerged elements in accordance with NBIS requirements. Served as inspector for the underwater inspection of concrete, steel, and timber bridges.
09/16-10/16	TxDOT EBDG Galveston Bolivar Ferry Landing Repairs, Bolivar Peninsula, TX. Engineer-Diver on an above-water and below-water inspection of the marine facilities. Performed Level I, II, and III inspections of submerged elements in accordance with the ASCE Underwater Investigations Standard Practice Manual and ASCE Waterfront Facilities Inspection and Assessment.
09/15-01/18	LADOTD Underwater Bridge Inspections, Statewide, LA. Structural Engineer and Dive Team Member for two out of ten tasks completed for this LADOTD five-year-long retainer contract to perform underwater bridge inspections throughout Louisiana. Provided Level I, II, and III inspections of submerged elements in accordance with the FHWA, BIRM, AASHTO MBE, current NBIS requirements, and LADOTD Engineering and Maintenance Directives. Bridge types included movable swing span bridges, bascule bridges, truss bridges, timber stringer bridges, cable-stayed bridges, single and multi-span bridges up to 8 miles in length. Assisted with the preparation of NBIS inspection reports. During the two tasks, provided inspection of more than 45 concrete, steel, and/or timber bridges. Included emergency evaluations utilizing underwater acoustic imaging. The second task involved bridges over large waterways with high-risk environmental conditions. Also, provided NBIS inspection reports.
05/16-07/16	Port Freeport Underwater Inspection of Berths 1, 2, 3, 5, and 7, Freeport, TX. Team Lead and Structural Engineer for the underwater inspection of approximately 3100 linear feet of steel bulkhead. Performed Level I, II, and III inspections of submerged elements in accordance with the ASCE Underwater Investigations Standard Practice Manual and ASCE Waterfront Facilities Inspection and Assessment.
06/17-11/18	Underwater Bridge Inspection of Large River Crossings, Statewide, LA. Structural Engineer and Diver for two tasks under a five-year, open-ended retainer contract to perform underwater bridge inspections throughout Louisiana. Served as inspector and Team Leader. Provided Level I, II, and III inspections of submerged elements in accordance with the FHWA, BIRM, AASHTO MBE, current NBIS requirements, and LADOTD Engineering and Maintenance Directives. Bridge types included movable swing span bridges, bascule bridges, truss bridges, timber stringer bridges, cable-stayed bridges, single and multi-span bridges up to 8 miles in length. Assisted with the preparation of NBIS inspection reports. During the two tasks, inspection of 41 major bridges over large waterways with deep foundation and dynamic channel conditions.

17. Firm Experience: Project 1

Firm name	HDR Engineering, Inc.		Discipline(s)*		Bridge, Road	
Project name	Bridge Preservation IDIQ - LA 577 at I-20 Repair PS&E			Firm responsibility (prime or sub?)		Prime
Project number	H.015472	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	Waverly, LA			Owner's Project Manager		Phillip Grasso
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225.379.1412 phillip.grasso@la.gov				
Services commenced by this firm (mm/yy)		11/22	Total consultant contract cost (\$1,000's)			\$241.4
Services completed by this firm (mm/yy)		07/23	Cost of consultant services provided by this firm (\$1,000's)			\$241.4

LADOTD contacted HDR to assist with an emergency site inspection and assess the condition of a prestressed, precast concrete girder overpass bridge (built in the late 1960s) across I-20 that was struck by a dump truck. Work was authorized using HDR's Bridge Preservation IDIQ contract (Task Orders 1 and 2). The first two girders were damaged beyond repair, and secondary damage was done to the middle girder and abutment cap.

HDR's Phase 1 design consisted of developing plans, specifications, and cost estimates (PS&E) for the phased demolition of the west side of the damaged span to get a single lane of traffic back open on the eastern portion of the bridge. The remaining section is supported by three girders (two undamaged and one partially damaged). An LRFR load rating analysis was completed as part of the demolition design, traffic control layout, and signage for the temporary condition. HDR's Phase 2 design involved the split-phased design of a replacement span. The existing girders were AASHTO Type 3 (interior) and 4 (exterior). In a discussion with LADOTD, HDR decided to utilize AASHTO Type 3 girders for the replacement and added a girder due to the split-phased construction. The existing substructure was modified to accommodate the new girder layout, while the existing substructure was analyzed for the new loading configuration. Additional load rating analysis was developed for the interim and final conditions of the span. The guard rail was designed to match the old "post and beam" section prevalent during that period, traffic control layout and signage for phased construction, and the final condition. HDR also provided construction-related engineering services.

KEY PROJECT ELEMENTS:

- Emergency Inspection of Damaged Bridge Span
- Repair/Rehabilitation Design - Multi-Phased
- LRFR Load Rating
- Roadway/Traffic Control & Bridge Design PS&E
- Bid Phase Engineering Services
- Engineering Services During Construction

HDR MEMBERS INVOLVED: Wesley Jacobs, Jason Abendroth, Sarah De Moya, Edwin Rydell, William Clementson, and Brett Geesey



Prime consultant name: HDR Engineering, Inc.

Project 2

Firm name	HDR Engineering, Inc.		Discipline(s)*	Bridge, Other (Facility Design - Mechanical and Electrical Design)
Project name	Contract 5 for Movable Bridges (6)			Firm responsibility (prime or sub?) Prime
Project number	Multiple	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)	
Project location	Vermillion, Lafayette, St. Martin and Calcasieu Parishes		Owner's Project Manager	T.J. Dunlevy
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 225.379.1083 tj.dunlevy@la.gov			
Services commenced by this firm (mm/yy)	03/25	Total consultant contract cost (\$1,000's)		\$2,651
Services completed by this firm (mm/yy)	on-going	Cost of consultant services provided by this firm (\$1,000's)		\$2,058

HDR performed Stage 3 (Design) for six vertical lift bridges in Vermillion, Lafayette, St. Martin, and Calcasieu Parishes. Our subconsultant, Meyer Engineers, provided architectural and engineering support, with CH Fenstermaker providing traffic control plans for the inspections. The project includes the following key elements: Stage 3 – design: document review; coordination with district and design staff; site/NBIS inspections; LRFR load rating; and scope of work proposals, meetings, and reports for the rehabilitation of these bridges. Future addenda will encompass Stage 3 – design services for rehabilitating each bridge and Stage 5 – construction services.

The following is the list of vertical lift bridges for which HDR has performed the key project elements for this contract:

- Old Abbeville – H.011997 – Recall No. 009430; Abbeville Bypass – H.001998 – Recall No. 009460; Parks – H.013819 – Recall No. 008700; Milton – H.011990 – Recall No. 006520; Ellender – H.010001 – Recall No. 031751; West Fork – H.012043 – Recall No. 033353

The team developed and coordinated **traffic control plans** with District Bridge Engineers and the US Coast Guard prior to inspection. **Rope access inspectors** were utilized for the towers to minimize lane closure time, along with boat access for underside inspections of the main span, approaches, and substructure. HDR developed in-depth reports along with routine reports for three of the bridges, which were then uploaded to **InspectX**. HDR developed **LRFR** load ratings for the main and approach spans using **AASHTOWare Bridge Rating** software. This will be utilized in the development of the rehabilitation scopes of work for each bridge. HDR also conducted full mechanical (including strain gauge testing), electrical, coatings, and architectural (operator houses) inspections for each bridge and included them in the In-Depth reports. Field work was accomplished within 2.5 weeks with multiple crews for **mobilization efficiency and to expedite** due to the impending hurricane season.

KEY PROJECT ELEMENTS:

- In-depth NBIS Inspections (Including Operator Houses)
- Traffic
- LRFR Load Rating
- Scope of Work Report Development

HDR MEMBERS INVOLVED: Wes Jacobs, Venkata Sathiraju, Erin O'Malley, Peter Harrison, Drake Cole, Raphael Costa, David Knickerbocker, Mike Carlton, Isaac Frederick, Matthew Cassera, Matt McGuire, Steven Pierce, Michael O'Keefe, Adam McGinnis, and Carlos Larco; **MEYER ENGINEERS SERVICES PERFORMED:** Facility Design; **CH FENSTERMAKER & ASSOCIATES SERVICES PERFORMED:** Traffic



Project 3

Firm name	HDR Engineering, Inc.		Discipline(s)*		Bridge	
Project name	Port of New Orleans Moveable Bridge Inspection On-call Contract - TO 1			Firm responsibility (prime or sub?)		Prime
Project number	PORTNOLA-2023-781-01	Owner's name	Port of New Orleans			
Project location	New Orleans, LA			Owner's Project Manager		Randy Songy, PE
Owner's address, phone, email	1350 Port of New Orleans Pl, New Orleans, LA 70130 504.528.3308 randy.songy@portnola.com					
Services commenced by this firm (mm/yy)		11/23	Total consultant contract cost (\$1,000's)			\$207
Services completed by this firm (mm/yy)		03/24	Cost of consultant services provided by this firm (\$1,000's)			\$202

HDR performed in-depth inspections, and our subconsultant, CH Fenstermaker, provided hydrographic and underwater survey services for two 100-year-old bridges in New Orleans, LA. The **Almonaster Avenue Bridge** is a single-leaf Strauss Trunnion Bascule Bridge spanning the Inner Harbor Navigational Canal (IHNC). Constructed in 1919, the bridge supports two CSX railroad tracks and runs from east to west. There are also cantilevered roadways outside the truss lines, which are closed to vehicular traffic. The **Seabrook Bridge** is a single-leaf Strauss Trunnion Bascule Bridge spanning the IHNC. HDR performed an Independent Structural Design Review of the East St. Bernard Hwy overpass (curved steel main span with PPC LG girder approaches and associated column bents) for the Louisiana International Terminal, which is currently under design. Our team executed plan reviews for the 60% and 90% submittals, developed independent design calculations, and compiled them into a comprehensive report with full conclusions and recommendations.

HDR assembled a multi-disciplinary team to inspect the main span primary and secondary steel members, the structural inspection of the approach spans, and an inspection of the mechanical and electrical systems. The team conducted the inspections following the guidance and in accordance with the National Bridge Inspection Standards (NBIS), the American Railway Engineering and Maintenance of Way (AREMA), and other accepted practices for inspecting rail bridges, including the Port NOLA Bridge and Safety Standards and Bridge Management Program.

The structural inspection included a rope access visual, hands-on inspection of the Bascule span trusses and floor systems, tower span trusses and floor systems, and counterweight trusses. It also included a visual routine-level inspection of the piers, approach spans, counterweight, and fender system. Elements below the water line were not inspected.

CHALLENGE: Impacts to rail operations. **SOLUTION:** Using rope access methods for the structural inspections **saved time and minimized impacts to rail operations** for CSX and BNSF by not having man lifts on the tracks, which would have required several setups and repositioning.

The mechanical and electrical inspections included a walk-through, visual and audible examination, testing of components, and observation of the components during bridge operation. The mechanical components include the pins, trunnions, span locks, and operating machinery. The electrical components include the motors, control panels, switches, navigational aids, power distribution equipment, conduits, cables, and raceways.

KEY PROJECT ELEMENTS:

- Visual, Hands-On Inspection
- Complex Structures
- 100+-Year-Old Rail Bridges
- Rope Access Inspection Methods to Minimize Impacts on Rail Operations
- Movable Bridges (Single-Leaf Bascules)
- Independent Structural Design Reviews

HDR MEMBERS INVOLVED: Wesley Jacobs, Jason Abendroth, Matthew Cassera, Isaac Frederick, Erin O'Malley, Riley Boone, Mike Carlton, Raphael Costa, Peter Harrison, Evan Purdy, Brett Geesey, and Carlos Larco; **CH FENSTERMAKER & ASSOCIATES SERVICES PERFORMED:** Hydrographic and underwater survey services



Project 4

Firm name	HDR Engineering, Inc.		Discipline(s)*		Bridge, Other (Facility Design - Mechanical and Electrical Design)	
Project name	Virginia DOT Movable Bridges On-call Contract				Firm responsibility (prime or sub?)	Prime
Project number	Multiple	Owner's name	Virginia Department of Transportation (VDOT)			
Project location	Statewide			Owner's Project Manager	Bob Jacobus	
Owner's address, phone, email	1700 North Main St., Suffolk, VA 23434 757.925.2434 Robert.Jacobus@VDOT.Virginia.gov					
Services commenced by this firm (mm/yy)		02/03	Total consultant contract cost (\$1,000's)			\$15,420
Services completed by this firm (mm/yy)		On going	Cost of consultant services provided by this firm (\$1,000's)			\$12,310

HDR has been serving VDOT on this contract since 2003. During this period, we have completed more than 200 task order assignments for VDOT's movable bridges and ferries. Our responsibilities include emergency response, conducting field inspections, NBIS/AASHTO evaluation inspections, condition assessment and report, health indices, preparing scoping and inspection reports, reviewing construction documents, preparing rehabilitation plans, specifications, construction estimates, CTDRs, and construction oversight. In addition, our team has prepared environmental permit sketches and maintained continuous coordination with VDOT throughout the course of the contract.



We have responded to and resolved emergency calls for various VDOT's movable bridges, such as Benjamin Harrison (skew control failure), High Rise Bridge (primary drive motor support failure), James River Bridge (control system failure), etc. In addition to emergency response, our team follows up with rehabilitation plans for repair and design modifications to correct the root cause of the failure. We have also helped proactively correct issues before they became bigger problems, such as on High Rise Bridge (cracked span lock motor mounts), Berkley Bridge (spans misaligned at toe), and Gwynn's Island Bridge (oil selection for pivot bearing). Bridge components that were rehabbed/replaced have included limit switches, conduits, submarine cables, warning gates, generator, drive systems, drive shafts, span locks, HPU, mechanical drive system, aerial cables installation, deck replacements, fenders, live load bearings, access systems, and foundations. An overview of our work on these movable bridge tasks is summarized in the chart below.

KEY PROJECT ELEMENTS:

- USCG and Utilities Coordination
- Routine and In-Depth Bridge Inspections
- Emergency Response
- Repair and Rehabilitation Design
- Construction Services
- Multi-Facility Program Management

HDR MEMBERS INVOLVED: Raphael Costa, Mike Carlton, Matt McGuire, David Knickerbocker, Issac Frederick, Matthew Cassera, Drake Cole, David Neveu, Samir Abdo, Mark Grayon, Carlos Larco, Stephen Grabowski, and Jonathan Kohler

Bridge Facility:	Benjamin Harrison	Berkley	James River	High Rise	Coleman	Chinco-teague	Eltham	Gwynn's Island	Ferry Ramps
Span Type:	Vertical Lift	Dbl-Leaf Bascule	Vertical Lift	Dbl-Leaf Bascule	Double Swing	1-Leaf Bascule	Dbl-Leaf Bascule	Swing	Transfer Bridges
Tasks									
Inspection	✓	✓	✓	✓	✓	✓	✓	✓	✓
Emergency Response	✓	✓	✓	✓	✓	✓	✓	✓	
Maintenance Engineering	✓	✓	✓	✓	✓	✓	✓	✓	✓
Structural Rehab	✓	✓	✓	✓	✓	✓	✓	✓	✓
M&E* Rehab	✓	✓	✓	✓	✓	✓	✓	✓	✓
Condition Assessment	✓	✓	✓	✓	✓	✓	✓	✓	
Health Index/Prioritization	✓	✓	✓	✓	✓	✓	✓	✓	

Prime consultant name: HDR Engineering, Inc.

Project 5

Firm name	HDR Engineering, Inc.		Discipline(s)*		Bridge, Environmental	
Project name	JFK Causeway over Gulf Intra-Coastal Waterway Rehabilitation				Firm responsibility (prime or sub?)	Prime
Project number	88-7IDP5080 WA14 & WA16	Owner's name	TxDOT Bridge Division			
Project location	Corpus Christi, TX			Owner's Project Manager	Paul Rollins	
Owner's address, phone, email	118 E. Riverside Dr, Austin, TX 78704 512.416.2481 Paul.Rollins@txdot.gov					
Services commenced by this firm (mm/yy)		05/2020	Total consultant contract cost (\$1,000's)			\$672
Services completed by this firm (mm/yy)		04/2021	Cost of consultant services provided by this firm (\$1,000's)			\$445

The JFK Causeway is the first post-tensioned segmental box girder bridge in the US, and it serves as the main connection from North Padre Island to Corpus Christi. This is an important structure to the local community and one that would be very costly and environmentally challenging to replace; a great candidate for TxDOT's Bridge Maintenance Improvement Program (BMIP). HDR led the condition assessment of the prestressed concrete approach spans, while our sub-consultant performed the investigation of the post-tensioned box girder spans. Three separate teams worked on this bridge over a three-week period, utilizing a combination of UBIVs, man-lifts, UAVs, and boats. We closely coordinated traffic control with the Corpus Christi District and consisted of alternating lane closures in each direction. Coordination with the US Coast Guard is required for permitting inspection work over the Intracoastal Waterway. HDR's work on the approach spans included arm's reach inspection of the substructures and prestressed beam ends, as well as the concrete deck. Upon completion of the inspection, we prepared an extensive report summarizing the condition of each element on the bridge along with recommended repairs. A detailed assessment of the segmental elements, including extensive NDT of existing tendons, was performed by the subconsultant and incorporated into HDR's report as an appendix. Recommendations included replacement of the existing asphalt wearing surface with a PPC overlay, concrete repairs to substructures, replacement of main span bearings, replacement of joints, and installation of a bulk anode cathodic protection system.

Following the completion of the report, HDR led the PS&E for the extensive repair details for each of the recommended items. Fortunately, no major issues were uncovered in the post-tensioning system, although there were superficial concrete repairs required on the concrete boxes. HDR included additional notes in the plans to alert the contractor when working on spalls with minor modifications to the repair procedures laid out in the TxDOT Concrete Repair Manual, such as reducing the allowable weight of chipping hammers. **The proposed cathodic protection system was designed by HDR's in-house corrosion experts based on feedback from TxDOT, based on lessons learned from the Queen Isabella Bridge. Concrete repairs and joint replacement details were built upon HDR's standardized library of repair details developed through the course of 100's of bridge rehabs in Texas.**

The inclusion of the PPC overlay required extensive traffic control, so the HDR team coordinated closely with the District for allowable closure times. The summer tourism season and hurricane evacuation were key considerations and resulted in a construction duration that extended across two off-seasons. We coordinated with the District's Environmental staff regarding the wetland areas below the bridge. This collaboration ultimately led to the inclusion of an exhibit in the plans that clearly shows the contractor where they can access the bridge and lay down materials. **The well-coordinated plan set resulted in tight bids, all within 10% of the estimate, and a winning bid 6% below the estimate. This project was included in our TxDOT Bridge Division On-System Bridge Assessment and Rehabilitation Contract (88-7IDP5080), which included 19 bridge condition assessments and 39 bridge rehabilitation PS&E across Texas.**

HDR MEMBERS INVOLVED: Gregory Kochersperger and Peter Harrison

Prime consultant name: HDR Engineering, Inc.



KEY PROJECT ELEMENTS:

- Full Condition Assessment with Specialized access requirements, including US Coast Guard permitting
- NDT of segmental tendons by specialty subconsultant
- Developed full repair plans, including roadway and traffic control

Project 6

Firm name	APS Engineering & Testing, LLC		Discipline(s)*		Geotech	
Project name	I-10 Widening LA 415 to Essen LN			Firm responsibility (prime or sub?)		Prime
Project number	H.004100	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	Baton Rouge, LA			Owner's Project Manager	Kristy Smith, PE	
Owner's address, phone, email	1201 Capital Access Rd., Baton Rouge, LA 70802-4438 225-379-1016 kristy.smith2@la.gov					
Services commenced by this firm (mm/yy)		09/19	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$600

APS performed a **comprehensive geotechnical investigation** to provide the client with necessary subsurface information for the planning and designing the I-10 widening project between the **Washington Street Exit and LSU Lakes**. The scope included **drilling and sampling of 77 deep borings**, consisting of **16 over-water borings** and **61 land borings**, strategically located to address anticipated deep foundation and MSE Walls design needs. Our field operations incorporated **multiple drilling techniques** to address varying site conditions, and all sampling was conducted in accordance with **ASTM and DOTD standards**. The project required complex over-water operations with specialized equipment mobilization and safety compliance procedures. Laboratory testing was performed exclusively in our **AASHTO-Accredited Geotechnical Laboratory**, including:

- Soil Classification – **ASTM D2487 (Unified) / ASTM D3282 (AASHTO)**
- Natural Moisture Content – **ASTM D2216**
- Liquid limit, plastic limit, and plasticity index (**ASTM D4318**)
- Grain Size Analyses – **ASTM D422**
- Minus No. 200 Wash Sieve Analysis – **ASTM D1140**
- Unconsolidated Undrained (UU) Triaxial Tests – **ASTM D2850**
- One-Dimensional Consolidation Testing – **ASTM D2435**
- Specific Gravity – **ASTM D854**

Senior geotechnical engineers subjected all results to a QA/QC review, ensuring that the design team received reliable engineering parameters for their work. Consequently, they prepared a geotechnical report with site-specific design recommendations for deep foundations, embankment stability, and MSE wall structures, enabling the client to move forward with confidence in the design phase.

APS MEMBERS INVOLVED: Sergio Aviles, Sai Eddanapudi, and Surendra Pathak

KEY PROJECT ELEMENTS:

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

Project 7

Firm name	APS Engineering & Testing, LLC		Discipline(s)*		Geotech	
Project name	Comite River Diversion Bridge at LA-67, LA-19 and LA-19 Railroad Bridge			Firm responsibility (prime or sub?)		Sub
Project number	H.001352; H.002273	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	East Baton Rouge, LA			Owner's Project Manager		Kristy Smith, PE
Owner's address, phone, email		1201 Capital Access Rd., Baton Rouge, LA 70802-4438 225.379.1387 kristy.smith2@la.gov				
Services commenced by this firm (mm/yy)		09/19	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$600

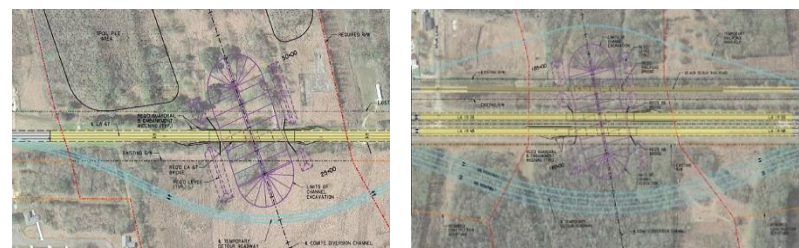
APS Engineering and Testing, LLC provided complete geotechnical services to support the planning, design, and construction of multiple structures along the LA-19 corridor, including the LA-19 bridge (slope stability/embankment), LA-19 railroad bridge (embankment/MSE wall settlement/retaining wall), LA-19 twin bridges, and the LA-67 bridge (prestressed concrete piles). The investigation included drilling and sampling of **19 deep borings** ranging from 50 ft to 120 ft, followed by an extensive laboratory testing program in our **AASHTO-accredited laboratory, including:**

- Moisture content (**ASTM D2216**)
- Liquid limit, plastic limit, and plasticity index (**ASTM D4318**)
- Unconsolidated-Undrained triaxial compression (**ASTM D2850**)
- One-Dimensional Consolidation (**ASTM D2435**)

All data was analyzed to develop the geotechnical design parameters for **slope stability, settlement, MSE wall, and deep foundations design**. As the project advanced into construction, A P S was also retained by DOTD to provide **full geotechnical engineering services during construction**, services included:

- PDA instrumentation and CAPWAP analysis for driven piles
- Field inspection and verification of test piles
- Construction Materials Testing (CMT) for soils, concrete, and aggregates

APS MEMBERS INVOLVED: Sergio Aviles, Sai Eddanapudi, and Surendra Pathak



KEY PROJECT ELEMENTS:

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

Project 8

Firm name	APS Engineering & Testing, LLC		Discipline(s)*		Geotech	
Project name	US-90 Railroad Overpass (S. East of LA-85)			Firm responsibility (prime or sub?)		Sub
Project number	H.010155	Owner's name	State of Louisiana Department of Transportation & Development (LADOTD)			
Project location	East Baton Rouge, LA			Owner's Project Manager		Kristy Smith, PE
Owner's address, phone, email		1201 Capital Access Rd., Baton Rouge, LA 70802-4438 225.379.1387 kristy.smith2@la.gov				
Services commenced by this firm (mm/yy)		11/19	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)		12/23	Cost of consultant services provided by this firm (\$1,000's)			\$105

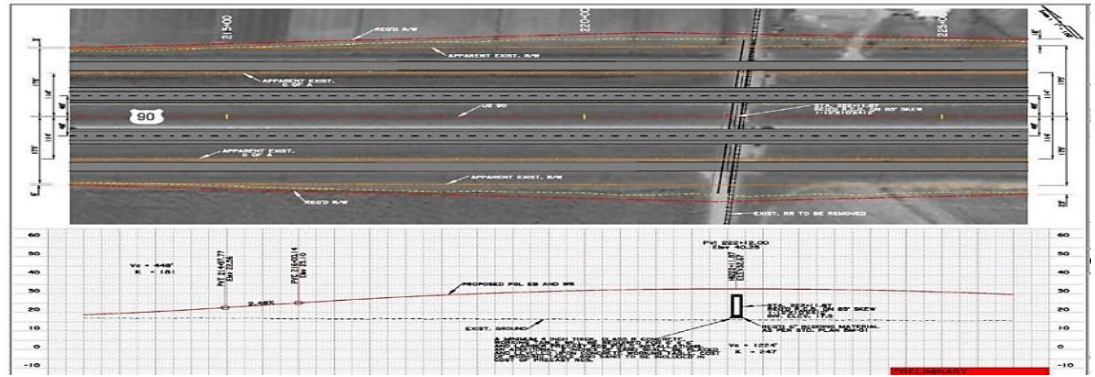
Comprehensive Geotechnical Investigation and Design for 2,400-Foot Span Bridge-APS Engineering and Testing performed a full-service geotechnical investigation and engineering analysis to support the planning and design of a 2,400-foot bridge. The scope of work included drilling twelve (12) borings to depths of 120 ft, with continuous undisturbed sampling from the ground surface to 20 ft and at 5-ft intervals thereafter to ensure high-quality data for design purposes.

All laboratory testing was performed in our AASHTO-accredited laboratory following ASTM standards, including:

- Visual description and classification of soils (ASTM D2488)
- Moisture content (ASTM D2216)
- Minus No. 200 Wash Sieve Analysis – ASTM D1140
- Liquid limit, Plastic limit, and Plasticity index (ASTM D4318)
- Unconsolidated-Undrained triaxial Compression (ASTM D2850)
- One-Dimensional Consolidation (ASTM D2435)

The engineering analysis included Slope Stability, Settlement analysis, MSE wall design, and deep Pile foundations design recommendations, ensuring a complete geotechnical design report. Recommendations were also provided for constructability and long-term performance of the bridge foundations.

APS MEMBERS INVOLVED: Sergio Aviles, Sai Eddanapudi, and Surendra Pathak



KEY PROJECT ELEMENTS:

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

Project 9

Firm name	Bridge Diagnostics, Inc.		Discipline(s)*		Bridge	
Project name	Bayou Ramos Bridge Multi-Phase Field-Verified Evaluation				Firm responsibility (prime or sub?)	Prime
Project number	H.009730.5	Owner's name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	Morgan City, LA			Owner's Project Manager	Bradley Mistich	
Owner's address, phone, email		Office of Engineering PO Box 94245 Baton Rouge, LA 70804-9245 225-379-1200 Bradley.Mistich@la.gov				
Services commenced by this firm (mm/yy)		10/24	Total consultant contract cost (\$1,000's)			\$501 (NTE)
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$172 (Ongoing)

The Bayou Ramos bridges are currently load-posted due to cracking/deterioration present along many of the prestressed girder ends. When this deterioration was first observed, BDI teamed up with LADOTD to conduct diagnostic live-load testing and monitoring on these structures to identify the structure's response characteristics and determine potential causes for the observed distress. As part of Task Order 5 of BDI's NDT/E IDIQ 4400025002, BDI was contracted to provide a multi-phase evaluation to reevaluate the structures' live-load capacity after multiple retrofit strategies were deployed. This evaluation included:

- **Phase I:** AASHTOware BrR load rating evaluation where multiple strut-and-tie method (STM) models were considered and evaluated. BDI Phase I calculations and related findings were summarized in a submitted load rating report and calculation package.
- **Phase II:** Diagnostic load test-based evaluation used to validate both the structural behavior and STM capacity assumptions. BDI provisioned, installed, and maintained all required instrumentation and data acquisition equipment. BDI utilized the collected structural responses to evaluate the structure's distribution behavior and refine the STM capacity assumptions, with analysis and evaluation results submitted in a report and calculation package.
- **Phase III:** The performance monitoring program, which is set to provide crucial information on the girder's condition, ends by monitoring the activity level of the observed deterioration once/if load restrictions are lifted. During this phase, BDI's team will provision, install, maintain, and calibrate all monitoring equipment.



BDI is currently finalizing Phase II with LADOTD and will continue monitoring Phase III based on coordination with and approval from LADOTD.

KEY PROJECT ELEMENTS:

- Bridge Design Services
- General Bridge Engineering Services
- Sampling, Instrumentation, and Non-destructive Testing
- Bridge Inspection Services
- Environmental and Permitting Services

BDI MEMBERS INVOLVED: Brice Carpenter and Steven Fall

Project 10

Firm name	Bridge Diagnostics, Inc.		Discipline(s)*	Bridge	
Project name	Louisiana Statewide Non-Destructive Testing and Evaluation IDIQ			Firm responsibility (prime or sub?)	Prime
Project number	H.009730	Owner's name	Louisiana Department of Transportation and Development (LADOTD)		
Project location	Statewide, LA			Owner's Project Manager	Bradley Mistich
Owner's address, phone, email	Office of Engineering PO Box 94245 Baton Rouge, LA 70804-9245 225-379-1200 Bradley.Mistich@la.gov				
Services commenced by this firm (mm/yy)	05/23	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)			\$4,607 (Ongoing)

BDI was awarded the Non-Destructive Testing and Evaluation IDIQ across the state of Louisiana.

- **Task Order II Twin Span and 6-mile Deck Evaluation:** BDI performed deck assessments involving various NDT-E methods including SounDAR, Ground Penetrating Radar (GPR), High Resolution Imaging (HRI), Infrared Thermography (IR), and concrete material sampling on bridge recall numbers 204140, 204150, 020467, and 020468 for the purpose of assessment of reinforcement concrete condition, cover, location, and diameter; detections of voids and delaminations in concrete, and concrete material sampling.
- **Task Orders III and VI Interstate 20 Deck Evaluation and Pin and Hanger Testing:** To assist with bridge preservation efforts, BDI is performing deck assessments for 273 structures on the Interstate 20 corridor in Louisiana involving various NDT-E methods including SounDAR, GPR, HRI, and IR for the purpose of assessment of reinforcement concrete condition, cover, location, and diameter and detection of voids and delaminations in concrete. BDI is also performing steel member condition assessment via ultrasonic testing (UT) on 39 structures statewide.
- **Task Order IV US-11 over Lake Pontchartrain Deck Evaluation and NBIS Inspection:** BDI performed deck assessments involving various NDT-E methods, including SounDAR, GPR, HRI, and IR for the purpose of assessment of reinforcement concrete condition, cover, location, and diameter, and detection of voids and delaminations in concrete on bridge recall numbers 001525, 001545, 001552, and 200830. BDI also performed the NBIS Routine inspections on these structures, which included detailed in-depth field inspections.
- **Task Order V Bayou Ramos:** BDI is performing instrumentation and testing of bridge recall numbers 030115 and 030185 over Bayou Ramos, including designing instrumentation plans, installing sensors, maintaining sensors, and analyzing and evaluating the accumulated data.



KEY PROJECT ELEMENTS:

- Non-Destructive Testing and Evaluation Services
- Sampling, Instrumentation, and Non-destructive Testing
- Bridge Inspection Services
- General Bridge Engineering Services

BDI MEMBERS INVOLVED: Brice Carpenter, Steven Fall, Brett Commander, Charles Young, and Jesse Sipple

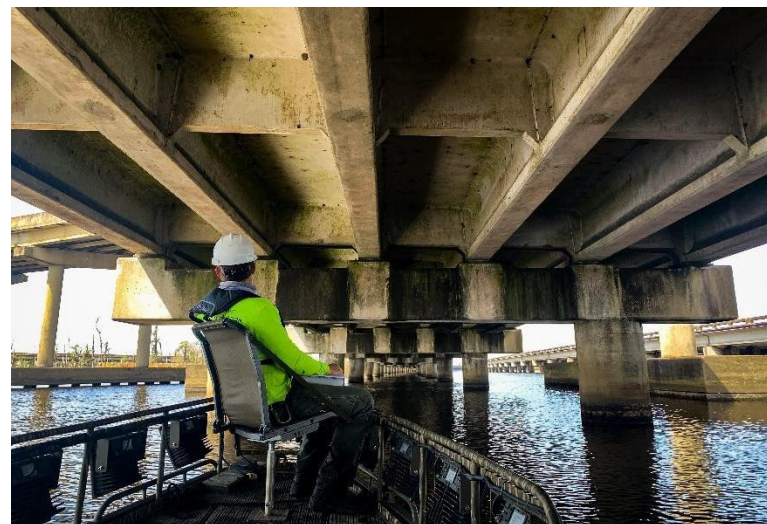
Prime consultant name: HDR Engineering, Inc.

Project 11

Firm name	Bridge Diagnostics, Inc.		Discipline(s)*		Bridge	
Project name	TO 13 – NBI inspection of I-10 Bonnet Carre Spillway Bridges				Firm responsibility (prime or sub?)	Prime
Project number	H.009730	Owner’s name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	District 2 / Bonnet Carre Spillway			Owner’s Project Manager	Haylye Brown	
Owner’s address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802-4438 225-379-1500 haylye.brown@la.gov				
Services commenced by this firm (mm/yy)		04/22	Total consultant contract cost (\$1,000’s)			\$3,750 (IDIQ)
Services completed by this firm (mm/yy)		01/23	Cost of consultant services provided by this firm (\$1,000’s)			\$93

As part of BDI's IDIQ contract with LADOTD, BDI performed the Task Order 13 (TO13) bridge inspection, which consisted of visual deck, superstructure, and substructure inspection to identify cracking, spalling, or other structural deficiencies on structures across the Bonnet Carre Spillway along I-10. This investigation included LADOTD structure numbers 002892, 002894, 020185, and 020186. BDI also inspected fracture-critical members to verify structural integrity. The investigation was motivated by FHWA's inspection cycle and LADOTD's ongoing inspection regimen on critical infrastructure around the greater New Orleans area. By conducting regular visual inspection, LADOTD can prepare for maintenance and repairs on structures prior to severe structural degradation or member failure.

BDI's inspection identified areas of degradation across the structures prescribed by TO13 and reported quantities of defects by each structure. Utilizing High-Resolution Imagery (HRI), Infrared (IR) Thermography, and visual inspections, BDI provided ratings for each structure component based on relevant findings to inform LADOTD on the overall structure condition. BDI reported the number, size, and location of features tabularly, in addition to structure maps with feature locations, shapes, and sizes. Due to the size and length of the structures, a large portion of the testing was done via a workboat.



KEY PROJECT ELEMENTS:

- General Bridge Engineering Services
- Sampling, Instrumentation, and NDT
- Bridge Inspection Services

BDI MEMBERS INVOLVED: Brice Carpenter, Steven Fall, Brett Commander, Charles Young, and Jesse Sipple

Project 12

Firm name	C.H. Fenstermaker & Associates, L.L.C.		Discipline(s)*		Road, Survey, Traffic	
Project name	US 90 (I-49 South) Albertson Parkway to Ambassador Caffery Design-Build			Firm responsibility (prime or sub?)		Sub/JV
Project number	H.010620	Owner's name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	Natchitoches Parish, LA			Owner's Project Manager	Peggy Jo Paine	
Owner's address, phone, email	1202 Capital Access Road, Baton Rouge, LA 70802 225.379.1065 peggy.paine@la.gov					
Services commenced by this firm (mm/yy)		11/14	Total consultant contract cost (\$1,000's)			\$4,939
Services completed by this firm (mm/yy)		10/19	Cost of consultant services provided by this firm (\$1,000's)			\$3,105

This was a design-build project for the Louisiana Department of Transportation and Development for the Future I-49 South corridor improvements to US Hwy. 90, LA 182, and associated frontage roads in Broussard, Louisiana. The design-build Team, under James Construction Group, Inc. (Primoris), was responsible for both the design and construction of the following improvements: upgrading a portion of US Highway 90 from an existing four-lane facility to a six-lane controlled access facility that meets interstate standards, providing a system of frontage roads that provide connectivity to highways, ramps, and businesses within the project limits; constructing a new US Highway 90 overpass structure providing six-lanes at Albertson Parkway along with ramps; removing the existing BNSF bridge structure and construction of a new US Highway 90 overpass structure providing six-lanes over the BNSF railroad; providing improvements to existing LA Hwy. 182 and 96; and providing signalization improvements at the intersection of Albertson Parkway and east and westbound frontage roads.

Fenstermaker served as the lead design firm in charge of all design aspects of the project. Fenstermaker managed a total of five sub-consulting engineering firms providing specialized services for the project, provided direct design services for all roadway and drainage improvements, prepared the multi-stage sequence of construction and traffic control plans, geometric details, pavement design, and the design of Mechanically Stabilized Earth Walls (MSEW); and had complete design management and construction oversight. Fenstermaker's survey team provided survey control, boundary/right-of-way verification, topographic input, and geometric layout support, ensuring that the design-build team had accurate, QA/QC-checked survey data integrated into roadway, drainage, and structural plans.

CHALLENGE: This project was a design-build delivery with a pre-established lump sum construction cost. The existing US 90 corridor right of way was not large enough to accommodate all required improvements. Due to the lump-sum construction costs restraint, avoiding the acquisition of additional right of way to accommodate all improvements was the biggest challenge for the design team. **SOLUTION:** The design team was creative in providing geometric roadway layouts requiring less space within the right of way. These layouts met all existing codes. The designed retaining wall structures (i.e., MSE walls) minimized the footprint of improvements. These solutions resulted in no additional right of way acquisition.

FENSTERMAKER MEMBERS INVOLVED: Dax Douet, Luke Hebert, Travis Bodin, Bradford Millett, Aimee Latiolais



Project 13

Firm name	C.H. Fenstermaker & Associates, L.L.C.		Discipline(s)*		Survey	
Project name	Port of New Orleans Moveable Bridge Inspection				Firm responsibility (prime or sub?)	Sub
Project number	N/A	Owner's name	Port of New Orleans			
Project location	New Orleans, LA			Owner's Project Manager	Randy Songy, PE	
Owner's address, phone, email	1350 Port of New Orleans Pl, New Orleans, LA 70130 504.528.3308 randy.songy@portnola.com					
Services commenced by this firm (mm/yy)		10/24	Total consultant contract cost (\$1,000's)			Unknown
Services completed by this firm (mm/yy)		08/25	Cost of consultant services provided by this firm (\$1,000's)			\$54

CH Fenstermaker & Associates served as a subconsultant to HDR to provide specialized hydrographic and underwater survey services in support of structural inspections for the Seabrook Railroad Bridge and the Almonaster Avenue Bridge, both historic bascule bridges spanning the Inner Harbor Navigational Canal in Orleans Parish, Louisiana. The project objective was to assess the condition of the bridges' underwater substructures, including piers, footings, fender systems, and dolphins, to identify deterioration, scour, and erosion that could compromise long-term serviceability. Fenstermaker's work incorporated advanced sonar technologies and precision survey control to deliver comprehensive inspection data that informed HDR's engineering evaluations and supported the Port of New Orleans and Norfolk Southern in planning future maintenance and preservation strategies.

Surveying Services: Fenstermaker provided the following survey services under this contract:

Survey Control & Positioning

- Established and utilized Real-Time Kinematic (RTK) survey control points to ensure geospatial accuracy across both sites.
- Collected all data in Louisiana South Zone, NAD83 (2011) HARN coordinates, with elevations referenced to NGVD29.

Underwater Acoustic Imaging (UAI)

- Utilized Kongsberg MS1000 acoustic scanning sonar to capture high-resolution 2D imagery of submerged bridge elements, including bascule piers, trunnion supports, dolphins, and fender systems.
- Documented structural deficiencies such as spalling, cracks, possible holes in pier concrete, broken timber piles, and displaced structural elements.

Multibeam Bathymetric Surveying

- Deployed Norbit WBMS multibeam sonar to map the canal bottom and characterize scour, exposed footings, sediment deposits, and debris fields.
- Produced hydrographic contour maps and acoustic survey drawings illustrating erosion patterns and scour conditions at both bridges.

Documentation & Reporting

- Delivered detailed reports, sonar imagery, and hydrographic charts summarizing findings.
- Recommended diver verification of selected deficiencies and ongoing monitoring of scour-prone areas following major storm or flood events.

Through these efforts, Fenstermaker provided HDR and the bridge owners with critical data to guide structural evaluations, support maintenance prioritization, and extend the service life of vital navigation infrastructure.

FENSTERMAKER MEMBERS INVOLVED: Justin Bordelon and Brett Dufour



Project 14

Firm name	Civil Design & Construction, Inc.		Discipline(s)*		Survey	
Project name	Verot School Road			Firm responsibility (prime or sub?)		Sub
Project number	H.011235	Owner's name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	Lafayette, LA			Owner's Project Manager		Thomas Gattle (Huval & Assoc.)
Owner's address, phone, email		922 W. Point Des Mouton Rd., Lafayette, LA 70507 337-234-3798 tgattle@huvalassoc.com				
Services commenced by this firm (mm/yy)		08/16	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)		On-Going	Cost of consultant services provided by this firm (\$1,000's)			\$435

This project is located in Lafayette Parish between Lafayette Regional Airport and Broussard, LA. The project is for the proposed widening of US 90/I-49 South and realignment of Verot School Road. A topographic survey was performed along the entire proposed route, as well as an existing drainage map. This included a complete topographic survey of all utilities with depths, drainage, and finished floor elevations of all buildings that fell within the designated survey limits. Also, CDC was required to coordinate with the topographic survey of the adjacent I-49 Connector project and include the required portions of the I-49 Connector project in the survey of this project.

CDC performed a complete topographic survey of the project site by using 3D Terrestrial Scanning in conjunction with traditional means to complete the survey. Control was set for the scanning throughout the project limits. Coordination with other team members was necessary for the location of all utilities in the project area. CD&C also coordinated with all the property owners for access to the properties and met with safety advisors for the industrial business that was impacted. The survey included coordination with the ongoing I-49 Connector project and merging of that survey with the CDC survey in order to make a complete project for the area. CDC also researched and compiled existing right of way linework for the prime consultant to use for exhibits for the project. In order to complete the survey, CDC also had to coordinate with BNSF railroad for access to BNSF's rail.



CDC MEMBERS INVOLVED: Christopher Ballard, Jacob Stoehr, Scott Benton

Performed in LA 100%

Project 15

Firm name	Civil Design & Construction, Inc.		Discipline(s)*		Survey	
Project name	LA 317 - Wax Lake B			Firm responsibility (prime or sub?)		Sub
Project number	H.014824.5	Owner's name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	St. Mary Parish, LA			Owner's Project Manager		Adam Fields (Stanley Consultants)
Owner's address, phone, email		700 Main Street Baton Rouge, LA 70802 225-387-2422 FieldsAdam@stanleygroup.com				
Services commenced by this firm (mm/yy)		12/24	Total consultant contract cost (\$1,000's)			N/A
Services completed by this firm (mm/yy)		04/25	Cost of consultant services provided by this firm (\$1,000's)			\$162

CDC was a sub-consultant on this project and was responsible for a complete topographic survey, utility coordination with utility companies to mark or provide record drawings, and to provide an existing drainage map to LADOTD Location and Survey standards. The survey started 1.60 miles south of the intersection of La. 317 and US 90. The survey continued along US 90 for 2.3 miles north of the intersection of La 182. The width of the survey was five feet behind the right of way to the apparent right of way of all crossing streams, canals, and 500 feet from any drainage structure.

The scope of work consists of providing a complete topographic survey. The topographic data for this survey were collected through a combination of conventional ground survey and Terrestrial LiDAR data collection methods. The project was completed to the LADOTD Location and Survey Standards and practices.

CDC MEMBERS INVOLVED: Scott Benton, Jacob Stoehr, Drennon Humphreys, and Alex Wells

Performed in LA: 100%



Project 16

Firm name	Meyer Engineers, Ltd.			Discipline(s)*		Other (Facility Design)			
Project name	Causeway Bridge Bascule Bridge Tender House					Firm responsibility (prime or sub?)		Sub	
Project number	GNOEC #212	Owner's name		Greater New Orleans Expressway Commission					
Project location	Jefferson Parish, LA				Owner's Project Manager		Clinton Dufrechou		
Owner's address, phone, email		3939 N. Causeway Boulevard, Suite 400, Metairie, LA 70002 504.835.3118 cdufrechou@gnoec.org							
Services commenced by this firm (mm/yy)		01/22		Total consultant contract cost (\$1,000's)					\$25
Services completed by this firm (mm/yy)		On-Going		Cost of consultant services provided by this firm (\$1,000's)					\$25

This project includes the rehabilitation of the two upper levels of the Bridge Tender's House located on the Causeway Bridge. Built in 1968, the Bridge Tender's House at the North Channel Bascule has not undergone any renovations in over 35 years. The project aims to rehabilitate the existing upper two levels to provide a more comfortable and secure working environment. Meyer Engineers designed the rehabilitation based on the following considerations. Meyer reviewed the current conditions of the structure and, in collaboration with the prime firm, determined the scope of work as follows:

- Removing and replacing all existing windows at the operator's level with new, impact-resistant glazing. All new glazing will be tinted or have interior shading devices installed to minimize heat gain into the tender's work environment.
- Reconfigure the tender's windows into an impact-resistant, operable door to allow direct access to the catwalk outside.
- Paint all interior surfaces.
- Remove and replace all finish flooring with new material.
- Remove and replace all furniture/millwork with new construction to facilitate a more efficient layout for tenders.
- Provide better lighting for nighttime operations.
- Reduce ambient noise by installing acoustical absorbent materials.
- Upgrade existing air conditioning units and ventilation.
- Remove and replace stair tread anti-slip strips.
- Recover existing roof surface with new seamless waterproofing membrane.
- Repair access ladder to the roof and install new roof safety railings.
- Patch and repair any structural damage within the scope of work.

The lower level holds the critical electronic equipment vital to the bridge's operation. Even though the room is provided with adequate air conditioning, the dispersal of tempered air from this room percolates into the upper two floors. This adds to the imbalance in the ambient air temperature, making it uncomfortable for the tenders. This imbalance will be investigated and rectified as part of this project.

MEYER ENGINEERS MEMBERS INVOLVED: Alton Davis

100% of the work for this project is performed in Louisiana.

Prime consultant name: HDR Engineering, Inc.



Project 17

Firm name	Meyer Engineers, Ltd.		Discipline(s)*		Other (Facility Design)	
Project name	DOTD Contract 2 for Movable Bridges			Firm responsibility (prime or sub?)		Sub
Project number	State Project Nos. H.012003, H.011995, H.010007, H.012568, H.12000	Owner's name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	Vermilion, St. Martin, Assumption and Cameron Parishes			Owner's Project Manager		Fallen Farber
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 225.379.1986 fallon.farber@la.gov					
Services commenced by this firm (mm/yy)		06/25	Total consultant contract cost (\$1,000's)			Unknown
Services completed by this firm (mm/yy)		On-Going	Cost of consultant services provided by this firm (\$1,000's)			\$130

The project includes the rehabilitation of five Bridge Tenders Houses located on vertical lift bridges on LA-330, LA-96, LA-27, and LA-82 throughout Louisiana. Meyer Engineers, Ltd. (Meyer) reviewed the existing conditions of the building's exterior, doors, windows, interior finishes, and roof, and has determined, in conjunction with the prime firm, that the scope of work is as follows:

- Removing and replacing all existing windows with new, impact-resistant glazing. All new glazing will be tinted or have interior shading devices installed to minimize heat gain into the tender's work environment.
- Removing and replacing all existing interior and exterior doors with insulated, commercial-grade doors and frames, appropriate weatherstripping, and updated hardware.
- Remove and replace all finish flooring and ceiling with new material.
- Repair and re-paint all interior wall finishes and damaged areas as required.
- Repair and re-finish the roof access ladder and canopy as required, and inspect all connections to the building.
- Clean all exterior wall surfaces and inspect and re-seal all wall penetrations.
- Remove and replace all furniture/millwork with new construction to facilitate a more efficient layout for tenders.
- Install a new weather-resistant roofing system with updated drainage, flashing, and upgraded insulation.

MEYER ENGINEERS MEMBERS INVOLVED: Alton Davis and Marco Perez

100% of the work for this project was performed in Louisiana.



Project 18

Firm name	Meyer Engineers, Ltd.		Discipline(s)*		Other (Facility Design)	
Project name	DOTD Contract 5 for Movable Bridges (6)			Firm responsibility (prime or sub?)		Sub
Project number	State Project Nos. H.11998, H.011990, H.013819, H.011997, H.010001	Owner's name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	Vermillion, Lafayette, St. Martin and Calcasieu Parishes			Owner's Project Manager		T.J. Dunlevy
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 225.379.1083 tj.dunlevy@la.gov					
Services commenced by this firm (mm/yy)		04/25	Total consultant contract cost (\$1,000's)			Unknown
Services completed by this firm (mm/yy)		On-Going	Cost of consultant services provided by this firm (\$1,000's)			\$164

The project includes the rehabilitation of six bridge tender houses located on vertical lift bridges on LA-14, LA-27, LA-92, LA-350, and LA-378 throughout Louisiana. Meyer Engineers reviewed the existing conditions of the building's exterior, doors, windows, interior finishes, and roof, and has determined, in conjunction with HDR, that the scope of work is as follows:

- Removing and replacing all existing windows with new, impact-resistant glazing. All new glazing will be tinted or have interior shading devices installed to minimize heat gain into the tender's work environment.
- Removing and replacing all existing interior and exterior doors with insulated, commercial-grade doors and frames, appropriate weatherstripping, and updated hardware.
- Remove and replace all finish flooring and ceiling with new material.
- Repair and re-paint all interior wall finishes and damaged areas as required.
- Repair and re-finish the roof access ladder and canopy as required, and inspect all connections to the building.
- Clean all exterior wall surfaces and inspect and re-seal all wall penetrations.
- Remove and replace all furniture/millwork with new construction to facilitate a more efficient layout for tenders.
- Install a new weather-resistant roofing system with updated drainage, flashing, and upgraded insulation.

MEYER ENGINEERS MEMBERS INVOLVED: Alton Davis and Marco Perez

100% of the work for this project was performed in Louisiana.



Prime consultant name: HDR Engineering, Inc.

Project 19

Firm name	Moffatt & Nichol Inc.	Discipline(s)*		Bridge	
Project name	LADOTD Complex Bridge Inspection			Firm responsibility (prime or sub?)	Sub
Project number	H.009730.5, Task Order 03	Owner's name	Louisiana Department of Transportation and Development (LADOTD)		
Project location	Statewide, LA		Owner's Project Manager	Stephanie Doolittle, PE	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1329 stephanie.doolittle@la.gov				
Services commenced by this firm (mm/yy)	02/23	Total consultant contract cost (\$1,000's)			\$470
Services completed by this firm (mm/yy)	12/24	Cost of consultant services provided by this firm (\$1,000's)			\$260

M&N was part of a team responsible for performing bridge inspection of complex structures statewide, utilizing an IDIQ contract. Structure types include cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges. Tasks include providing bridge inspections, SPRAT/rope access, underwater inspections, bridge ratings, categorization and documentation of bridge assets, and the development of the LADOTD BIM and the Coding & Field Guide. All statewide inspections of in-service bridges throughout Louisiana are performed in accordance with FHWA guidelines. Representative tasks include the following. The comprehensive in-depth reports included a detailed summary of the rope access inspection methodology, inspection findings of current conditions and noted deficiencies, field notes, and photographs.

M&N developed major updates to the manual, including off-system directives, to support the creation of a new Bridge Load Rating Manual and a new Coding & Field Guide. A team of subject matter experts contributed to the development and reviews at periodic milestones. M&N collaborated with the LADOTD staff throughout the development to manage expectations and maintain direction. In-person progress meetings occurred monthly, which included facilitating various District Bridge Engineers throughout the state. The manual is compliant with the NBIP (23 metrics and the three new metrics). The manual is thoughtfully organized, systematic, and interactive, with an appendix to store all vital updated forms for the Bridge Inspection Program. The Load Rating Manual will be the final development task and complement the other documents in content and format. The Coding & Field Guide is uniquely designed for a seamless navigation experience. Following delivery, acceptance, and publishing, a training module will be designed and delivered to all LADOTD District personnel. M&N has been retained for five years to provide annual updates as needed.

KEY PROJECT ELEMENTS:

- BIM
- Underwater Bridge Inspection and Assessment
- Acoustic Imaging
- Hydrographic Surveying
- NBE and SNBI ratings
- Retainer Contract
- In-Depth Inspection and Reports
- TTC and Work Zone Safety

MOFFATT & NICHOL MEMBERS INVOLVED:

Chace Hulon, Bryan Tyson, and Jeffrey Gazarek

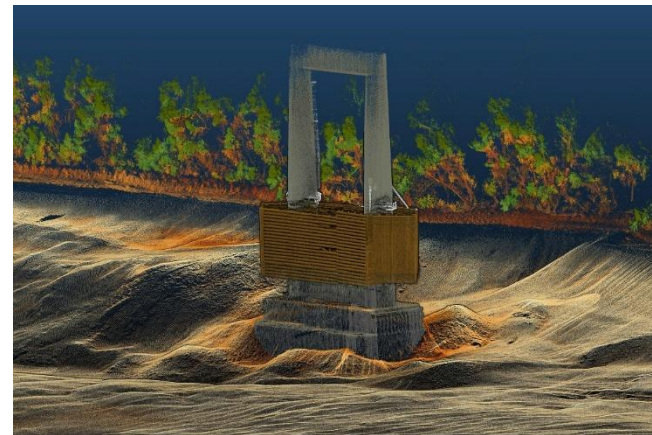


Project 20

Firm name	Moffatt & Nichol Inc.		Discipline(s)*		Bridge	
Project name	LADOTD Underwater Bridge Inspections				Firm responsibility (prime or sub?)	Prime
Project number	H.009730.5, Task Order 2	Owner's name	Louisiana Department of Transportation and Development (LADOTD)			
Project location	Statewide, LA			Owner's Project Manager	Stephanie Doolittle, PE	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1329 stephanie.doolittle@la.gov					
Services commenced by this firm (mm/yy)		06/22	Total consultant contract cost (\$1,000's)			\$2,402
Services completed by this firm (mm/yy)		08/25	Cost of consultant services provided by this firm (\$1,000's)			\$1,419

As part of a five-year retainer contract, M&N has been tasked with performing underwater bridge inspections for over 500 bridges throughout the state of Louisiana through Task Order 2 and over 800 bridges across all three task orders on this contract. The bridges consist of small to mid-sized waterways along with nine bridges passing through large swamps and bayous that vary between 3 and 14 miles long, 15 culverts, and four bridges crossing over large waterways (the Mississippi River, Prien Lake, and Whiskey Bay Channel). Many of the bridges crossed over waterways inhabited by alligators, which posed a potential hazard to the inspectors. To mitigate the probability of an incident, M&N implemented a Louisiana Department of Wildlife and Fisheries-approved nuisance alligator trapper during inspections at specific locations. M&N has safely performed Level I, II, and III underwater dive inspections and emergency damage assessments while augmenting 2D and 3D sonar technologies per the NBIS.

The M&N dive team captures images and bathymetric data utilizing high-resolution side scan sonar units and multibeam sonar technology. High-resolution images and point cloud data of bridge piers/bents are collected to identify channel bottom conditions and structural deterioration. Underwater acoustic imaging services were provided over large navigable waterways with high-risk diving conditions such as fast currents, low visibility, heavy debris, extreme depths, cold water, and vessel traffic.



Scour evaluations (inherent to underwater bridge inspections) are vital to the inspection and report process. All inspector-divers are trained to observe soundings near submerged substructure units, channel migration/alignment, bank erosion, channel bed material, condition of scour protection structures and channel training devices, flow velocity, timber debris quantity and location, major changes in watershed and hydraulic capacities from upstream development and construction; and to review all conditions in real-time on-site to establish a rate of scour and erosion for effective prioritization of repairs and development of scour plan of actions for monitoring.

KEY PROJECT ELEMENTS:

- NBIS Underwater Bridge Inspection and Reporting
- Underwater Acoustic Imaging and Hydrographic Surveying
- NBE and SNBI ratings
- Retainer Contract
- InspectX Submittals
- High-Risk Diving Operations and Hazardous Wildlife
- Emergency Response
- TTC and Work Zone Safety

MOFFATT & NICHOL MEMBERS INVOLVED: Chace Hulon, Jeffrey Gazarek, and Bryan Tyson

Prime consultant name: HDR Engineering, Inc.

18. Approach and Methodology:

The HDR team fully understands the Scope of Services and the quality engineering services sought by LADOTD for the IDIQ for Bridge Preservation Services Statewide Contract Nos. 4400033117, 4400033118, and 4400033119. We bring a strong local team with complex and traditional bridge inspection/preservation design experience in Louisiana and nationally. We have a deep bench of over 600 dedicated bridge engineers with direct experience in bridge inspection/design, and have successfully executed hundreds of inspection contracts for clients across the nation. **HDR consistently ranks as a top design firm and was ranked No. 2  nationally for bridges by ENR in 2025.**

HDR TEAM

Our team is built to deliver with valuable partners that have longstanding relationships and a wealth of experience with LADOTD. **CH Fenstermaker and Associates (CHF)** will assist HDR with underwater imaging, topographic surveying, roadway design, ROW mapping, and maintenance of traffic engineering. We have a close working relationship with CHF and have successfully delivered several projects in the past across South Louisiana. **Civil Design & Construction (CDC)** is a DBE/WBE firm that has an impeccable relationship with LADOTD and will provide additional topographic surveying services as needed. **Bridge Diagnostics, Inc. (BDI)** is a well-known company focused on structural nondestructive testing/evaluation, load testing, monitoring, and evaluation services. BDI has successfully worked with HDR for more than a decade. **Meyer Engineers** has a successful, established relationship with LADOTD and will be responsible for any architectural design required for movable bridge control houses, as well as construction inspection, as needed. **APS Engineering & Testing (DBE)** has been performing drilling/testing and geotechnical engineering for LADOTD for the past several years and is fully apprised of the process, protocols, and procedures that are required by the Department. **Moffat & Nichol**, renowned for their **underwater inspection** expertise, will support the team with underwater bridge inspections. To execute **multiple task orders simultaneously**, as noted in the RFQ, we have designated multiple additional task order managers within our team. These task order managers will report directly to our PM Wes Jacobs, who will coordinate among the teams. We use this process for other DOTs and USACE IDIQ contracts, often to successfully deliver large volumes of work at once. Each one of the selected task order managers is a senior-level engineers who have the technical and management background to deliver expected quality.

GENERAL BRIDGE ENGINEERING SERVICES

HDR's experience on highly complex projects such as the Bayonne Bridge (pictured right) –full bridge rehab, including raising the roadway deck for improved navigational clearance, has positioned us as a leader in the delivery of exceptional bridges and structures programs. HDR has refined **our approach** to bridge preservation projects, but generally they involve Condition Assessment, preparation of an inspection/condition survey report, and if LADOTD chooses to go forward with rehab designs, a PS&E Development



phase followed by Construction Related Engineering Services (CRES). We will present a general approach to the phases and then elaborate on the specifics of the proposal scenarios.

Repair Recommendations and Fixed & Movable Bridge Rehab Design: When addressing defects with our repair recommendations, **we aim to determine the cause of the defect first and then address the underlying issue in addition to the repair.** Without this forensic approach, the repairs would be purely cosmetic. Examples of root causes we have encountered include leaking expansion joints, water infiltration and sediment transport behind abutments, premature coating failures, elevated chloride content, inadequate rebar cover, debonding of overlays, locked-up bearing devices, and improper support of precast panel bedding strips.  **INNOVATION:** Based on our experience on bridge maintenance and preservation projects, **HDR has developed an innovative Bridge Repair Matrix to help determine the type of repair best suited for the defect.** This matrix is updated often with project feedback from the Bridge Design Section. The repair recommendations include the anticipated quantities of the repair and the procedure to complete the repair. Not every recommendation is tied to specific defects; some are more proactive with the goal of preservation. HDR contemplates basic maintenance activities such as cleaning joints, clearing debris, waterproofing surface treatments, and maintaining drainage systems and bridge lighting to achieve LADOTD's goal of providing additional years of service life for their bridges.

Structural Steel Repairs: Structural steel repairs will be based on LADOTD preferences, inspection conditions, measurements, and load rating results. Our structural team brings several decades of structural steel detailing experience with movable bridges, in both rehabilitation/repair and new construction. Our repair details will consider limiting added weight and cost; constructability; proper positioning and orientation of stiffness/strength; appropriate movable bridge considerations, including fatigue and fracture; avoidance of crevice and debris corrosion; and priority/applicability of protective coating(s). Gusset plates will be addressed in accordance with FHWA Technical Advisory T5140.29 and LADOTD MBE.

Steel Painting: We will inspect the state of the bridges' paint systems and provide practical recommendations and details in the plans for the preservation of steel structures. HDR's certified coatings specialists will test the existing paint system for adhesion, coating thickness and condition, hazardous material content (like lead), and advise on environmentally safe, effective, and economical solutions (full coating removal, overcoat, or spot painting).

 **PROJECT EXAMPLE:** We are currently executing this process on LADOTD's Contract 5 for Movable Bridges 4400021517.

Steel Deck Systems: Fatigue failures typically occur in welded open-grid decks, and repairing these welds doesn't address the root cause.  **PROJECT EXAMPLE:** HDR has remediated fatigue issues in deck design for several projects (for NJDOT, VDOT, and others) and assisted FDOT with an aluminum deck installation pilot program and a sandwich plate system study. Both technologies are lightweight and rapidly replaceable solid decks that preserve the main member and bearing capacity while improving rideability and deck maintenance.

Concrete Repairs: HDR has designed maintenance repairs for thousands of bridges across the US. We will use that experience to develop plans and specifications, surface

preparation, and material selections that will provide lasting repairs. Typical repairs include preventive sealing, crack injection, and spall repair.

Movable Bridge Rehabilitation Expertise:

Movable bridges are highly complex machines that demand specialized knowledge to operate, maintain, and rehabilitate. Many of these structures are now decades old and require significant upgrades to avoid costly downtime. Breakdowns are inevitable, and when they occur, rapid response is critical to maintain the flow of highway, pedestrian, bicycle, and marine traffic. HDR has extensive experience addressing these challenges. Our engineers provide constructible, maintainable designs that reduce life-cycle costs and minimize impacts to the traveling public. We support clients across a full spectrum of services—from emergency repairs and inspections to full rehabilitation studies. Our track record includes task-driven, on-call contracts such as the CSX Transportation Movable Bridge On-Call, VDOT Movable Bridge Limited Services, and FDOT District 4 Bridge Structures Services. Over the past five years, **HDR has delivered more than 120 repair and rehabilitation projects, including four major design efforts and three emergency responses in Louisiana alone.**



Proven Performance and Emergency Response: In just the last three years, HDR staff have completed dozens of movable bridge rehabilitations for a wide range of clients. Our work has included full replacement of electrical control systems, hydraulic and gear train machinery, innovative span locks, and state-of-the-art lightweight aluminum deck systems. We are trusted to respond under pressure. For example, when catastrophic machinery failures affected CSX's Mobile River bridges, HDR mobilized immediately and remained on-site for weeks until service was restored. Clients also rely on us for long-range planning. FDOT District 4 engaged HDR to assess its entire inventory of movable bridges, providing the foundation for prioritizing rehabilitation needs over the next decade. In addition, HDR is advancing technology to improve operational safety, including User Safety Detection systems that identify pedestrians and cyclists on the bridge and assist tenders in avoiding human error.

Tailored Approach for LADOTD: We recognize that a central concern for LADOTD is determining the extent of repairs required to restore reliable bridge operation. Many older systems no longer conform to current AASHTO guidelines, and the obsolescence of key components often drives performance issues. Our approach includes:

- **Service Life Evaluation** – Identifying the expected life of machinery and electrical systems. For example, gear drives often exceed 60 years of service, while hydraulic systems typically require major upgrades after 35 years.
- **Component Reliability** – Assessing control systems, brakes, limit switch mounts, and anchor bolts that are frequent causes of reliability issues.
- **Machinery Support Improvements** – Reviewing anchor bolts, machinery alignment, and adjustability to verify proper operation.
- **System Interdependencies** – Analyzing cascading effects of motor and drive replacement on mechanical and electrical systems, including retrofitting feasibility,

conversion options, and capacity upgrades in response to structural modifications or new AASHTO wind load criteria.

- **Advanced Diagnostics** – Performing span balance testing via strain gauges and hydraulic pressure monitoring and verifying trunnion alignment using piano wire and 3D scanning.

HDR continuously develops practical, **innovative solutions** to improve constructability, maintainability, and long-term reliability. Recent examples include:

- **Adjustable Span Locks** – A wedge-based system that enables precise adjustments, provides live load transfer between leaves, and reduces impact stresses.
- **Optimized Machinery Design** – Systems that are easier to construct, maintain, and access, improving reliability for agencies such as Pinellas County and FDOT Districts 4 and 6.
- **Submarine Duct Systems** – This **innovative** multiconductor cable-in-duct solution uses HDPE conduits. This design reduces construction costs and lead times, enables trenchless directional drilling installation, minimizes environmental impacts, and provides a path for future cable replacement or duct relining. HDR combines proven emergency response capabilities, long-range planning expertise, and innovative design solutions to help clients maintain, preserve, and modernize their movable bridge infrastructure.

Design Peer Review Services: Our approach to independent design peer review services is to thoroughly review the plan set, develop design models (bridge geometry, steel/PPC spans, substructure, and foundations) using LADOTD-approved software. Our team will then develop a comprehensive comment log coupled with a detailed technical report with supporting calculations summarizing the independent design. Finally, comment resolution and review meetings will be held for closeout and final report development. **PROJECT EXAMPLE:** Our team recently completed this process for the Port of New Orleans East St Bernard Hwy overpass for the new Louisiana International Terminal, as noted in our project sheet.

Load Rating & Rehabilitation: HDR routinely performs load rating and develops rehabilitation plans, specifications, and estimates for traditional & complex bridges across the country. **PROJECT EXAMPLE:** For TxDOT, HDR inspected, load-rated, and designed the rehabilitation of the Corpus Christi Harbor Bridge, a 1,782-foot deck truss and through truss structure that was constructed in 1959. Detailed “arms-length” inspection of the bridge required access by man-lifts, under-bridge inspection vehicles, and industrial rope access techniques. Based on the inspection, HDR prepared a condition evaluation report that documented the aspects of the bridge condition, including structure deterioration, phased-array ultrasonic pin test results, specific locations of all defects, and preliminary recommendations for repairs. Members and gusset plates were load rated with and without structure deterioration, utilizing the latest FHWA criteria. Working closely with TxDOT, HDR developed rehabilitation plans to repair members and gussets with an Operating Rating less than 1.3. HDR developed specific details and repair sequences that could be executed while maintaining traffic on the bridge.

Sampling, Instrumentation, & Non-Destructive Testing & Coatings: Our team has expertise in advanced inspection techniques, non-destructive testing, sampling, and instrumentation through BDI. After planning, BDI will use our in-house resources to support approved NDE, testing, monitoring, and engineering. The success of NDE, testing, and monitoring projects resulting from inspection findings is contingent on a well-prepared instrumentation and work plan. BDI has been performing these engineering services for more than 30 years and is currently developing the FHWA Structural Health Monitoring (SHM) Current Practice and Web Manual to better define these goals industrywide. Our team has NACE-certified coatings specialists who will work closely with our bridge inspection teams during the in-depth inspections to sample and test samples for determining the remaining life span of the bridge paint systems.

GEOTECHNICAL SERVICES

The engineering team at APS will work with our bridge engineers to develop subsurface investigation/testing plans per the standards and procedures in the LADOTD Geotechnical Design Manual. APS has a depth of experience with LADOTD in geotechnical analyses and soil testing services, including environmental site assessments, laboratory testing/analysis, soil borings, bridge, construction materials testing, and construction inspection.

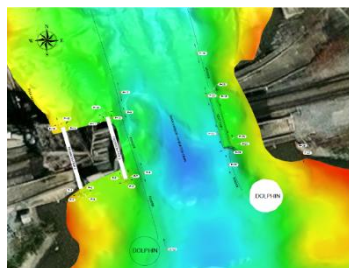
ROADWAY DESIGN AND TRAFFIC SERVICES

Our subconsultant, CHF, has extensive experience in roadway design, hydraulic analysis and design, traffic engineering, traffic control, and transportation management plan development. The roadway design will consist of the at-grade portions of the roadway associated with the required construction, replacement, rehabilitation, maintenance, repair, and lighting of the bridge structures; while the hydraulic analysis and design, traffic engineering, traffic control, and transportation management plans would impact the entire task order. In accordance with LADOTD's project development process, once the topographic survey is complete, our roadway designers will begin on the details of each task order as requested. The team will then determine the extent to which the at-grade services, hydraulic analysis, and traffic will be required. The design process, if required, would proceed through the standard 30%, 60%, and 90% preliminary and final plans for design development and reviews with LADOTD.

Throughout the process, close coordination would be maintained to verify that the disciplines are coordinated smoothly. Appropriate H&H/drainage analyses will be conducted to verify that runoff from the roadway is conveyed appropriately with proper bent locations and low chord elevations, which will be coordinated with the bridge teams.

SURVEYING SERVICES

Multibeam & Sidescan Surveys: For areas of the survey where multibeam will be utilized, such as underwater, a Norbit STX iWBMS system will be used. The Norbit System has a curved array allowing it to scan up the bank line and along vertical structures. This system has an integrated Applanix POSMV IMU system for Positioning. POSPac information will be recorded for post-processing to improve positioning in areas where GPS coverage is limited by structures or canopy. Sound velocity profiles of the water column



will be taken at each survey location and at a minimum of twice per day. CHF will strive to collect multibeam data with full water bottom coverage in identified areas.

Title Research, ROW Maps, and Boundary & Topographic Survey: CHF and CDC will complete a boundary survey of the parcels along the proposed project route. Boundaries shall be delineated utilizing the "Title Research Reports" and "Title Take-Offs". Project control is requested from the department for use on the property survey task. Upon receipt of the project control information, CHF will verify the project control, and any deviations will be reported back to Location and Survey for direction moving forward. Once this has been established, boundary and topographic survey features would be collected based on the minimum standards provided in the latest issue of LADOTD's "Location and Survey Manual Addendum A" and shall utilize LADOTD Survey Feature Codes. We will follow the following phases of submittals for ROW Maps: Property Survey Maps, 60% Base ROW Maps, and Final ROW Maps following the LADOTD "Location & Survey Manual Addendum A" and current standards set forth by LAPELS.

BRIDGE INSPECTION SERVICES

HDR's approach to condition assessment field investigations starts with a deep understanding of the bridges before leaving the office. We review as-built plans and previous routine/in-depth inspection reports and highlight areas that are noted with defects. HDR reviews the existing load rating and verifies that the rating has not changed from additional asphalt being placed on the bridge. Once we have reviewed all the existing information, we determine (using **NBIS procedures and protocols**) what level of detail and how long the inspection at each bridge site may take (including underwater inspection). We have experimented with more technology-based approaches, such as tablet computers and digital plan mark-ups, but ultimately our experience shows that nothing replaces a good photo log and hand-written field notes. The HDR Team has the full range of access methods at its disposal. Whether it be under bridge inspection vehicles, bucket trucks, man lifts, or industrial rope access, our team has the experience to implement these techniques at the right times in the right places.

The HDR team prides itself on the extensive use of rope access techniques to reduce or eliminate the need for lane closures. HDR has invested over the years in rope access and has an engineering team of leaders who have Level III Society of Professional Rope Access Technicians (SPRAT) certification, allowing them to supervise rope access assignments. Currently, the HDR Team 66 rope access certified inspectors. Traffic control plans will be developed and executed in accordance with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD) and coordinated with the LADOTD District Offices.

Field Work:  INNOVATION: Our innovative approach to condition assessments utilizes a custom field notes template that includes checklist items for each component. As we conduct our assessment top down on the structure and before moving onto the next component, we go through the checklist and verify that we have looked at and measured everything required for that component. For instance, we measure the guardrail height to make sure it is compliant with the LADOTD Standard Details and Design Manuals. We will measure the overlay thickness so that we can check the load rating and incorporate those measurements into the plans for joint repairs. In addition to taking defect photos, we will

take overall photos so there is no question of whether there is a defect on a particular item. At the end of our field notes template, we have a section for key repair items. While still in the field, we are thinking, “What will this repair look like once we are writing the report and developing PS&E?” **By thinking about the repairs early in the process, we can verify that we have the information we will need prior to heading back to the office.** On the rare occasion that our assessment team identifies a safety issue or critical finding, we will follow the protocol to notify LADOTD immediately.

Our field assessments are scheduled with ample notice to the districts that we will be on-site, and any required traffic control is submitted for approval to the district bridge engineers, along with **US Coast Guard approval**, as applicable for navigation. Assessment on low-volume roads can typically be performed safely with an advanced warning sign and safety beacons on our vehicles, but for higher-volume roads and interstates, we will likely require a lane closure to protect our field crews. Our safety plan includes a detailed Job Hazard Analysis (JHA) for each location, identifying potential hazards such as working near high traffic volume, working near railroads, and working over water.

ENVIRONMENTAL AND PERMITTING SERVICES

The HDR team will conduct appropriate GIS database evaluations and field surveys for natural and cultural resources to define potential permitting constraints and work closely with the engineering team to help **avoid and minimize impacts to the extent practicable**. This approach will help streamline permitting and mitigation plan negotiation. For unavoidable impacts, the HDR Team will prepare and submit the appropriate permit applications and drawings to the regulatory agencies with jurisdiction and regulatory review responsibility over the project (bridge) location and activities. Our approach is to provide follow-up correspondence to each regulatory agency until the permits are issued. The following permits will be acquired from the corresponding regulatory agency, depending on the bridge location.

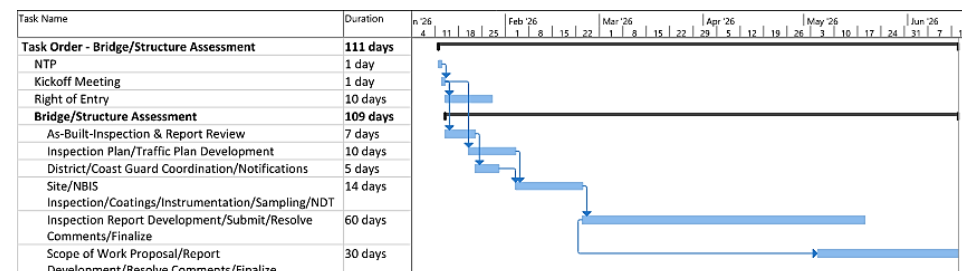
- Coastal Use permits (CUP) from the LA Department of Natural Resources, Office of Coastal Management (OCM)
- Clean Water Act, Section 404, and River & Harbor Act, Section 10 permits from the US Army Corps of Engineers (USACE)
- Clean Water Act - Section 401, Water Quality Certification requests to the LA Department of Environmental Quality
- Scenic Stream permits from the LA Department of Wildlife and Fisheries
- Rivers and Harbors Act, Section 9, Bridge permits from the US Coast Guard
- Levee permits from various levee boards

Additionally, where the project is near a completed Federal Civil Works project, the HDR Team will support LADOTD in evaluating and submitting USACE Section 408 reviews and approvals, as requested.

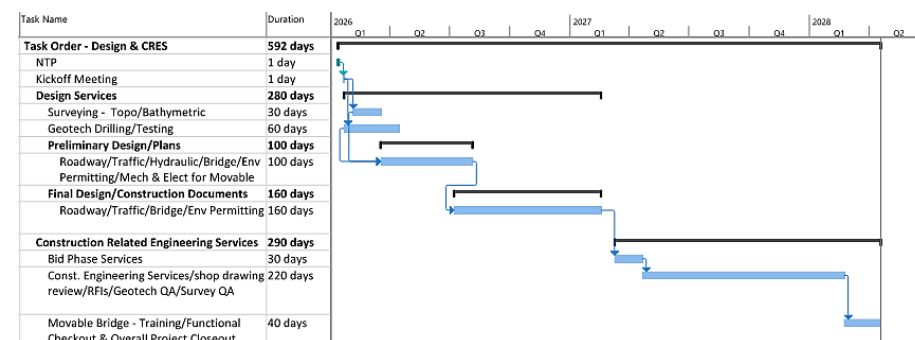
EXAMPLE TASK ORDER SCHEDULES AND ACTIVITIES UNDERSTANDING

Below is a potential layout of tasks that will be necessary to undertake, typical assessment and design, and CRES task orders for this contract. Our team assumes that a typical process will take place in at least two task order phases: 1) Bridge/Structure Assessment and 2) Design (PS&E)/CRES. For task order 1, it will be necessary to inspect/assess the

bridge to document the deficiencies, report findings, and develop a scope of work/cost for rehabilitation. This could be a combination of traditional site inspections to full NBIS/Fracture Critical Inspections. Our team will develop a comprehensive inspection report that will feed the scope of work proposal/report development with descriptions and repair recommendations.



For task order 2, our team will develop preliminary and final PS&E following the Stage 3 design steps/protocols in the LADOTD BDEM. Similar to our discussions above, we will coordinate with LADOTD to verify the traffic control approach, establish design criteria, and discuss any environmental/permitting issues. We will determine the required topographic/bathymetric survey limits and potential geotechnical boring/testing needed to develop the preliminary designs. Aerial imagery can be **used to expedite preliminary layouts while survey data collection is taking place**. Our team will move efficiently through the deliverable phases and work with LADOTD to resolve any comments on the design. Once final PS&E are developed, our team will work closely with LADOTD during the bidding phase to answer any RFI's or develop any plan addenda, as well as attend pre-construction meetings. Once construction begins, our engineers of record will review shop drawings/submittals, respond to RFI, and conduct site visits (including CEI inspectors if needed) to verify compliance with the contract documents. For movable bridges, our team will conduct training and functional checkout processes during the commissioning phase, at the end of construction, to facilitate an efficient transition to full operation.



19. Workload:

For all contracts where a firm on the team is a prime consultant or sub-consultant and where **a)** the consultant selection was made by DOTD, and **b)** a contract was executed by the consultant and the contracting entity by the date the advertisement for this proposal was posted, list all work meeting the following criteria:

- 1) one of the team's firms is responsible for the performance of the work;
- 2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;
- 3) the work has not yet been performed and invoiced; and
- 4) the work is not currently suspended for an indefinite period of time.

For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually.

List only the portion of the fees attributable to firms on the team.

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
HDR Engineering, Inc.	Bridge	4400024186/H.015472	LADOTD Br Preservation TO4 - Project # 10390676	\$109,610
	Planning	4400026365/H.015223.2	Baton Rouge to New Orleans Rail Corridor Environmental Study – Project # 10368719	\$797,414
	Bridge	4400021517	Contract 5 for Movable Bridges (6) – Project # 10360261	\$1,737,459
	Bridge	4400024186	LADOTD LA301 Priest Canal TO#5 – Project # 10431757	\$87,000
	Planning	4400032783/H.015223.2	Baton Rouge – New Orleans Passenger Rail - Project #10437089	\$6,142,637
APS Engineering & Testing, LLC	CE&I/OV	4400024653/ H.01254.6	Wiggins Bayou Bridge	\$37,790
	Geotech	4400019337/ H.014247	LA 399 Bridges Near Fullerton	\$24,307
	Geotech	4400019337/ H.014245	LA 119; Bayou Pierre & Creek Bridges	\$23,654
	Geotech	4400024653/ H.014982.5	Marathon Rd over Dry Creek	\$25,056
	Geotech	4400019011/ H.012068.5	LA 1026 Creek Bridge	\$12,900
	Geotech	4400024653/ H.014978.5	Bellard Loop over Untamed Drainage Ditch	\$28,545
	Geotech	4400024653/ H.016323.5	LA 37 Glass Branch Bridge	\$6,431
	Geotech	4400024653/ H.016326.5	LA 36 Drain Bridge Pearl	\$11,451
	Geotech	4400024653/ H.016322.5	LA 81: W-11 Lateral & Bayou Black Bridges	\$15,804
	Geotech	4400024653/ H.016312.5	LA 3116 Creek Bridges	\$20,014
	Geotech	4400024653/ H.004005.5	I-10 LA415 to Essen Lane on I-10 and I-12	\$55,900
	Geotech	4400024653/ H. 016321.5	LA 970 Creek Bridge	\$5,123
	Geotech	4400024653/ H.016311.5	LA 1123 Box Culvert Creek Bridge	\$22,194
	Geotech	4400024653/ H.016324.5	LA 1047 Drain Bridge	\$6,946
	CE&I/OV	4400024653/ H.014560.6	LA-94 Vermillion River Bridge	\$33,507
Bridge Diagnostics, Inc.	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide TO3	\$28,255

Prime consultant name: HDR Engineering, Inc.

	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide TO4	\$19,712
	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide TO5	\$328,295
	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide TO6	\$397,990
	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide TO7	\$307,738
	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide TO8	\$43,394
	Bridge	44-24187 H.004647.6	I-20 Miss. R. Bridge Geotechnical & Stru IDIQ Contract for Bridge Preservation Statewide TO 15	\$232,330
	Bridge	4400023812	Mast Plan Development for the Weigh Station Assessment, Rehabilitation, and Plan Development Statewide TO3	\$875,291
C.H. Fenstermaker & Associates, L.L.C.	Road	Contract No. 400005673 State Project No. H.011235.5	I-49 South @ Verot School Road US 90	\$16,514
	Road	Contract No. 4400020291 State Project No. H.012869	LA 182 (UNIV) @ LA 723(RENAUD) Roundabout LA 182 and LA 723	\$164,615
	Bridge	Contract No. 4400025023 State Project No. H.015513	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Elenor Road Over Coulee	\$31,400
	Bridge	Contract No. 4400025023 State Project No. H.015335	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Puma Road Over Coulee	\$18,250
	Bridge	Contract No. 4400025023 State Project No. H.015516	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Bieber Road Over Nezpieque Bayou	\$23,200
	Bridge	Contract No. 4400025023 State Project No. H.015512	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Mullins Road Over Tete Bayou	\$36,800
	Bridge	Contract No. 4400025023 State Project No. H.015511	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 E. Martial Ave. Over Coulee	\$6,450
	Bridge	Contract No. 4400025023 State Project No. H.015515	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Andover Road Over Indian Bayou Lateral	\$33,500
	Bridge	Contract No. 4400025023 State Project No. H.015514	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Sarah Dee Pkwy. Over Coulee	\$73,500

Prime consultant name: HDR Engineering, Inc.

	Bridge	Contract No. 4400025023 State Project No. H.015505	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Solid Waste Water Road Over Bayou Boeuf	\$2,750
	Bridge	Contract No. 4400025023 State Project No. H.015510	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Phillip Street Over Drainage Bayou	\$79,050
	Bridge	Contract No. 4400025023 State Project No. H.015509	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Huval Street Over True Canal	\$39,900
	Bridge	Contract No. 4400025023 State Project No. H.015508	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Adam Guidry Road Over Coulee	\$80,500
	Bridge	Contract No. 4400025023 State Project No. H.015507	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Minos Road Over Coulee	\$43,100
	Bridge	Contract No. 4400025023 State Project No. H.015506	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Aristide Road Over Coulee	\$41,900
	Bridge	Contract No. 4400025023 State Project No. H.015517	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program District 03 Guegnon Street Over Youngs South Coulee	\$90,150
	Road	Contract No. 4400025625 State Project No. H.014622.2	St. Nazaire Road Ext: LA 96 – Corne Road	\$119,445
	Environmental	Contract No. 4400027474	IDIQ Contract for Environmental Permitting and Biological Services Task Order No. 2 MS4 Permitting Support	\$51,462
Civil Design & Construction, Inc.	Survey	4400027093/H.014041	LA 92 ROW Maps	\$60,342
	Survey	4400026026; H.016037	LA 1138-1 & LA 1138-2	\$371,329
Meyer Engineers, Ltd.	CE&I/OV	#4400017430 / H.001498	LA 24 & LA 316: Company Canal Bridge (CE&I)	\$65,608
	Road	#4400023075 / H.013522	S. Lewis Street Widening	\$192,268
	CE&I/OV	#4400025412 / H.006459.6 (CE&I)	Roundabout Churchpoint Road and Roddy Road (CE&I)	\$323
	CE&I/OV	#4400025702 / H.013813.6 (CE&I)	Vintage Drive Multi Use Path: Power - Wilson (CE&I)	\$49,752
	CE&I/OV	#4400024021/#4400024022 H.015028 / H.002264	Bayou Barataria MB Replacement, Phase I (CE&I) Bayou Barataria MB Replacement (CE&I)	\$128,348
	Road	#4400027183 / H.016012 – Task 1	IDIQ Contract for Design of Transportation Alternatives Projects Statewide	\$10,031

	CE&I/OV	#4400027183 / H.01582.5 – Task 2	LA Hwy. 403 Sidewalks (Paincourtville)	\$150,636
	CE&I/OV	#440027183 / H.015860.5 – Task 3	LA 1 & LA 308 Sidewalks (Belle Rose)	\$256,689
	CE&I/OV	#4400029079 H.014625.6	Terry Parkway: LA 23-US 90B	\$24,747
	CE&I/OV	#44000291536 H.014682	Veterans Boulevard: David Drive to Clearview	\$128,692
	Road	#4400027760 H.014509.5	Doucet Road Sidewalks	\$184,410
	CE&I/OV	#4400028908 H.014334.6	Bonnabel Boulevard: Metairie Road – I-10 (CE&I)	\$58,309
	Bridge	#440021517 H.011998 H.011990 H.013819 H.011997 H.010001	DOTD Contract 5 for Movable Bridges (6): Abbeville Bypass Milton Parks Old Abbeville West Fork Ellender	\$27,380 \$27,380 \$27,380 \$27,380 \$27,380 \$27,380
	CE&I/OV	#4400030093 H.015547 H.014837	IDIQ Contract for Construction, Engineering and Inspection Task Order 1 – Alphonse Forbes over Drainage Bayou Task Order 2 – LA 30	\$173,129 \$390,670
	Road	#440014181 H.011310	Ford Street Extension	\$222,686
Moffatt & Nichol Inc.	Bridge	#4400021514 H.012003 H.011995 H.010007 H.012568 H.012000	DOTD Contract 2 for Movable Bridges (5): Bayou Tigre St. Martinville Pierre Pass Kelso Little Prairie	\$25,473 \$25,923 \$26,074 \$26,334 \$27,000
	Bridge	4400029207; H.009730.5	LADOTD IDIQ Contract for Underwater Inspections – Task Order 1	\$3,389,116
	Bridge	4400023512; H.009730.5	LADOTD IDIQ Contract for Complex Bridge Inspections – Task Order 8	\$150,263
	Bridge	4400024187; H.014609.1	LADOTD IDIQ Contract for Bridge Preservation – Task Order 14 Cameron Ferry Landing Replacement	\$40,028
	Other (Rail)	4400011834; H.012811.1	LADOTD Railroad Inventory Systems Railroad Inventory Upgrade – Supplemental Agreement 1	\$48,239

(Add rows as needed)

DO NOT SUM

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

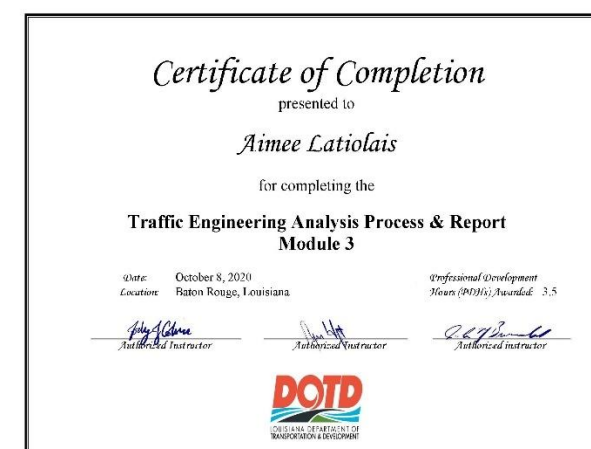
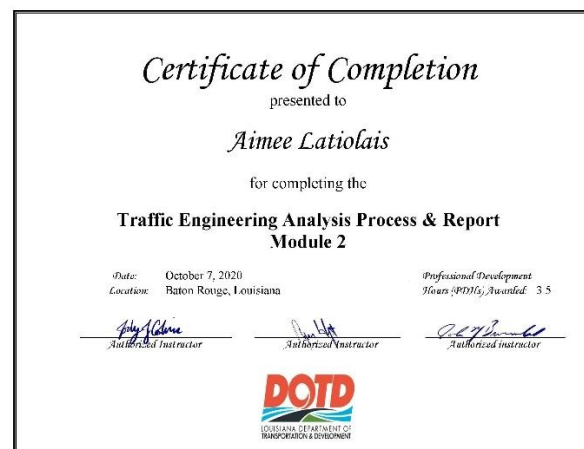
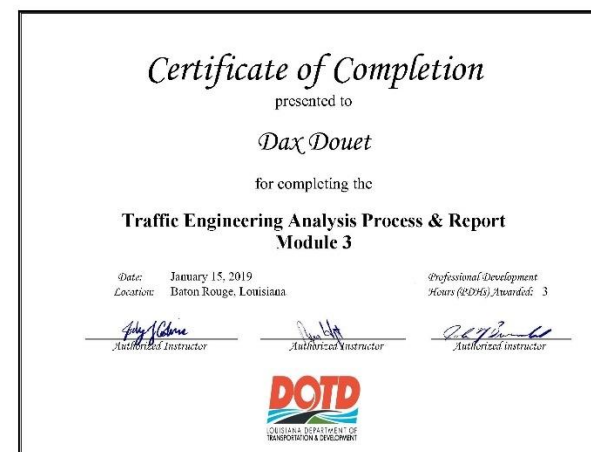
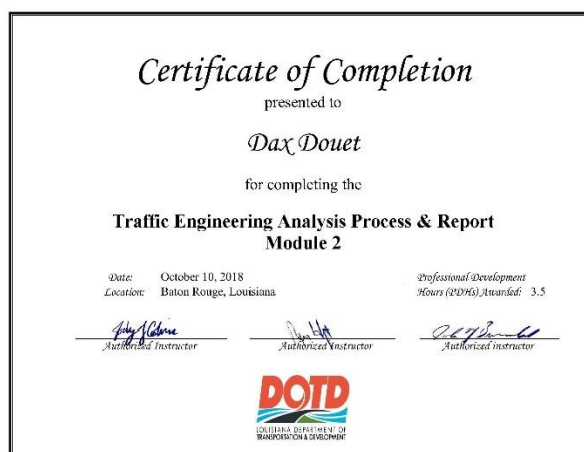
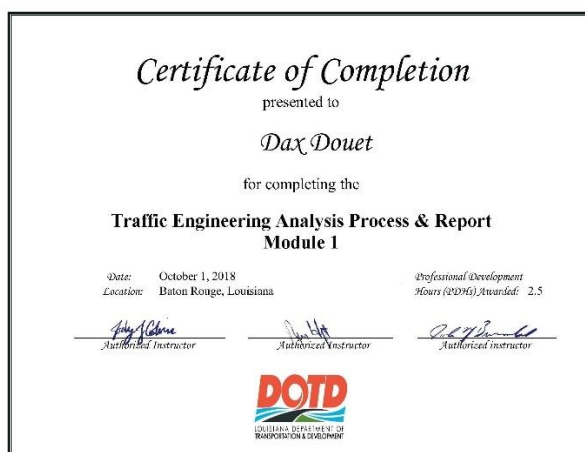
** Round to the nearest dollar. **Do not** round to the nearest thousands. If there are no active contracts with a remaining unpaid balance, place N/A in the Remaining Unpaid Balance column. **NOTE: ALL FIRMS MUST BE REPRESENTED IN THIS TABLE.** LEAVING THE “REMAINING UNPAID BALANCE” COLUMN BLANK IS NOT ACCEPTABLE.

20. Certifications/Licenses:

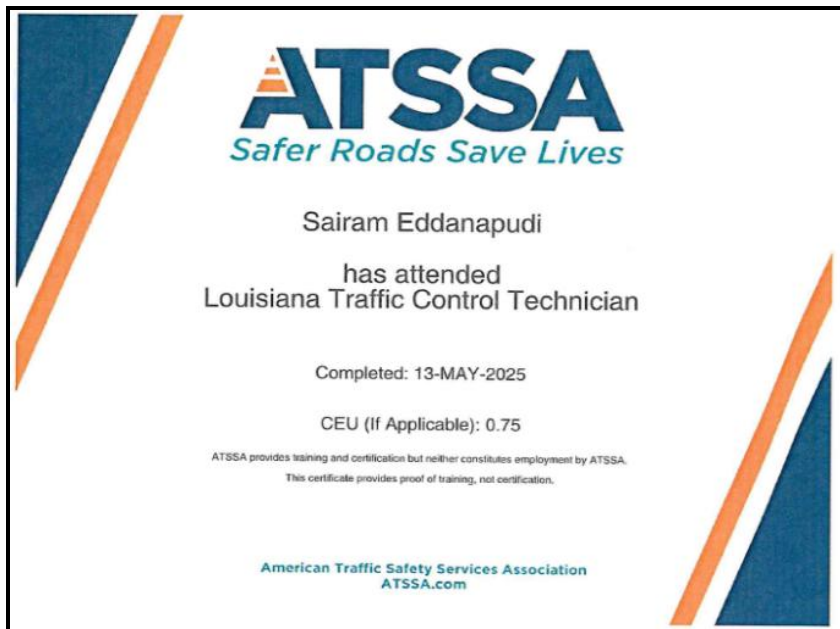
MPR 11 Certifications (HDR)



Three modules of the Traffic Engineering Process and Report Course (CHF)



APS Traffic Control Certifications



BDI Traffic Control Certifications

ROAD WORK RESOLUTIONS LLC

Brett Morgan

52362 S. Evans Rd.

Independence, La. 70443

(985) 969-5220

September 16, 2025

To whom it may concern,

This letter is to verify that the below listed students with BDI completed the specified La. DOTD required ATSSA courses in New Orleans, La.

September 3, 2025 La. Specific TCS Refresher:

1. *Steven Fall*

This letter will serve as temporary proof of completion until the employees' official certificate arrives to them by mail from ATSSA. The official certificate will expire in 4 years.

If there are any questions regarding this matter, please feel free to call me or Mr. Dallas Balmer of the La. DOTD. His contact information at the La. DOTD headquarters is (225) 379-1584.

Best regards,



Brett Morgan

985-969-5220

ATTSA Master Certified Instructor

CHF Traffic Control Certifications



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Travis Bodin
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

9/23/2022 to 9/23/2026
Training Valid Through

Ramona Smith
Director of Training

Lafayette, LA
Location

Alan Teichner
President, CEO

ATSSA provides training and certification but neither constitutes employment by ATSSA.



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Justin Bordelon
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

9/23/2022 to 9/23/2026
Training Valid Through

Ramona Smith
Director of Training

Lafayette, LA
Location

Alan Teichner
President, CEO

ATSSA provides training and certification but neither constitutes employment by ATSSA.



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Aimee Latiolais
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

9/23/2022 to 9/23/2026
Training Valid Through

Ramona Smith
Director of Training

Lafayette, LA
Location

Alan Teichner
President, CEO

ATSSA provides training and certification but neither constitutes employment by ATSSA.



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Lance Fontenot
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

9/23/2022 to 9/23/2026
Training Valid Through

Ramona Smith
Director of Training

Lafayette, LA
Location

Alan Teichner
President, CEO

ATSSA provides training and certification but neither constitutes employment by ATSSA.



American Traffic Safety Services Association ATSSA.com



Dax Douet
has attended
Louisiana Traffic Control Supervisor

Completed: 15-MAY-2025

CEU (If Applicable): 1.5

ATSSA provides training and certification but neither constitutes employment by ATSSA.
This certificate provides proof of training, not certification.

American Traffic Safety Services Association
ATSSA.com

CDC Traffic Control Certifications



Christopher Ballard
has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 14-MAR-2025

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
This certificate provides proof of training, not certification.

American Traffic Safety Services Association
ATSSA.com



Scott Benton
has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 23-FEB-2024

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
This certificate provides proof of training, not certification.



American Traffic Safety Services Association
ATSSA.com



Jacob Stoehr
has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 14-MAR-2025

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
This certificate provides proof of training, not certification.

American Traffic Safety Services Association
ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Drennon Humphreys
has attended
Louisiana Traffic Control Supervisor
Training Course

7/12/2023 to 7/12/2027
Training Valid Through

Baton Rouge, LA
Location

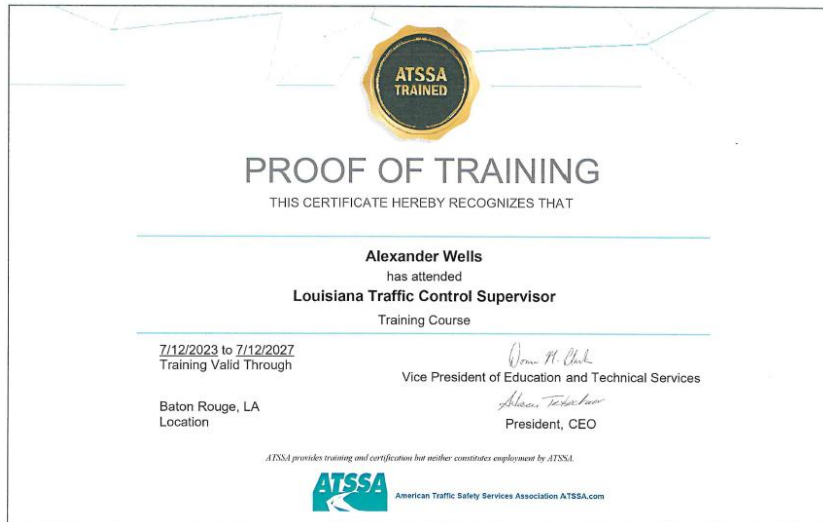
Donna M. Clark
Vice President of Education and Technical Services

Sharon T. Hatcher
President, CEO

ATSSA provides training and certification but neither constitutes employment by ATSSA.



American Traffic Safety Services Association ATSSA.com



ATSSA American Traffic Safety Services Association
Safer Roads Save Lives

This is to affirm that

DRENNON HUMPHREYS
has satisfied the requirements to be designated as a
CERTIFIED FLAGGER

Issue Date 6/2/2025 Instructor Name Debbie Purcella
Exp. Date 6/2/2029
State Issued LA *Debbie Purcella*
Instructor Signature

V0000380007 Verify at Flagger.com

ATSSA American Traffic Safety Services Association
Safer Roads Save Lives

This is to affirm that

ALEXANDER WELLS
has satisfied the requirements to be designated as a
CERTIFIED FLAGGER

Issue Date 1/29/2024 Instructor Name Debbie Purcella
Exp. Date 1/29/2028
State Issued LA *Debbie Purcella*
Instructor Signature

V0000262405 Verify at Flagger.com

HDR Secretary of State Certification

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
HDR ENGINEERING, INC.	Business Corporation (Non-Louisiana)	OMAHA	Active

Previous Names

HDR INFRASTRUCTURE, INC. (Changed: 12/3/1987)

Business: HDR ENGINEERING, INC.

Charter Number: 34178558F

Registration Date: 6/17/1985

Domicile Address

1917 S. 67TH STREET
OMAHA, NE 68106

Mailing Address

1917 S. 67TH STREET
OMAHA, NE 68106

Principal Business Office

1917 S. 67TH STREET
OMAHA, NE 68106

Registered Office in Louisiana

201 RUE BEAUREGARD, STE. 202
LAFAYETTE, LA 70508

Principal Business Establishment in Louisiana

5750 JOHNSTON STREET
SUITE 105
LAFAYETTE, LA 70503

Status

Status: Active

Annual Report Status: In Good Standing

Qualified: 6/17/1985

Last Report Filed: 5/27/2025

Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent:	REGISTERED AGENTS INC
Address 1:	201 RUE BEAUREGARD, STE. 202
City, State, Zip:	LAFAYETTE, LA 70508

Prime consultant name: HDR Engineering, Inc.

APS Secretary of State Certification

Name	Type	City	Status
APS ENGINEERING AND TESTING, LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

Business: APS ENGINEERING AND TESTING, LLC
Charter Number: 40911984K
Registration Date: 8/9/2012

Domicile Address

1645 NICHOLSON DR
 BATON ROUGE, LA 70802

Mailing Address

5261 HIGHLAND RD. #320
 BATON ROUGE, LA 70808

Status

Status: Active
Annual Report Status: In Good Standing
File Date: 8/9/2012
Last Report Filed: 7/15/2025
Type: Limited Liability Company

Registered Agent(s)

Agent: SERGIO AVILES
Address 1: 5261 HIGHLAND RD. #320
City, State, Zip: BATON ROUGE, LA 70808
Appointment Date: 6/25/2018

Officer(s)

Additional Officers: No

Officer: SERGIO AVILES
Title: Member
Address 1: 5261 HIGHLAND RD. #320
City, State, Zip: BATON ROUGE, LA 70808

BDI Secretary of State Certification

9/22/25, 10:38 AM

Commercial - Search

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
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)

Prime consultant name: HDR Engineering, Inc.

CHF Secretary of State Certification

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
C. H. FENSTERMAKER & ASSOCIATES, L.L.C.	Limited Liability Company	LAFAYETTE	Active

Previous Names

C. H. FENSTERMAKER & ASSOCIATES, INC. (Changed: 12/31/2011)

Business: C. H. FENSTERMAKER & ASSOCIATES, L.L.C.

Charter Number: 33922270K

Registration Date: 8/10/1982

Domicile Address

135 REGENCY SQUARE
LAFAYETTE, LA 70508

Mailing Address

P.O. BOX 52106
LAFAYETTE, LA 70505

Status

Status: Active

Annual Report Status: In Good Standing

File Date: 8/10/1982

Last Report Filed: 7/11/2025

Type: Limited Liability Company

Registered Agent(s)

Agent:	WILLIAM H. FENSTERMAKER
Address 1:	135 REGENCY SQUARE
City, State, Zip:	LAFAYETTE, LA 70508
Appointment Date:	8/12/1993

Officer(s)

Additional Officers: No

Officer:	W. H. FENSTERMAKER
Title:	Manager, Member
Address 1:	135 REGENCY SQUARE
City, State, Zip:	LAFAYETTE, LA 70508

CDC Secretary of State Certification

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
CIVIL DESIGN & CONSTRUCTION, INC.	Business Corporation	PORT ALLEN	Active

Previous Names

Business: CIVIL DESIGN & CONSTRUCTION, INC.

Charter Number: 35961196D

Registration Date: 6/15/2005

Domicile Address

3251 SOUTHERN PACIFIC ROAD

PORT ALLEN, LA 70767

Mailing Address

P O BOX 857

PORT ALLEN, LA 70767

Principal Office Address

3251 SOUTHERN PACIFIC ROAD

PORT ALLEN, LA 70767

Status

Status: Active

Annual Report Status: In Good Standing

File Date: 6/15/2005

Last Report Filed: 5/17/2024

Type: Business Corporation

Registered Agent(s)

Agent: KARLA E. WESTON
Address 1: 7951 FALSE RIVER ROAD
City, State, Zip: NEW ROADS, LA 70760
Appointment Date: 6/15/2005

Officer(s)

Additional Officers: No

Officer: KARLA E. WESTON
Title: President
Address 1: 7951 FALSE RIVER ROAD
City, State, Zip: OSCAR, LA 70762

Mergers (1)

Filed Date	Effective Date:	Type	Charter#	Chater Name	Role
10/6/2006	10/6/2006	MERGE	35961196D	CIVIL DESIGN & CONSTRUCTION, INC.	SURVIVOR
			34220123D	PAE, INC.	NON-SURVIVOR

Amendments on File (3)

Description	Date
Disclosure of Ownership	9/7/2006
Domicile, Agent Change or Resign of Agent	9/11/2006
Merger	10/6/2006

Print

Prime consultant name: HDR Engineering, Inc.

Meyer Engineers Secretary of State Certification



Louisiana
**SECRETARY
OF STATE**
NANCY LANDRY



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Name	Type	City	Status
MEYER ENGINEERS, LTD.	Business Corporation	METAIRIE	Active

Previous Names

Business: MEYER ENGINEERS, LTD.

Charter Number: 33505960D

Registration Date: 7/13/1981

Domicile Address

4937 HEARST ST., SUITE 1B
 METAIRIE, LA 70001

Mailing Address

4937 HEARST ST., SUITE 1B
 METAIRIE, LA 70001

Principal Office Address

4937 HEARST ST., SUITE 1B
 METAIRIE, LA 70001

Status

Status: **Active**
 Annual Report Status: **In Good Standing**
 File Date: 7/13/1981
 Last Report Filed: 7/10/2024
 Type: Business Corporation

Registered Agent(s)

Agent: DONOVAN DUFFY
 Address 1: 4937 HEARST ST.
 Address 2: SUITE 1B
 City, State, Zip: METAIRIE, LA 70001
 Appointment Date: 7/10/2024

Prime consultant name: HDR Engineering, Inc.

Moffatt & Nichol Secretary of State Certification

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
MOFFATT & NICHOL INC.	Business Corporation (Non-Louisiana)	LONG BEACH	Active

Previous Names

MOFFATT & NICHOL, ENGINEERS, INC. (Changed: 11/17/2003)

Business: MOFFATT & NICHOL INC.

Charter Number: 34527896F

Registration Date: 5/23/1996

Domicile Address

4225 E. CONANT STREET, SUITE 101

LONG BEACH, CA 90808

Mailing Address

4225 E. CONANT STREET, SUITE 101

LONG BEACH, CA 90808

Principal Business Office

4225 E. CONANT STREET, SUITE 101

LONG BEACH, CA 90808

Registered Office in Louisiana

3867 PLAZA TOWER DR.

BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

301 MAIN STREET

SUITE 800

BATON ROUGE, LA 70801

Status

Status: Active

Annual Report Status: In Good Standing

Qualified: 5/23/1996

Last Report Filed: 4/23/2025

Type: Business Corporation (Non-Louisiana)

21. QA/QC Plan:

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



QA/QC Plan

LADOTD

IDIQ Contracts for Bridge Preservation

Contract Nos. 4400033117, 4400033118, and
4400033119

Baton Rouge, LA

September 23, 2025



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1 General Project Information

This plan will be used throughout the duration of the project and will follow the guidelines depicted in the LADOTD Bridge Design and Evaluation Manual – Part I - Policies and Procedures and attachments herein. This project involves the inspection, rehabilitation/preservation of several bridge structures statewide.

Client	Louisiana Department of Transportation and Development (LADOTD)
Project Name	<i>Contract No. 4400033117, 4400033118, and 4400033119 – IDIQ Contract for Bridge Preservation</i>
HDR Project Number	TBD

Rev No.	Description	Date
0	Initial - 4400033117, 4400033118, and 4400033119	September 2025

2 Project Purpose and Objective

2.1 Project Background and Purpose

HDR will support LADOTD with engineering services for bridge preservation as noted below:

From the Scope of Services noted in the advertisement:

1. Bridge Design Services

1.1 General Bridge Engineering Services

Provide bridge engineering services for fixed and movable bridges. Bridge project types may include, but are not limited to, new bridges, bridge replacements, bridge rehabilitation, bridge preventive maintenance and repair, and roadway lighting. Bridge engineering services include, but are not limited to, structural, mechanical, electrical, and architectural feasibility, design, and plan development and the following:

- *Bridge/structural inspection and evaluation of existing bridges or other structures (sign trusses, fender systems, etc.). Associated reports shall be provided as required.*
- *As-designed, as-built, and condition bridge ratings.*
- *Design peer review of developed plans or conceptual designs to verify concept, constructability, and accuracy of designs along with associated reports, conclusions, calculations, and recommendations as needed.*
- *Construction engineering support including construction drawing review, shop drawing review, request for information support, contractor proposals, etc.*

1.2 Sampling, Instrumentation, and Non-destructive Testing

Provide sampling, instrumentation, and non-destructive testing services. These services may include, but are not limited to, collection of samples of materials from existing structures for evaluation, diagnostic and/or proof testing to determine specific structure response characteristics and/or to determine the causation of observed distresses, instrumentation, and the following:

Sampling

- *Collection of samples.*
- *Evaluation of protective coating material samples for determination of compatibility with proposed coatings, analysis for heavy metals, proper procedures for treatment, handling, disposal of waste, etc.*

Instrumentation

- *Design of instrumentation plans. Installation of instrumentation, data acquisition, analysis, and evaluation of structure based on instrumentation plan.*



- *Provision and installation of instrumentation, including all materials required to mount the instrumentation.*
- *Provision of data acquisition systems, software updates, power supplies, communication to data servers, data hosting services, maintenance, and data access to DOTD.*
- *Calibration services for instrumentation systems and sensors.*
- *Maintenance services to repair and/or replace sensors, data acquisition systems, and power supplies.*
- *Analysis and evaluation of accumulated data and final assessments and development of corresponding reports based on data and associated calculations.*

Non-destructive Testing

- *Proof loading.*
- *Estimation of concrete strength.*
- *Assessment of reinforcement condition, cover, location, and diameter.*
- *Detection of cracks, voids, and delamination in concrete.*
- *Assessment of steel member condition.*

2. Geotechnical Services

Provide all geotechnical services necessary to perform geotechnical investigations, analysis, and design. These services may include, but are not limited to, the following:

- *Geotechnical field investigations including both shallow and deep soil borings.*
- *Geotechnical laboratory testing and analysis.*
- *Preparation of soil boring logs.*
- *Geotechnical analysis and design based on obtained data or data furnished by DOTD.*
- *Construction related engineering services.*

3. Road Design and Traffic Services

Provide all services necessary to perform hydraulic, road, and traffic investigation, analysis, and design. These services may include, but are not limited to, the following:

- *Preliminary and final roadway design and plan development.*
- *Hydraulic analysis and design.*
- *Traffic engineering, traffic control design, and data collection.*
- *Transportation Management Plan (TMP) development.*

4. Surveying and Title Work Services

Provide all surveying and title work services necessary to perform topographic, and boundary surveying, develop right-of-way maps, and provide other existing site data. These services may include, but are not limited to, the following:

- *Topographic surveying, 3D laser scanning, and underwater acoustical imaging including both multi-beam and side scan hydrographic surveys.*
- *Property and boundary surveying.*
- *Property title work including title research and reports.*
- *Construction related surveying services.*

5. Bridge Inspection Services

Provide all services required to perform Statewide NBIS In-Depth Inspections of complex structures. These services may include, but are not limited to, the following:

- *Detailed in-depth field inspection on all bridge components, including an element level inspection. An NBIS underwater bridge inspection may be required for submerged elements.*
- *Assessment of the coating system, conducted by a certified SSPC Protective Coating Specialist or a certified NACE Bridge Coating Inspector.*
- *In-depth inspection report outlining recommended repairs, rehabilitation, and corrections.*

6. Environmental and Permitting Services

Provide all environmental and permitting services necessary to obtain State, Federal, and local approvals, including project permits. Required permits may include, but are not limited to, the following:

- *Coastal Use permits (CUP) from the LA Department of Natural Resources.*
- *Wetland permits (404 and Nationwide) and Section 10 permits from the US Army Corps of Engineers.*
- *Water Quality Certification from the LA Department of Environmental Quality.*
- *Scenic Stream permits from the LA Department of Wildlife and Fisheries.*
- *Bridge permits from the US Coast Guard.*
- *Levee permits from various levee boards.*

2.2 Document Objective

The QA/QC Document objective is to describe the best practices for implementing HDR's QC and QA processes on bridge (all disciplines) and structural design work. It will lay out a framework that will follow the requirements for the LADOTD Quality Control and Quality Assurance policies and guidance. The **QA/QC processes will be clearly described to verify accuracy in design, plan details, and construction related activities**. As defined in paragraph 3.2 of the Bridge Design and Evaluation Manual Part I – Policies and Procedures:

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



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

LADOTD's QA/QC process is outlined with the following steps:

1. Selection of a Qualified Design Team
2. Development of Project Design Criteria
3. Development of Designs and Plan Details by the Designer and Detailer (T,S, & L)
4. Quality Control (QC) of Designs and Plan Details by the Design Checker and The Detail Checker
5. Quality Assurance (QA) of Designs and Plan Details by the Reviewer
6. Peer Review
7. Sealing of Design Calculation Book and Plans by the Engineer of Record (EOR)
8. QA/QC for Design Activities after Final Plans are Signed by Chief Engineer
9. Archiving Bridge Design Files.
10. Construction Related Engineering Services.

As part of the QA/QC Plan herein we will demonstrate the following **criteria**:

- A. Understanding of our team's role and responsibility as part of the QA/QC process
- B. Understanding of the QA/QC concepts in Bridge Design
- C. Responsibilities of roles: Designer, Checker, Reviewer, and Engineer of Record
- D. Provide a description of the QC and QA processes and their effectiveness to ensure accuracy in the designs and plan details
- E. Identification of our team's personnel qualified to perform the bridge design QA/QC for the designs and plans
- F. Illustrate use of QA/QC tools such as checklists, standard forms, training materials that HDR uses throughout the process

3 QA/QC Process and Development

3.1 Selection of a Qualified Team

The team presented in our form 24-102 for this contract describes our team organization and qualifications to deliver this project with the quality and timeliness LADOTD expects.

Our team of experts has successfully delivered designs with similar scopes of work nationally for several DOT's. Our roster consists of strong national/regional expertise coupled with local senior staff who have worked with LADOTD for years. Our Project Manager, Wesley Jacobs has been involved with several LADOTD bridge designs over his 27-year career. He is currently serving as the HDR PM for our work on the current Bridge Preservation IDIQ and the Contract for Movable Bridges (5). Ron Sanchez, our proposed structural lead, has over 24 years of bridge design experience and will support Mr. Jacobs as the structural technical lead for executing this scope of services. Raphael Costa, HDR's National Movable Bridge Program Manager and electrical lead for this contract, has over 24 years' experience in the design and rehabilitation of movable bridges. Our other team members are noted in our organizational chart within our 24-102 and shows the depth of experience and team resources that we have to execute this work efficiently. Matt McGuire has over 24 years' experience and will serve as our mechanical engineering lead. John Danielsen has over 40 years' of bridge design experience and will serve as our team's overall QA/QC Leader.

3.2 Development of Project Design Criteria

Development of design criteria for each bridge project, at the outset, will be key to the success and quality of the project. The team will use the LADOTD Design Criteria Checklist in *Appendix A* as a base document to build a comprehensive set of criteria to maximize performance of the rehabilitated structure. We will work closely with the LADOTD PM for review and approval of the criteria before any design work begins. The design criteria document will be a "living" document and kept up to date in the event scenarios change as part of the design process. Along with the criteria will be a list of design assumptions which will be referenced in the calculations package as well as the drawings when appropriate.

3.3 Development of Designs and Plan Details by the Designer and Detailer

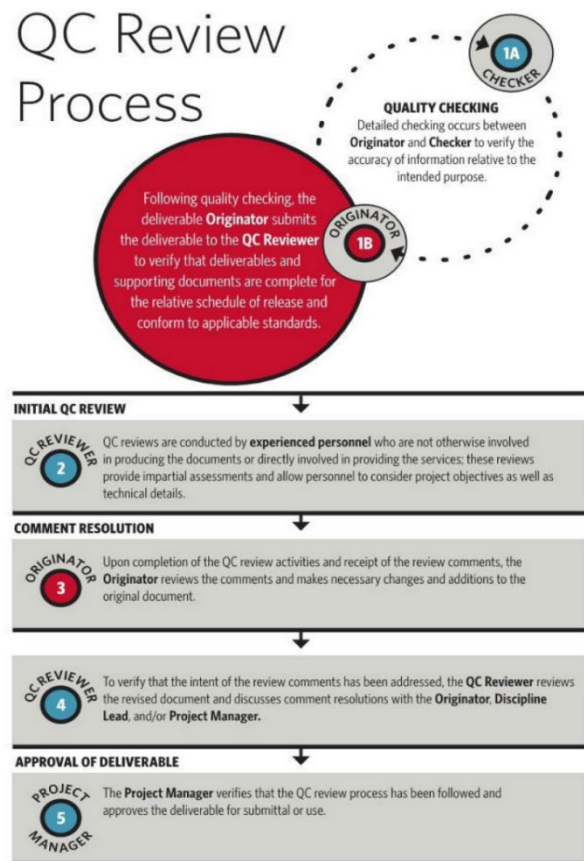
Our team has experience working cohesively to develop comprehensive design packages for multiple projects simultaneously if required. Our engineering leads will be directly responsible for the designs in their purview. They will direct their teams during the development of the design calculations, drawings, special provisions, and cost estimates. The project design criteria will be used as a framework to develop the preliminary plans and submitted to LADOTD for approval prior to proceeding to full design of the bridge components. The multi-disciplined design calculations will be organized in a clear and succinct manner for ease of reference/review. The calculations package will utilize the Final Calculation Book Checklist in *Appendix B* and will include the complete book therein. Close coordination between design engineer and CADD designers will be key to clear, concise sections and details that are consistent with the calculations. We understand that **LADOTD is not responsible for performing QA/QC of our work.**

3.4 Quality Control (QC) of Designs and Plan Details by the Design Checker and The Detail Checker

Our Quality process at HDR is similar to the requirements in the LADOTD BDEM. We **understand the QA/QC concepts that are needed for bridge preservation/rehab design** in depth and employ them daily on our projects. Ours is a two-step process of checking and independent QC Review. Our design engineers will serve as “Originators” of the particular calculations or plans/details and will be submitted to design checkers as the initial step in the quality process prior to the package going to the independent reviewers. For any design component, we will confirm that the design engineer and the QC Check Engineer are Licensed in LA as Professional Engineers. The comments and markups on the calculations and drawings will be developed and resolved between the two for each discipline. This process will be completed prior to each submittal. The checkers will verify, at a minimum, the accuracy of the following:

- Calculations
- Pay items
- Quantities
- Special provisions
- Cost estimate
- Plans and details
- CAD standards adherence

Once the Checking Process is complete, the package can then be sent to the independent QA Reviewers. These reviewers will be experienced, licensed engineers and will be independent of the actual design to promote objectivity and a “fresh set of eyes” approach. Two methods we typically employ to capture comments/responses is use of a comment log denoting type of comment, location, and the referenced document or the use of Bluebeam Studio Sessions (efficient tool to capture comments/responses/closeout directly within the pdfs). The design engineer will be required to resolve each comment with a final backcheck/closeout (including revised design documents) by each QA reviewer. The overall QA/QC information package **checklist** will serve as the main items to be reviewed and is located in *Appendix C*. Each QA reviewer will be required to sign off that the review is complete, and comments were closed and resolutions verified. Our internal HDR QC Review Form will be used in conjunction with the LADOTD QA/QC Certification document, both located in *Appendix D*. **This process defines the roles and responsibilities of the Designer,**



Checker, and Reviewers. Within HDR, we have as part of our Quality Management System (QMS), **best practices, guidelines and checklists** that will be used to supplement the documents provided by LADOTD within the appendices. These best practices not only include checklists and describe how checking/reviews are to be conducted, but they provide guidance on developing review comments:

POOR COMMENTS 	GOOD COMMENTS 
Have no basis in requirements	Cite a specific applicable project requirement
Attempt to start a discussion (e.g., requests for meetings)	Are detailed about what is non-compliant in the design
Ask open-ended questions	Are clear about the parameters of the fix needed
Have you thought about ...?	Are made once with references to other places in the document where they apply
Why not...?	Can be understood by 3rd party Auditors based on the documents alone
Consider...	Are easily closed if preferential
It might be better to...	
Although what you show is fine, maybe...	
I do not understand...	
Please explain...	
Repeat earlier comments each time they apply	
<i>Example: "As per the suggestions I emailed, have you considered increasing the doodad angle? Let's discuss."</i>	<i>Example: "The doodad angle of 35 degrees shown on Detail A is below the TP 1.2.3 requirement of 45 degrees (min). Revise details to meet TP 1.2.3 requirements."</i>

3.5 Quality Assurance (QA) of Designs and Plan Details by the Reviewer

Our reviewers will execute the final step in the quality process and conduct the QA review of the QC and Checking documentation to verify that each area has been completed, applicable processes were followed and every comment was closed out with the appropriate sign-offs. Our reviewers will conduct a final overall cursory review which will focus on constructability of the design/details and look for any "big picture" items which could cause issues during bidding and construction. Certification/review forms will be signed and included with the final package as noted in the requirements. John Danielsen, Mitchel Wisniewski and Stephen Grabowski will serve as our Reviewers.

3.6 Peer Review

HDR will work with LADOTD should a peer review be requested by the Bridge Design Administrator. Our team understands that an independent engineering entity will conduct this review and develop a separate set of calculations based on the drawings or perform a review of the provided designs per a set scope of work. Our team will work with LADOTD and peer review to close out any comments that arise out of the process and will use the Peer Review Resolution Agreement form included in *Appendix E*.



3.7 Sealing of Design Calculation Book and Plans by the Engineer of Record (EOR) and Responsibilities

Each project will be assigned one LA PE as the Engineer of Record (**EOR**), who will be **responsible** to supervise the design, and sign/seal the general notes in the plan set. The EOR will verify that the names of the designer, design checker, detailer, detail checker and reviewer are correctly shown on the title block of each plan sheets. The EOR will also stamp the plan sheets or designate a designer, design checker, or reviewer who shall be licensed in LA to stamp the sheets developed under their supervision. A seal sheet will be added as a sub-cover sheet to the calculation book which will also be signed by the EOR and the designated LA PE's for their areas of purview/discipline. Finally, the EOR will confirm that special provisions are stamped and accurately shown on the construction proposal.

3.8 QA/QC for Design Activities after Final Plans are Signed by Chief Engineer

Our team understands that the same QA/QC process, as noted herein, will be followed for any plan revisions, change orders or modifications that arise after the Chief Engineer signs the final plans.

3.9 Archiving Bridge Design Files

Our PM / EOR will work with LADOTD to properly archive the bridge design files within 30 days after the final stamped plans are submitted (calculation books, plans, special provisions, cost estimate and other pertinent documents such as plan revisions/modifications) in accordance with Bridge Design Section records retention policy. This policy document is shown in *Appendix F*.

3.10 Construction Related Engineering Services

If needed - Our approach during Construction Related Engineering Services (CRES) will mirror our quality process during design. Per the scope of services, we anticipate that CRES will encompass:

- Pre-construction Meeting
 - PM to coordinate with team members for attendance
- On-call Support/Coordination Meetings
 - PM to coordinate with team members for attendance
 - Minor plan revisions or design changes may be necessary. Any revisions will follow the same checking and reviewing process noted herein.
- Requests for Information (RFI) review and response
 - RFI's will be routed to each design lead as applicable for timely response back to LADOTD. RFI responses will be QC-checked and verified by a

discipline-appropriate engineer and reviewed by the PM prior to sending to LADOTD.

- Shop Drawings Reviews
 - PM will route shop drawings to respective design leads for timely review and comment development. We will use a Bluebeam to develop pdf markups or employ the use of a comment log if necessary. Shop drawing comments will be routed to QC checking reviews prior to submitting back to LADOTD.
- Change Order / Plan Modifications
 - Any change orders/plan modifications will be coordinated by the PM to the design leads and will follow the same quality review/checking process noted herein prior to submittal.
- Mechanical/Electrical Shop Inspections and Testing/Reports
 - PM will coordinate with design leads to perform shop inspections.
 - Testing reports will be routed to QC reviews prior to submitting to LADOTD
- Periodic Site Inspections
 - PM will coordinate with the respective discipline/design leads to attend as needed by the construction process.
 - For each site inspection, a trip report will be developed using a clear and concise template to capture any observations with photos, description of equipment, assemblies inspected and a list of any items not in compliance with the plans and specs. Trip reports will be reviewed by the PM at a minimum prior to submittal to LADOTD.
- Final Inspection/Testing/Report
 - PM will coordinate with the respective design leads to conduct final inspections and testing. The reports will contain observations with photos, descriptions of equipment, assemblies inspected, list of any items not in compliance with the contract documents and a description of testing performed on the mechanical and electrical systems. A summary of any adjustments made along with the performance results will be included. Final reports will be developed and routed to QC review with revisions made prior to submittal to LADOTD.



4 Project Team

The HDR team consists of highly qualified and experienced staff for this Project. Our team offers highly qualified professional personnel with a depth of experience combined with strong managerial skills. **Also as prime, we are responsible for the quality of each of our sub-consultants work and will require them to adhere to the framework of this QA/QC plan as a guide.** They will be expected to conduct their own internal QC reviews, with appropriate sign-offs, prior to submitting their work to us as prime for review.

We have presented, in our organizational chart, depth such that multiple rehab designs can be done simultaneously if required. However, the primary structure of our team will be such that the “Leads” will serve as the main engineering designers, with the other senior engineers serving as checkers. Should simultaneous projects be required, the teams will check and review each other’s work throughout the design process with our additional engineers to support in reserve as needed. The reviewers are also noted in the org chart and will serve to review each project during the contract period. Our team is **clearly identified in specific roles for design and QA/QC** in Table 2 below. As evidenced by the resumes in our 24-102 form, **our team is highly qualified to perform this work** for LADOTD.

Table 1. LADOTD

Team Members	Address	Contact Information
Contract Manager – Brian Allen	LADOTD Bridge Design	Brian.Allen@la.gov

Table 2. HDR’s Project Team

Name	Role	Telephone	Email
Wesley Jacobs	PM / Primary Engineer of Record	225-465-6361	Wesley.Jacobs@hdrinc.com
John Danielsen	Quality Lead / Structural Reviewer	954-270-9765	John.Danielsen@hdrinc.com
Stephen Grabowski	Mechanical Reviewer	914-438-1447	Stephen.Grabowski@hdrinc.com
Mitchell Wisniewski	Electrical Reviewer	973-454-4428	Mitchell.Wisniewski@hdrinc.com
Raphael Costa	Lead Electrical Designer	813-282-5388	Raphael.Costa@hdrinc.com
Jonathan Kohler	Electrical Checker	763-278-5967	Jonathan.Kohler@hdrinc.com
Matt McGuire	Lead Mechanical Designer	813-282-2484	Matthew.McGuire@hdrinc.com
Mike Carlton	Mechanical Checker	503-727-3934	Mike.Carlton@hdrinc.com

Table 2. HDR's Project Team

Name	Role	Telephone	Email
Ronald Sanchez	Lead Structural Designer	954-661-2032	Ronald.Sanchez@hdrinc.com
David Knickerbocker	Structural Checker	980-337-5061	David.Knickerbocker@hdrinc.com
Jason Clary	CADD/Detailer	225-465-6363	Jason.Clary@hdrinc.com
Jonathan Beaugh	CADD/Detail Checker	337-347-5608	Jonathan.Beaugh@hdrinc.com

Appendix A

Design Criteria Worksheet

Appendix A

Design Criteria Checklist

Design criteria for each project shall include, but not limited to, the following sections:

— **Cover sheet**

The following information must be included on the cover sheet:

- LADOTD project number
- Project name
- Revision date
- The Supervisor or Team Leader's signature and date

— **Governing Design and Construction Specifications and Other References**

A list of governing design and construction specifications and other references used for the project shall be included in this section. The edition number, interim revisions, and/or publication date must be specified for each reference.

— **Design Assumptions and Design Exceptions**

All design assumptions and design exceptions received must be included in this section along with supporting documents.

— **General Information**

The general information as listed below should be included in this section:

- Bridge information (no. of bridges, bridge clear width, length, no. of lanes, lane width, shoulder width, etc.)
- Road information (roadway classifications, design speed, traffic data, etc.)
- Vertical datum
- Vertical and horizontal clearances
- Other relevant information

— **Hydraulic Design Criteria**

All hydraulic design criteria (design year, design water elevations, scour depth and scour elevation, etc.) shall be included in this section and the information shall be provided by the Hydraulic Engineer.

— **Design Factors**

The ductility factor η_D , redundancy factor η_R , and operational importance factor η_I shall be listed in this section.

- **Design Loads**
All design loads (dead load, live load, wind load, thermal loads, vessel collision loads, seismic load, wave loads, etc.) used for the project shall be included in this section.
- **Limit States**
All applicable limit states for this project shall be listed in this section.
- **Bridge Barrier**
The design criteria, types, and test levels for bridge barriers shall be listed in this section. Standard plans and special details should be listed if they are utilized.
- **Guardrail**
The design criteria, types, and test levels for guardrails shall be listed in this section. Standard plans and special details should be listed if they are utilized.
- **Approach Slab**
Design criteria for approach slab shall be included in this section. Standard plans and special details should be listed if they are utilized.
- **Deck and Deck Drainage**
All design criteria for deck and deck drainage design shall be included in this section. Standard plans and special details should be listed if they are utilized.
- **Bearing**
All bearing types and design criteria for each bearing type shall be included in this section. Standard plans and special details should be listed if they are utilized.
- **Joint**
All joint types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.
- **Superstructure**
All superstructure types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.
- **Substructure**
All substructure types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.
- **Piles and Drilled Shafts**
All pile types, sizes, and structural design criteria shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Geotechnical Design**

All geotechnical design criteria shall be included in this section and the information shall be provided by the Geotechnical Engineer. Standard plans and special details should be listed if they are utilized.

— **Mechanical Design**

All mechanical design criteria shall be included in this section if applicable. Standard plans and special details should be listed if they are utilized.

— **Electrical/Lighting Design**

All electrical design criteria shall be included in this section if applicable. Standard plans and special details should be listed if they are utilized.

— **As-Designed Bridge Rating Criteria**

All as-designed bridge rating criteria shall be included in this section.

— **Software**

All software used for design and check shall be included in this section.

Appendix B

Final Calculation Book Index Checklist

Appendix B

Final Calculation Book Checklist

The final calculation book for each project shall include, but not limited to, the following sections:

— **Cover Sheet**

The following information must be included on the cover sheet:

- LADOTD project number
- Project name
- The title of “Final Calculation Book”
- The EOR’s seal with signature and date

— **Final Calculation Book Check List**

— **QC/QA Certifications**

— **Peer Review Resolution Agreement (if peer review is performed)**

— **Design Criteria**

— **Final Hydraulic Analysis Report from Hydraulic Engineer**

— **Final Geotechnical Analysis Report from Geotechnical Engineer**

— **Superstructure Design Calculations**

— **Substructure Design Calculations**

— **Quantity Calculations**

— **Special Provisions/NS-Items**

— **Construction Cost Estimate**

— **As-Designed Rating Report**

— **List of All Final Electronic Design Files and File Locations (ProjectWise directory name)**

Consultants shall submit the final calculation book to LADOTD bridge task managers; the submittal shall be on a CD or Flash Drive or placed to a designated ProjectWise folder including the following information:

— **A PDF File of the Calculation Book**

— **All Electronic Design Files**

— **A PDF File of the As-Designed Rating Report Only**

The final calculation book for in-house projects shall include the same files listed above for consultant projects. The final calculation book and other final design documents for all projects including in-house and consultant projects shall be uploaded to the archiving location designated in the record retention policy within 30 calendar days after the stamped final plans are delivered.

Appendix C

QA Information Package Checklist

Appendix C
QA Information Package Checklist

Project No.:

Project Description:

_____ Calculation Book

_____ Plans

_____ Special Provisions

_____ Cost Estimate

_____ Other Documents _____

Appendix D

QC-QA Certification and HDR QC Review Form

Appendix D

QC/QA Certification

Project No.:

Project Name:

We, the undersigned designers, detailers, checkers and reviewers for this project, have reviewed and accepted the calculations, plans, quantities, special provisions, and cost estimate prepared for the project. We certify that the work for which we are responsible has been completed in accordance with the LADOTD Bridge Design Section policy on QC/QA.

Team Members	Name	PE Registration No.	Responsible Plan Sheets	Responsible Special Provisions	Construction Cost Estimate	Signature
Designers						
Design Checkers						
Detailers						
Detail Checkers						
Reviewers						
Peer Reviewer						
Geotechnical Engineer						
Hydraulic Engineer						
EOR						

Appendix E

Peer Review Resolution Agreement

Appendix E
Peer Review Resolution Agreement

Project No.:

Project Name:

We, the undersigned Peer Reviewer, Supervisor or Team Leader of the design team, and LADOTD Representative for this project, have reviewed and accepted the attached peer review resolutions. We certify that the peer review has been performed in accordance with the LADOTD Bridge Design Section policy on QC/QA.

Team Members	Name	Signature
Peer Reviewer		
Supervisor or Team Leader		
LADOTD Representative		

Appendix F

Bridge Design Section Records and Retention Policy

APPENDIX F—BRIDGE DESIGN SECTION RECORDS RETENTION POLICY

Item No.	Record Title	In Office Retention Period (by Bridge Design Section)	DOTD Total Retention (by General Files)	Archiving Instruction	Responsible Party
001	Design Manuals/Guidance and Bridge Design Technical Memoranda	ACT* + 1 CY**	Life of the Agency	Archive electronically in Project-wise under <u>Documents\ Reference Materials\Bridge Design Section Archive\Design Manuals-Guidance</u>	Assistant Bridge Design Administrator responsible for design manuals
002	Bridge Design Standard Plans	ACT* + 1 CY**	Life of the Agency	Archive electronically in Project-wise under <u>Documents\ Standard Drawings</u>	Bridge Design Standards Manager
003	Final Plans, Revisions, and Change Orders (CAD files)	ACT* + 1 CY**	Life of the Agency	Archive electronically in Project-wise under <u>Project folder\Bridge-Facilities\Discipline\Plans</u> (Subfolders for each revision and change order should be created under Plans)	Bridge Task Managers
004	Final Plans, Revisions, and Change Orders (Original signed hard copies)	ACT* + 1 CY**	Final Project Acceptance Date + 5 Years	Transmit to General Files and archive electronically in DOTD Network Plan Room by General Files	Bridge Task Managers
005	Final Plans, Revisions, and Change Orders (Digital signed copies in pdf format, to be implemented)	ACT* + 1 CY**	Life of the Agency	Archive electronically in Project-wise under <u>Project folder\ Published Submittals\Project Drawings\ Final Plans</u>	Bridge Task Managers
006	Shop Drawings , Erection Drawings, RFIs, and Other Construction Submittals (Final Distribution Copy in pdf format)	ACT* + 1 CY**	Life of the Agency	Archive electronically in Project-wise under <u>Project folder\ Published Submittals\Project Drawings\Construction Submittals\Shop Drawings</u> or Erection Drawings or RFIs or Other Construction Submittals (See BDTM.49 for instructions)	Bridge Task Managers

*ACT = End of activity or final project acceptance date for project related items

**CY = Calendar Year

APPENDIX F—BRIDGE DESIGN SECTION RECORDS RETENTION POLICY (CONTINUED)

Item No.	Record Title	In Office Retention Period (by Bridge Design Section)	DOTD Total Retention (by General Files)	Archiving Instruction	Responsible Party
007	Shop Drawings (Final distribution hard copies and pdf files)	ACT* + 1 CY**	Life of the Agency	Transmit to General Files and archive electronically in DOTD Network Plan Room by General Files (See BDTM.49 for instructions)	Bridge Task Managers
008	Final Design Calculation Files for In-House and Consultant Projects (Stamped calculation book in pdf format, stamped final reports, and final electronic design models)	ACT* + 1 CY**	Life of the Agency	Archive electronically in Project-wise under Project Folder\ _Published Submittals\Project Documents\Final Design Calculations & Reports	Bridge Task Managers
009	Bridge Rating Reports	ACT* + 1 CY**	Life of the Agency	Archive electronically in Content Manager under <u>Load Rating</u> .	Bridge Rating Engineer
010	Truck Permits Calculations	ACT* + 1 CY**	Life of the Agency	Archive electronically in a designated folder on the Bridge Design server.	Bridge Rating Engineer
011	Chief Engineer Orders (Bridge Posting)	ACT* + 1 CY**	Life of the Agency	Archive electronically in Content Manager under <u>Chief Engineer Orders</u> .	Bridge Rating Engineer
012	Project Related Correspondences (Original Hard Copies)	ACT* + 1 CY**	Final Project Acceptance Date + 5 Years	Archive electronically in Content Manager under Design Projects. At the end of in office retention period, the hard copies shall be boxed, marked with project number and record item No. with description, and then transmitted to General Files for their handling.	Project Managers/Bridge Task Managers

*ACT = End of activity or final project acceptance date for project related items.

**CY = Calendar Year

APPENDIX F—BRIDGE DESIGN SECTION RECORDS RETENTION POLICY (CONTINUED)

Item No.	Record Title	In Office Retention Period (by Bridge Design Section)	DOTD Total Retention (by General Files)	Archiving Instruction	Responsible Party
013	Project Related Correspondences (Emails) <i>(Note: If the email is considered as important project correspondence and needs to be kept for the life of agency, then the email should be printed and treated as item 012.)</i>	ACT* + 1 CY**	Final Project Acceptance Date + 5 Years	Archive electronically in Project-wise under <u>Project Folder\Published Submittals\Project Documents\Project Correspondence Emails</u>	Project Managers/Bridge Task Managers
014	Administrative or Other Types of Correspondences	ACT* + 1 CY**	Life of the Agency	Archive electronically in Content Manager under <u>Bridge Design Subject Files</u>	Everyone

*ACT = End of activity or final project acceptance date for project related items

**CY = Calendar Year

Appendix G

Evaluation Instructions For Consultants QA/QC Plan Document

G.1 - Instructions for Grading the QA/QC Plan

G.2 - QA/QC Plan Document Rating Matrix

G.3 - QA/QC Plan Document Grading Sheet

APPENDIX G—EVALUATION INSTRUCTIONS FOR CONSULTANT’S QC/QA PLAN DOCUMENT**G.1—Instructions for Grading the QC/QA Plan Document**

The Bridge Task Manager for the project is responsible for evaluating the QC/QA plan document in accordance with the QC/QA plan document rating matrix (G.2) and completing the grading sheet (G.3). A score shall be given for each of the six evaluation criteria (A-F). An average score of the six evaluation criteria will be calculated. If the average score is above or equal to 3.5, an overall rating of “Excellent” shall be given. If the average score is above or equal to 3 and below 3.5, an overall rating of “Good” shall be given. If the average score is above or equal to 2.0 and below 3, the overall rating of “Acceptable” shall be given. If the average score is below 2.0, the overall rating of “Not Acceptable” shall be given. If an overall rating of “Not Acceptable” is given, justifications must be provided. The grading sheet shall be filled out by the Bridge Task Manager and signed by both the bridge task manager and his or her direct supervisor. The grading sheet for the QC/QA plan document, along with justifications when required, must be transmitted to the Project Manager in writing through a transmittal letter. The overall rating for the QC/QA plan document for each consultant team will be presented to the Secretary in addition to the shortlist.

Prior to performing the evaluation, the Bridge Task Manager must review the FHWA/AASHTO “Guidance on QC/QA in Bridge Design In Response to NTSB Recommendations (H-08-17)” and LADOTD Bridge Design Section QC/QA policies, which are the references for the Consultant to develop their QC/QA plan document. These documents can be downloaded from the DOTD Bridge Design website.

G.2—QC-QA Plan Document Rating Matrix

Evaluation Criteria	QC/QA Plan Document Rating Matrix			
	4 - Excellent	3 - Good	2 -Acceptable	1- Not Acceptable
A. Understanding of Consultant's and DOTD's role in QC/QA of Consultant's work	Demonstrate clear understanding that the Consultant is fully responsible for QC/QA of their work and DOTD is not responsible for performing QC/QA of consultant's work.	Demonstrate good understanding that the Consultant is fully responsible for QC/QA of their work and DOTD is not responsible for performing QC/QA of consultant's work.	Demonstrate basic understanding that the Consultant is fully responsible for QC/QA of their work and DOTD is not responsible for performing QC/QA of consultant's work.	Demonstrate poor understanding that the Consultant is fully responsible for QC/QA of their work and DOTD is not responsible for performing QC/QA of consultant's work.
B. Understanding of the QC/QA concepts in Bridge Design	Demonstrate clear understanding of QC/QA concepts in bridge design. Definitions of QC/QA are clearly defined.	Demonstrate good understanding of QC/QA concepts in bridge design. Definitions of QC/QA are clearly defined.	Demonstrate basic understanding of QC/QA concepts in bridge design. The definitions of QC/QA are defined.	Demonstrate poor understanding of QC/QA concepts in bridge design. The definitions of QC/QA are not clearly defined.
C. Responsibilities of Designer, Checker, Reviewer, and Engineer of Record	Responsibilities of Designer, Checkers, Reviewer, and Engineer of Record are clearly defined.	Responsibilities of Designer, Checker, Reviewer, and Engineer of Record are well defined.	Responsibilities of Designer, Checker, Reviewer, and Engineer of Record are defined.	Responsibilities of Designer, Checker, Reviewer, and Engineer of Record are not clearly defined.
D. Description of the QC and QA processes and its effectiveness to ensure the accuracy of the design and the plan details	QC/QA processes are clearly described and should be very effective to ensure the accuracy of the design and the plan details.	QC/QA processes are clearly described and should be effective to ensure the accuracy of the design and plan details.	QC/QA processes are described and should be effective to ensure the accuracy of the design and the construction plan details.	QC/QA processes are not clearly described and do not seem to be effective to ensure the accuracy of the design and the construction plan details.

G.2—QC-QA Plan Document Rating Matrix (Continued)

Evaluation Criteria	QC/QA Plan Document Rating Matrix			
	4 - Excellent	3 - Good	2 -Acceptable	1- Not Acceptable
E. Identification of personnel qualified to perform the bridge design and QC/QA of the design and plan details	The designers and QC/QA personnel are clearly identified and are exceedingly qualified to perform the work.	The designers and QC/QA personnel are clearly identified and are qualified to perform the work.	The designers and QC/QA personnel are identified and are qualified to perform the work.	The designers and QC/QA personnel are not clearly identified or not identified and the qualifications of the personnel identified are questionable.
F. Use of QC/QA tools, such as Checklists, Standard Forms, Training materials, etc.	QC/QA tools, such as checklists, standard forms, training materials, etc., have been developed and well documented. These tools are well suited for the scope and the complexity of the project.	QC/QA tools, such as checklists, standard forms, training materials, etc., have been developed and documented. These tools are suitable for the scope and the complexity of the project.	QC/QA tools, such as checklists, standard forms, training materials, etc., have been developed and are acceptable to be used for this project.	QC/QA tools, such as checklists, standard forms, training materials, etc., have not been developed or the developed ones are not suitable for this project.

Grading Sheet for the QC/QA Plan Document

Project No.:

Project Description:

Prime Consultant	Evaluation Criteria	Score	Overall Rating	Justifications/Comments
Consultant 1	A			
	B			
	C			
	D			
	E			
	F			
	Average			
Consultant 2	A			
	B			
	C			
	D			
	E			
	F			
	Average			
Consultant 3	A			
	B			
	C			
	D			
	E			
	F			
	Average			
Consultant 4	A			
	B			
	C			
	D			
	E			
	F			
	Average			
Consultant 5	A			
	B			
	C			
	D			
	E			
	F			
	Average			

 Prepared by: _____
 Name

 Signature

 Date

 Approved by: _____
 Name

 Signature

 Date

Appendix H

Consultant Project Kick-Off Meeting Agenda Checklist

Appendix H

Consultant Project Bridge Design Kick-Off Meeting Agenda Checklist

A kick-off meeting with the Consultant's bridge design team shall be initiated by the LADOTD Bridge Design Task Manager once the project is awarded. The meeting agenda shall include, but not limited to, the following items:

- ___ Introduce LADOTD Bridge Task Manager and the Consultant's Key Team Members (The Supervisor or Team Leader and Key Designers/Design Checkers/Reviewers)

- ___ Discuss Consultant's Staffing Plan and Implementation of QC/QA Plan Document (The staffing plan should include names and responsibilities of the designers, detailers, checkers, reviewers, and the EOR.)

- ___ Determine Schedules for Project Submittals (Design Criteria, TS & L, 30%, 60%, 90%, 100% of Preliminary Plans and Final Plans, Final Calculations, etc.)

- ___ Share Expectations and Consultant Rating Criteria (Consultant rating will be performed for all project submittals shown on the project submittal schedule.)

- ___ Discuss Design Criteria

- ___ Discuss Budget, Supplemental Requests, Invoices, and Importance of Avoiding Claims (Staff shown on invoices will be reviewed in accordance with the staffing plan.)

Appendix I

Consultant Submittal QC-QA Certification

Appendix I
Consultant Submittal QC/QA Certification

Project No.:

Project Name:

I, the undersigned Supervisor or Team Leader for this project, certify that the information included in this submittal has been prepared in accordance with the QC/QA plan documents and LADOTD Bridge Design Section policy on QC/QA and the information presented is accurate and meets the requirements of this submittal. All CAD drawings meet LADOTD CAD standards.

Submittal Description

Supervisor or Team Leader Name

Signature

Date

Appendix J

Project Log Sheet Template

Appendix J

Project Activity Log Sheet

Project No.:

Project Name:

Bridge Task Manager:

[illegible]

Appendix K

Consultant Submittal Review Checklist

APPENDIX K—CONSULTANT SUBMITTAL REVIEW CHECKLIST

Items	Submittals												
	Design Criteria	TS&L	30% PP	60% PP	90% PP	100% PP	30% FP	60% FP	90% FP	100% FP	Final Calculation Book	Plan Revisions	Change Orders
Consultant Submittal QC/QA Certification			R	R	R	R	R	R	R	R	R	R	R
Design Criteria	C												
TS&L		C											
Bridge Index			D	D	D	D	D	D	C	S			
General Notes			D	D	D	D	D	D	C	S			
Summary of Estimated Quantities			D	D	C	C	D	D	C	S			
General Plans			D	D	C	C	C	C	C	S			
Typical Sections			D	D	C	C							
Superelevation Diagram				D	D	C	C	C	C	S			
Construction Phasing Details				D	D	C	C	C	C	S			
Traffic Controls Details				D	D	C	C	C	C	S			
Foundation/Pile Layout				D	D	C	C	C	C	S			
Pile Loads/Details					D	D	D	C	C	S			
Pile Data Tables							D	D	C	S			
Bent Details							D	D	C	S			
Fender Details							D	D	C	S			
Girder Details							D	D	C	S			
Span Details							D	D	C	S			
Joint Details								D	C	S			
Bearing Details								D	C	S			
Approach Slab								D	C	S			
Guardrail Details								D	C	S			
Bridge Barrier/Railing Details								D	C	S			
Bridge Drainage Details								D	C	S			
Detour Bridge Details								D	C	S			
Revetment Details								D	C	S			
Signing/Lighting Details								D	C	S			
Year Plate								D	C	S			
Rebar Support								D	C	S			
Misc. Details								D	C	S			
Project Specific Standard Plans								D	C	S			
Electrical/Lighting Details								D	C	S			
Mechanical Details								D	C	S			
As-Built Plans								D	C	C			
Special Provisions/NS-Items							D	D	C	C			
Cost Estimate					D	D	D	D	C	C			
Final Calculations											S		
Revised Plans/Calculations												S	S

Legends:

- “R” = The item is required and shall be included in the submittal.
“C” = The item shall be complete and shall be included in the submittal.
“D” = The item shall be in development and shall be included in the submittal.
“S” = The item is stamped by the EOR and shall be included in the submittal.



Appendix L

Request For Qualifications/Advertisement – Scope of Work/Services

**ADVERTISEMENT FOR ENGINEERING AND RELATED SERVICES
AUGUST 26, 2025**

[ADDENDUM NO. 2 SEPTEMBER 23, 2025](#)

[ADDENDUM NO. 1 SEPTEMBER 18, 2025](#)

**CONTRACT NOS. 4400033117, 4400033118, AND 4400033119
IDIQ CONTRACTS FOR BRIDGE PRESERVATION SERVICES
STATEWIDE**

NO DBE GOAL

Under the authority granted by Title 48 of Louisiana Revised Statutes, the Louisiana Department of Transportation and Development (DOTD) hereby issues this advertisement for consulting firms to provide engineering and related services. **Consultants who are a Louisiana or foreign LLC or corporation should be appropriately registered with the [Louisiana Secretary of State](#), as contemplated by Title 12 of the Louisiana Revised Statutes, and with the [Louisiana Professional Engineering and Land Surveying \(LAPELS\)](#) Board under its rules for firms. If a consultant is not in good standing in accordance with those provisions, it may be subject to consequences contemplated in Title 12 and/or the LAPELS rules. All requirements of LAPELS must be met at the time the proposal is submitted. Prime consultants must be registered with the Louisiana Secretary of State and the Federal Government, using [SAM.gov](#), prior to contract execution.**

One (1) proposal will be selected for each contract solicited per this advertisement. Only one (1) DOTD Form 24-102 proposal is required for this advertisement, and it represents the prime consultant's qualifications and those of any and all sub-consultants proposed to be used for the referenced contract(s). All identifying contract number(s) should be listed in Section 2 of the DOTD Form 24-102. **USE THE DOTD FORM 24-102 PROVIDED WITH THE ADVERTISEMENT.**

DOTD Contract Manager (CM) – Brian Allen

Any questions concerning this advertisement must be sent in writing to DOTDConsultantAds80@la.gov no less than 48 hours (excluding weekends and holidays) prior to the proposal deadline.

SCOPE OF SERVICES

The general tasks that the Consultant may be required to perform are described more specifically in Attachment A, which is incorporated herein by reference. The selected consultant will perform the specific services covered in an Indefinite Delivery/Indefinite Quantity (IDIQ) contract as detailed in individual Task Orders (TOs), which will specify TO-specific scope of services, contract time, and compensation.

The Consultant shall perform the work in accordance with the requirements of this advertisement, the resulting contract, and any TOs issued thereunder. Deliverables shall be in such format as required in Attachment A, unless otherwise specified in an individual TO. The work performed

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119

by the Consultant shall be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances.

For evaluation purposes only, the consultant shall assume that at least **five (5) task orders** may be active concurrently at any given time per contract. This assumption should be reflected under **Section 13: Team Size**.

MINIMUM PERSONNEL REQUIREMENTS (MPRs)

The requirements set forth in Attachment B must be met at the time the proposal is submitted.

EVALUATION CRITERIA

The criteria to be used by DOTD in evaluating responses for the selection of a consultant to perform these services are listed below:

1. **team** size as related to the project magnitude, weighting factor of three (3);
2. staff experience on similar projects, weighting factor of four (4);
3. firm experience on similar projects, weighting factor of three (3);
4. approach and methodology, weighting factor of nine (9);
5. current work load with DOTD, weighting factor of five (5); and
6. past performance on similar DOTD projects, weighting factor of six (6)*

*The Consultant is to identify in the table below those disciplines consistent with the approach and methodology proposed in Section 18 of the DOTD Form 24-102.

THE FOLLOWING TABLE MUST BE COMPLETED AND INCLUDED IN SECTION 12 OF THE DOTD FORM 24-102 PROPOSAL.

Sub-consultants are allowed to be used for this proposal. Fill in the table by identifying only those disciplines consistent with the approach and methodology proposed in Section 18 of the DOTD Form 24-102*, the name of each firm that is part of the proposal, and the percentage of work in each discipline to be performed by that firm. The percentage estimated for each discipline is for evaluation purposes only and will not control the actual performance or payment of the work. The percentages for the prime and sub-consultants must total 100% for each discipline, as well as the overall total percent of the contract. (Add rows and columns as needed)							
Discipline(s)	% of Overall Contract	Prime	Firm B	Firm C	Firm D	Firm E	Each Discipline must total to 100%
							100%
							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%						-----

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119

*The disciplines are: Appraiser, Bridge, CE&I/OV, CPM, Data Collection, Environmental, Geotech, ITS, Other (must specify), Planning, Right-of-Way, Road, Survey, and Traffic.

If sub-consultants are used, the prime consultant must perform greater than 50% of the work for the overall contract.

Proposals will be evaluated as set forth in the “Evaluation Criteria” section of this advertisement. The evaluation will be by means of a point-based rating system. Each of the above criteria will receive a rating on a scale of one (1) through five (5). The rating will then be multiplied by the corresponding weighting factor. The rating in each category will then be added to arrive at the proposal’s final rating.

DOTD’s Project Evaluation Team (PET) will be responsible for performing the above described evaluation, and will present a shortlist of the five (if five are qualified), highest rated consultants to the Secretary of DOTD. The Secretary will make the final selection.

COMPLIANCE WITH SUPPLEMENTAL ETHICS REQUIREMENTS

DOTD has established supplemental ethics requirements applicable to consultants and PET members. These requirements are found in the “Supplemental Ethics Requirements” article of the sample contract linked to this advertisement under Contract Execution Requirements, which are incorporated herein by reference. Any firm that is found to have violated these requirements may not be considered for this selection.

By submission of a proposal to perform services pursuant to this advertisement, the Consultant agrees to comply with DOTD’s Supplemental Ethics Requirements.

RULES OF CONTACT UPON ADVERTISEMENT

DOTD is the single source of information regarding the contract selection. Any official correspondence will be in writing, and any official information regarding the contract will be disseminated by DOTD’s designated representative via the DOTD website. The following rules of contact will apply during the contract selection process, commencing on the advertisement posting date and ceasing at the time of final contract selection. Contact includes face-to-face communication, the use of a telephone, facsimile, electronic mail (email), or formal or informal written communications with DOTD. Any contact determined to be improper, at the sole discretion of DOTD, may result in the rejection of the proposal (i.e., DOTD Form 24-102).

Consultants and consultant organizations **shall correspond with DOTD regarding this advertisement only through the email address designated herein; DOTDConsultantAds80@la.gov** and during DOTD sponsored one-on-one meetings.

No consultant, or any other party on behalf of a consultant, shall contact any DOTD employee, other than as specified herein. This prohibition includes, but is not limited to, the contacting of: department, office, or section heads, project managers, members of the evaluation teams, and any official who may participate in the decision to award the contract resulting from this advertisement.

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119

DOTD will not be responsible for any information or exchange that occurs outside the official process specified above.

By submission of a proposal to perform services pursuant to this advertisement, the Consultant agrees to the communication protocol herein.

CONTRACT TIME

This IDIQ contract shall be in effect for **five (5) years**. **All TOs must be completed by the termination date of the IDIQ contract.** No TO will be initiated unless sufficient contract time remains to complete the TO.

COMPENSATION (August 2025)

The maximum compensation payable to the Consultant under each IDIQ contract shall not exceed **\$7,000,000**. Compensation to the Consultant for services rendered in connection with each TO may be made on the basis of lump sum, actual cost plus a fixed fee, cost per unit of work, or specific rates of compensation, as specified in each TO, subject to the limitation set forth in the IDIQ contract.

Compensation will be **negotiated** for each individual TO. Actual compensation will be determined by DOTD based on work hours negotiated between DOTD and the Consultant. The selected consultant will be required to submit a work hour proposal. The negotiation period for each individual TO shall not exceed sixty (60) calendar days, unless an abbreviated timeframe is specified in writing by the PM.

DIRECT EXPENSES

To the extent that the Consultant is allowed to claim reimbursement for direct expenses, all direct expense items that are not paid for in the firm's indirect cost rate, and are needed, and will be consumed during the life of the contract must be identified by the Consultant during contract development. The acquisition or rental of standard equipment or resources to be used in the provision of services rendered for this contract will not be considered for payment under direct expenses (e.g., vehicles for construction engineering and inspection (CE&I) inspectors).

The Consultant should own most of the equipment required to provide the work and services. The cost of this equipment should be included in the Consultant's indirect cost rate. Equipment may be considered "specialized" if it cannot be considered standard equipment for that particular consultant's normal operating business needs. If a consultant believes special equipment is needed for the contract, the Consultant must inquire through the Question and Answer process, as provided herein, whether the identified item will be considered specialized equipment for the individual contract.

To the extent that direct expenses are authorized to be compensated pursuant to a particular TO, all travel related expenses will be compensated under direct expenses, and will be in accordance

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119

with the most current Louisiana Office of State Travel regulations as promulgated in the Louisiana Administrative Code under the caption “PPM No. 49”, with the exception that compensation for vehicle usage will be based on actual miles traveled directly and exclusively related to project needs. Vehicle rental rates will require prior approval from the PM.

CYBERSECURITY TRAINING

In accordance with La. R.S. 42:1267(B)(3) and the State of Louisiana’s Information Security Policy, if the Consultant, any of its employees, agents, or sub-consultants will have access to State government information technology assets, the Consultant’s employees, agents, or sub-consultants with such access must complete cybersecurity training annually, and the Consultant must present evidence of such compliance annually and upon request. The Consultant may use the cybersecurity training course offered by the Louisiana Department of State Civil Service without additional cost or may use any alternate course approved in writing by the Office of Technology Services.

For purposes of this Section, “access to State government information technology assets,” means the possession of credentials, equipment, or authorization to access the internal workings of State information technology systems or networks. Examples would include but not be limited to State-issued laptops, VPN credentials to credentials to access the State network, badging to access the State’s telecommunications closets or systems, or permissions to maintain or modify IT systems used by the State. Final determination of scope inclusions or exclusions relative to access to State government information technology assets will be made by the Office of Technology Services.

QUALITY ASSURANCE/QUALITY CONTROL

The Scope of Services provided in Attachment A includes design of one (1) or more bridges and/or component parts thereof. The prime consultant shall submit a bridge design QA/QC plan document specifically developed for this contract as part of the DOTD Form 24-102. The QA/QC plan document must comply with the minimum requirements in the DOTD Bridge Design Section Policy for QA/QC as stated in [Part I, Chapter 3](#) of the DOTD Bridge Design & Evaluation Manual (BDEM). The grading instructions, the rating matrix, and the grading sheet for the QA/QC plan document are included in Appendix G of the BDEM Part I, Chapter 3 – Policy for QA/QC. The QA/QC plan document shall be prepared to address all evaluation criteria included in the rating matrix. The QA/QC plan document must be implemented for all bridge design activities in both design phase and construction support phase of the contract. The prime consultant is fully responsible for QA/QC of their work as well as the work of all sub-consultants. All project submittals must include a QA/QC certification that the submittals meet the requirements of the QA/QC plan document. **Attach the QA/QC plan in Section 21 of the DOTD Form 24-102.**

If Attachment A includes specific QA/QC requirements that contradict those set forth above, the requirements in Attachment A control.

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119**TRAFFIC ENGINEERING PROCESS AND REPORT TRAINING REQUIREMENTS**

As part of DOTD's on-going commitment to high quality traffic engineering reports, a traffic engineering training course must be taken by traffic engineering PEs and EIs in order to be eligible to work on DOTD projects. When traffic is included as a discipline on which past performance is evaluated, for consultants performing traffic engineering services (i.e., traffic analysis throughout all DOTD project stages and/or QC of traffic analysis), appropriate personnel must successfully complete the three (3) modules of the Traffic Engineering Process and Report Course offered by Louisiana Transportation Research Center (LTRC). This Course must be completed no later than the time the proposal is submitted or show proof of registration for the Course from the LTRC's Registration site. **Copies of training certificates or proof of registration are to be included in Section 20 of the proposal.** It will be the prime consultant's responsibility to ensure their staff and sub-consultants complete the training. Copies of training records may be obtained from the LTRC website <https://registration.ltrc.lsu.edu/login>.

WORK ZONE TRAINING REQUIREMENTS

As part of DOTD's on-going commitment to work zone safety, required work zone training courses must now be taken every four (4) years in order for personnel to remain eligible to work on DOTD projects. For consultants performing preconstruction services (*e.g.*, design, survey, subsurface utility, geotechnical, traffic, bridge inspection, environmental services), appropriate personnel must successfully complete these courses. In general, the person in responsible charge of traffic control plans shall be required to have Traffic Control Supervisor training. For preconstruction field services performed within the clear zone, at least one (1) member of the field crew shall have Traffic Control Supervisor or Traffic Control Technician training. The Consultant should identify all personnel listed in the staffing plan (Section 14) for the contract who have completed the appropriate work zone training courses. All preconstruction work zone training requirements shall be met **prior to contract execution**. It will be the prime consultant's responsibility to ensure their staff and sub-consultants have the appropriate work zone training.

In addition to the above requirements, if the Scope of Services set forth in Attachment A includes Construction Engineering and Inspection (CE&I), the following training requirements shall be met **at the time the proposal is submitted and are to be included in Section 20 of the proposal**:

Field Engineers:	Traffic Control Technician Traffic Control Supervisor Flagger
Field Engineer Interns:	Traffic Control Technician Traffic Control Supervisor Flagger
Field Senior Technicians, Survey Party Chiefs, and SUE Worksite Traffic Supervisors*:	Traffic Control Technician Traffic Control Supervisor Flagger

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Other Field Personnel*: Traffic Control Technician
 Flagger

* excluding Asphalt Plant Inspector, Paint Managers, and Paint Inspectors

Approved courses are offered by ATSSA and AGC. Substitutes for these courses must be approved by the DOTD Work Zone Task Force. For more information, please contact DOTD HQ Construction at 225-379-1584. Specific training course requirements are:

Flagger: Successful completion every four (4) years of a work zone flagger course approved by the Department. The “DOTD Maintenance Basic Flagging Procedures Workshop” is not an acceptable substitute for the ATSSA and AGC flagging courses.

Traffic Control Technician (TCT): Successful completion every four (4) years of a work zone traffic control technician course approved by the Department. **After initial successful completion, it is not necessary to retake this course every four (4) years if Traffic Control Supervisor training is completed every four (4) years.**

Traffic Control Supervisor (TCS): Successful completion of a work zone traffic control supervisor course approved by the Department. Following an initial completion, traffic control supervisors must either complete a one (1)-day TCS refresher course or retake the original two (2)-day TCS course every four (4) years.

ATSSA contact information: (877) 642-4637

*****ALL WORK ZONE TRAINING CERTIFICATIONS MUST BE ACTIVE*****

REFERENCES

All services and documents will meet the standard requirements as to format and content of DOTD and will be prepared in accordance with the latest applicable editions, supplements, and revisions of the following:

1. [AASHTO Standards – The American Association of State Highway Transportation Officials](#)
2. [AASHTO Highway Safety Manual](#)
3. [AASHTO – A Policy on Geometric Design of Highways and Streets](#)
4. [ASTM Standards](#)
5. [CyberSecurity Training](#)
6. [DOTD – Bridge Design and Evaluation Manual \(BDEM\)](#)
7. [DOTD – Complete Streets](#)
8. [DOTD – Construction Contract Administration Manual](#)
9. [DOTD – Consultant Contract Services Manual](#)

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10. [DOTD – Hydraulics Manual](#)
11. [DOTD – Location and Survey Manual – REVISED OCTOBER 2023](#)
12. [DOTD – Addendum “A” to the Location & Survey Manual](#)
13. [DOTD – Louisiana Standard Specifications for Roads and Bridges](#)
14. [DOTD – Materials Sampling Manual](#)
15. [DOTD – Minimum Design Guidelines](#)
16. [DOTD – Off-System Highway Bridge Program Guidelines](#)
17. [DOTD – Pavement PRR Min Design Guidelines](#)
18. [DOTD – Roadway Design Procedures and Details Manual](#)
19. [DOTD – Stage 1 Planning/Environmental Manual of Standard Practice](#)
20. [DOTD – Testing Procedures Manual](#)
21. [DOTD – Traffic Engineering Manual](#)
22. [DOTD – Traffic Engineering Process and Report](#)
23. [DOTD – Traffic Signal Manual](#)
24. [e-CFR – Electronic Code of Federal Regulations \(all applicable\)](#)
25. [FHWA – Bridge Inspector’s Reference Manual \(BIRM\)](#)
26. [FHWA – Manual on Uniform Traffic Control Devices for Streets and Highways \(MUTCD\)](#)
27. [National Electrical Safety Code \(NESC\)](#)
28. [LTRC – Local Public Agency Qualification Program: Construction, Engineering and Inspection course](#)
29. [NFPA 70 – National Electrical Code \(NEC\)](#)
30. [NEPA – National Environmental Policy Act](#)

ADDITIONAL REFERENCES

31. AASHTO LRFD Bridge Design Specifications
32. AASHTO LRFD Moveable Highway Bridge Design Specifications
33. AASHTO Manual for Bridge Evaluation
34. AASHTO Manual for Maintenance Inspection for Bridges
35. AASHTO Roadside Design Guide
36. AASHTO Standard Specifications for Structural Supports of Highway Signs, Luminaires, and Traffic Signals
37. AASHTO Standard Specifications for Transportation Materials and Methods of Sampling and Testing
38. AREMA Manual for Railway Engineering
39. CFR 23 National Bridge Inspection Standard
40. DOTD "A Guide to Constructing, Operating, and Maintaining Highway Lighting Systems"
41. DOTD Bridge Design Technical Memoranda
42. DOTD Environmental Impact Procedures (Vols. I-III)
43. DOTD Geotechnical Engineering Services Document

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- 44. DOTD Guidelines for Bridge Rating and Evaluation
- 45. DOTD Maintenance Directives
- 46. FHWA Inspection of Fracture Critical Bridge Members
- 47. FHWA-IF-09-014 Load Rating Guidance and Examples for Bolted and Riveted Gusset Plates in Truss Bridges, February 2009

CONTRACT EXECUTION REQUIREMENTS

The selected consultant will be required to execute the contract within ten (10) days after receipt of the contract.

A sample of the contract provisions can be found at the following link:
https://bit.ly/CCS_SampleContractProvisions.

SECONDARY SELECTION PROCESS

When multiple IDIQ contracts with similar scopes of service are available within a DOTD Section that is prepared to issue a TO, the TO selection procedures set forth in Attachment C shall be used to award that TO. Documentation of the selection process shall be retained by DOTD.

REVISIONS TO THE ADVERTISEMENT

DOTD reserves the right to revise any part of the advertisement by issuing addenda to the advertisement at any time. Issuance of this advertisement in no way constitutes a commitment by DOTD to award a contract. DOTD reserves the right to accept or reject, in whole or part, all DOTD Form 24-102s submitted, and/or cancel this consultant services procurement if it is determined to be in DOTD's best interest. All materials submitted in response to this advertisement become the property of DOTD, and selection or rejection of a proposal does not affect this right. DOTD also reserves the right, at its sole discretion, to waive administrative informalities contained in the advertisement.

CLARIFICATIONS

DOTD reserves the right to request clarification of ambiguities or apparent inconsistencies found within any proposal, if it is determined to be in DOTD's best interest.

PROPOSAL REQUIREMENTS

The Consultant's proposal for this advertisement must be submitted by email to DOTDConsultantAds80@la.gov. **USE THE DOTD FORM 24-102 PROVIDED WITH THE ADVERTISEMENT.** Hard copies of the Consultant's proposal are not required. All proposals must be in accordance with the requirements of this advertisement, and the Consultant Contract Services Manual. Unless otherwise stated in this advertisement, copies of licenses and certificates are not required to be submitted with the proposal.

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If more than one (1) contract is to be selected based on this advertisement, no prime consultant is allowed to be a sub-consultant on any other consultant's 24-102. If a prime consultant is submitted as a sub-consultant on another consultant's 24-102, its proposal as a prime consultant may be deemed non-responsive.

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.

DOTD employees may not submit a proposal, nor be included as part of a consultant's proposal.

Contract and/or part-time employees are allowed. Such employees should be shown in Section 14 of the DOTD Form 24-102 with an asterisk denoting their employment status.

The DOTD Form 24-102 **PDF file shall be labeled** "CONTRACT NOS. 4400033117, 4400033118, AND 4400033119 Consultant's name", and **must be received no later than 3:00 p.m. Central Time by DOTDConsultantAds80@la.gov via email on Wednesday, ~~October 1~~September-24, 2025.**

The PDF file must be attached in the email or as a hyperlink in the email or as an email through third-party file transfer websites such as Dropbox or WeTransfer.

Please note that delivery failure may occur on email files exceeding 25MB uncompressed. In addition, all emails are scanned for cybersecurity threats prior to delivery to DOTDConsultantAds80@la.gov; **therefore, allow sufficient time** for this process to take place when submitting your proposal.

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119**ATTACHMENT A – SCOPE OF SERVICES**

The project time is typical.

The Consultant shall provide the following scope of engineering services. The Consultant should expect to perform task orders for individual services for specialized work.

1. Bridge Design Services**1.1 General Bridge Engineering Services**

Provide bridge engineering services for fixed and movable bridges. Bridge project types may include, but are not limited to, new bridges, bridge replacements, bridge rehabilitation, bridge preventive maintenance and repair, and roadway lighting. Bridge engineering services include, but are not limited to, structural, mechanical, electrical, and architectural feasibility, design, and plan development and the following:

- Bridge/structural inspection and evaluation of existing bridges or other structures (sign trusses, fender systems, etc.). Associated reports shall be provided as required.
- As-designed, as-built, and condition bridge ratings.
- Design peer review of developed plans or conceptual designs to verify concept, constructability, and accuracy of designs along with associated reports, conclusions, calculations, and recommendations as needed.
- Construction engineering support including construction drawing review, shop drawing review, request for information support, contractor proposals, etc.

1.2 Sampling, Instrumentation, and Non-destructive Testing

Provide sampling, instrumentation, and non-destructive testing services. These services may include, but are not limited to, collection of samples of materials from existing structures for evaluation, diagnostic and/or proof testing to determine specific structure response characteristics and/or to determine the causation of observed distresses, instrumentation, and the following:

Sampling

- Collection of samples.
- Evaluation of protective coating material samples for determination of compatibility with proposed coatings, analysis for heavy metals, proper procedures for treatment, handling, disposal of waste, etc.

Instrumentation

- Design of instrumentation plans. Installation of instrumentation, data acquisition, analysis, and evaluation of structure based on instrumentation plan.

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- Provision and installation of instrumentation, including all materials required to mount the instrumentation.
- Provision of data acquisition systems, software updates, power supplies, communication to data servers, data hosting services, maintenance, and data access to DOTD.
- Calibration services for instrumentation systems and sensors.
- Maintenance services to repair and/or replace sensors, data acquisition systems, and power supplies.
- Analysis and evaluation of accumulated data and final assessments and development of corresponding reports based on data and associated calculations.

Non-destructive Testing

- Proof loading.
- Estimation of concrete strength.
- Assessment of reinforcement condition, cover, location, and diameter.
- Detection of cracks, voids, and delamination in concrete.
- Assessment of steel member condition.

2. Geotechnical Services

Provide all geotechnical services necessary to perform geotechnical investigations, analysis, and design. These services may include, but are not limited to, the following:

- Geotechnical field investigations including both shallow and deep soil borings.
- Geotechnical laboratory testing and analysis.
- Preparation of soil boring logs.
- Geotechnical analysis and design based on obtained data or data furnished by DOTD.
- Construction related engineering services.

3. Road Design and Traffic Services

Provide all services necessary to perform hydraulic, road, and traffic investigation, analysis, and design. These services may include, but are not limited to, the following:

- Preliminary and final roadway design and plan development.
- Hydraulic analysis and design.
- Traffic engineering, traffic control design, and data collection.
- Transportation Management Plan (TMP) development.

4. Surveying and Title Work Services

Provide all surveying and title work services necessary to perform topographic, and boundary surveying, develop right-of-way maps, and provide other existing site data. These services may include, but are not limited to, the following:

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- Topographic surveying, 3D laser scanning, and underwater acoustical imaging including both multi-beam and side scan hydrographic surveys.
- Property and boundary surveying.
- Property title work including title research and reports.
- Construction related surveying services.

5. Bridge Inspection Services

Provide all services required to perform Statewide NBIS In-Depth Inspections of complex structures. These services may include, but are not limited to, the following:

- Detailed in-depth field inspection on all bridge components, including an element level inspection. An NBIS underwater bridge inspection may be required for submerged elements.
- Assessment of the coating system, conducted by a certified SSPC Protective Coating Specialist or a certified NACE Bridge Coating Inspector.
- In-depth inspection report outlining recommended repairs, rehabilitation, and corrections.

6. Environmental and Permitting Services

Provide all environmental and permitting services necessary to obtain State, Federal, and local approvals, including project permits. Required permits may include, but are not limited to, the following:

- Coastal Use permits (CUP) from the LA Department of Natural Resources.
- Wetland permits (404 and Nationwide) and Section 10 permits from the US Army Corps of Engineers.
- Water Quality Certification from the LA Department of Environmental Quality.
- Scenic Stream permits from the LA Department of Wildlife and Fisheries.
- Bridge permits from the US Coast Guard.
- Levee permits from various levee boards.

All work shall be performed in accordance with all applicable DOTD policies, procedures, and manuals. Design criteria shall be developed and submitted to the Bridge Task Manager for review and approval prior to proceeding with design.

Project submittals, associated schedule, and format shall be established in each Task Order. At minimum, all bridge plan submittals shall be submitted in pdf format and the 100% signed final plans shall be submitted both in full size paper and in pdf format. Design and rating calculations shall be submitted in pdf format no later than 30 days after the 100% final plan submittal.

Unless waived by the Task Order Project Manager, ProjectWise shall be utilized for all PDF submittals and electronic plan delivery will be required. See the following website for details on electronic plan delivery:

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<https://www.dotd.louisiana.gov/media/ip5corrwladotd-software-standards-for-electronic-plans.pdf>

SERVICES TO BE PERFORMED / ITEMS TO BE PROVIDED BY DOTD

If available, DOTD will provide the following information as applicable:

- Existing survey, plans, details, and design information.
- Right of Way Maps, Title Research Reports, Updates, Take-Offs, and Property Survey.
- Pavement design.
- Hydraulic data.
- Traffic data.
- Standard Plans and Special Details.
- As-built plans.
- Access to General Files for viewing available plans, details, and records.
- Access to Virtis input tables for On-System Bridges.
- DOTD design and rating manuals, policies, and guidelines.

ELECTRONIC DELIVERABLES

The Consultant hereby agrees to produce electronic deliverables in conformance with DOTD Software and Deliverable Standards for Electronic Plans document in effect as of the effective date of the most recent contract action or modification, unless exempted in writing by the Project Manager. The Consultant is also responsible for ensuring that sub-consultants submit their electronic deliverables in conformance with the same standards. DOTD Software and Deliverable Standards for Electronic Plans document and DOTD CAD Standards Downloads are available via links on the DOTD web site.

The Consultant shall apply patches to CAD Standard Resources and install incremental updates of software as needed or required. The Consultant hereby agrees to install major updates to software versions and CAD Standard Resources in a timely manner. Major updates of CAD standards and software versions shall be applied per directive or approval of the DOTD Design Automation Manager. Such updates will not have a significant impact on the plan development time or project delivery date, nor will they require the Consultant to purchase additional software. Prior to proceeding with plan development, the Consultant shall contact the Project Manager for any special instructions regarding project-specific requirements.

In the event that any Digital Plan Delivery Standard conflicts with written documentation, including DOTD plan-development Manuals, the Digital Plan Delivery Standard governs. The Consultant is responsible for contacting the Project Manager should questions arise.

The Consultant shall upload (or check in) electronic deliverables directly into the DOTD ProjectWise repository at each plan delivery milestone. The Consultants are responsible for performing certain operations at each milestone including, but not limited to, the following:

- Upload (or check in) CAD plan deliverables to the discipline “Plans” folder

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- Apply and maintain indexing attributes to CAD plans (and other deliverables as needed)
- Publish PDF format plan submittals in ProjectWise using automated publishing tools
- Digitally sign PDF format plan submittals in ProjectWise according to DOTD standards and procedures (Final Plans, Revisions and Change Orders). Signatures shall be applied in signature blocks provided with electronic seals and Title Sheets.

Additionally, after reviewing deliverables for each submittal milestone, the Project Manager shall notify the Consultant regarding the availability of two automatically-generated informational reports in ProjectWise. These reports document the completion status and other information regarding indexing attributes and CAD standards. The Consultants shall take these reports into account and make any necessary adjustments to plans before the next submittal milestone, or sooner, if directed by the Project Manager.

SPECIFIC SOFTWARE AND / OR EQUIPMENT DESIRED

A list of pre-approved commercially available software is posted on the bridge design website at the following location:

<https://dotd.la.gov/media/5gpg0f2i/bridge-design-approved-software-list.pdf>

If any other software is required for unique applications for which pre-approved software cannot be used, a synopsis of the software shall be submitted to the Bridge Design Engineer Administrator for approval prior to use. The synopsis shall include the name of the software and the developer, a general description of the functions, a certification from the software developer stating that it is maintained in accordance with the latest AASHTO LRFD Bridge Design Specifications, and an account of the requester's experience and the experience of other organizations or agencies that use the software. Data/results from in-house software will not be accepted as part of the deliverable.

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119**ATTACHMENT B – MINIMUM PERSONNEL REQUIREMENTS (MPRs)**

The following requirements must be met at the time the proposal is submitted:

1. At least one (1) principal of the prime consultant shall be a registered professional engineer in the State of Louisiana.
2. At least one (1) principal or other responsible member of the prime consultant shall be currently registered in the State of Louisiana as a professional engineer in civil engineering.
3. At least one (1) principal or responsible member of the prime consultant shall be a professional civil engineer, registered in the State of Louisiana, and shall have a minimum of ten (10) years of experience in responsible charge of fixed and/or movable bridge design, including but not limited to various concrete and steel girder bridges.
4. At least one (1) professional civil engineer, registered in the State of Louisiana, shall have a minimum of five (5) years of experience in bridge rating experience.
5. At least one (1) professional mechanical engineer, registered in the State of Louisiana, shall have a minimum of ten (10) years of experience in designing mechanical systems for movable bridges and operator houses, and shall have served as the Engineer of Record and in responsible charge of the mechanical design for at least three (3) movable bridge projects.
6. At least one (1) professional electrical engineer, registered in the State of Louisiana, shall have a minimum of ten (10) years of experience in designing electrical systems for movable bridges and operator houses, and shall have served as the Engineer of Record and in responsible charge of the electrical design for at least three (3) movable bridge projects.
7. At least one (1) professional civil engineer, registered in the State of Louisiana, shall have a minimum of ten (10) years of experience in the design of movable bridges, and shall have served as the Engineer of Record and in responsible charge of the structural design for at least three (3) movable bridge projects.
8. At least two (2) professional civil engineers, registered in the State of Louisiana, shall have a minimum of five (5) years of experience in roadway design.
9. At least one (1) professional civil engineer, registered in the State of Louisiana, shall have a minimum of five (5) years of experience in geotechnical design involving Louisiana soils and bridge structures.
10. At least one (1) professional land surveyor, registered in the State of Louisiana, shall have a minimum of five (5) years of experience in conducting Topographic Surveys for DOTD.

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11. At least one (1) environmental professional shall have experience in the preparation of documents involving evaluations of historical significance and shall have completed the course on Section 106 of the National Historic Preservation Act.
12. At least one (1) principal investigator for the archaeological work shall meet the Secretary of Interior's Professional Qualifications Standards for Archaeology and Archaeologist Qualifications as published in the Louisiana Register on April 20, 1994.
13. At least one (1) professional shall have experience in standing structures and built environment assessment, meeting the Secretary of Interior's Qualifications for historic preservation.
14. At least one (1) environmental professional shall have a minimum of five (5) years of experience in performing wetland delineations and threatened and endangered species surveys.

MPRS ARE TO BE MET BY SEPARATE INDIVIDUALS OF THE PRIME CONSULTANT, UNLESS STATED OTHERWISE BELOW.

MPR Nos. 1 through 3 may be met by the same person.

MPR Nos. 4 through 14 may be satisfied through the use of a sub-consultant(s).

MPR No. ~~5~~ ~~10~~— more than one (1) person may be utilized to satisfy the requirement for responsible charge of and the Engineer of Record on the mechanical design for at least three (3) movable bridge projects, however, all such individuals shall also meet the minimum ten (10) years of experience requirement.

MPR No. ~~6~~ ~~11~~— more than one (1) person may be utilized to satisfy the requirement for responsible charge of and the Engineer of Record on the electrical design for at least three (3) movable bridge projects, however, all such individuals shall also meet the minimum ten (10) years of experience requirement.

MPR No. ~~7~~ ~~12~~— more than one (1) person may be utilized to satisfy the requirement for responsible charge of and the Engineer of Record on the structural design for at least three (3) movable bridge projects, however, all such individuals shall also meet the minimum ten (10) years of experience requirement.

NOTE: WHEN SATISFYING A MINIMUM PERSONNEL REQUIREMENT, PLEASE ENSURE THE RÉSUMÉ REFLECTS REQUIRED EXPERIENCE AS REQUESTED.

- Please note the number of MPRs are minimal; however, all relevant personnel necessary to perform the Scope of Services must be identified in Section 14 of the DOTD Form 24-102 and their resumes included in Section 16 of the DOTD Form 24-102.

CONTRACT NOS. 4400033117, 4400033118, AND 4400033119**ATTACHMENT C – SECONDARY SELECTIONS FOR TASK ORDERS****Procedures for selecting among IDIQ contracts for issuance of Task Orders – Section 25 Bridge Design**

If the proposed new TO is to be issued for the purpose of extending services related to services performed under a previously issued TO by a particular consultant with whom DOTD has an existing IDIQ contract containing the appropriate scope of services and with time and funding capacity available sufficient to support the issuance of the new TO under said contract, then that consultant's contract will be tasked.

Otherwise, when more than one IDIQ contract is available for the provision of the services required, the following procedure will be employed to determine which of the IDIQ contracts will be tasked.

1. Identify all IDIQ contracts that apply – type/scope of work in contract
 - a. If applies, move to next step
 - b. If does not apply, then cannot use the contract
2. Determine if there is sufficient time remaining on the contract to complete the work
 - a. If yes, proceed to next step
 - b. If no, then cannot use the contract
3. Determine if there is sufficient compensation remaining on contract to complete the work
 - a. If yes, proceed to next step
 - b. If no, cannot use the contract
4. Determine if specialty tasks are required or if timing of performance is critical
 - a. If yes, can the Consultant perform the work, as needed? (Consideration may be given to experience with task(s), current workload, and past performance.)
 - i. If yes, the Consultant can perform the work, then proceed to next step
 - ii. If no, the Consultant should not or is not able to perform the work, do not use the contract. Document the reasons, *e.g.*, the Consultant is less experienced, past performance indicates that the Consultant may have difficulty with task(s), the Consultant has multiple jobs ongoing for DOTD so timeliness may be an issue, etc.
 - b. If no specialty tasks or timeliness issues are present, then proceed to the next step.

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5. If more than one IDIQ contract reaches this step, then they will be distinguished from one another by the Consultants': 1) familiarity or experience with the services required; 2) locality, where a local presence will add value to the quality and efficiency of the project; or 3) the amount of remaining contract time or remaining available compensation.
 - a. Select the contract whose consultant is most familiar or experienced with the services required.
 - b. If the Consultants are equal regarding familiarity/unfamiliarity with the services required, then select the contract whose consultant is local to the project area, provided that a local presence will add value to the quality and efficiency of the project.
 - c. If the Consultants are equal on the criteria of familiarity and experience with the services required and locality, if applicable, then select the contract with the most available time or the most available compensation on the contract, with due consideration given to the risks involved and the needs of the project.

22. Sub-consultant information:

If one or more sub-consultants will be used, provide the name, address, point of contact and phone number for each. Otherwise, leave this section blank.

Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>)	Address	Point of Contact and email address	Phone Number
APS Engineering & Testing, LLC	5261 Highland Road, PMB 320 Baton Rouge, LA 70808	Sergio Aviles, PE sergio@aps-testing.com	225.281.1917
Bridge Diagnostics, Inc.	4300 S I-10 Service Rd W, Suite 210 Metairie, LA 70001	Steven Fall, PE stevenf@bdiptest.com	504.874.1042
C.H. Fenstermaker & Associates, L.L.C.	135 Regency Square Lafayette, LA 70508	Dax Douet, PE dax@fenstermaker.com	225.237.2200
Civil Design & Construction, Inc.	PO Box 857 Port Allen, LA 70767	Karla E. Weston, PE Kweston@cdcbr.com	225.765.1802
Meyer Engineers, Ltd.	4937 Hearst Street, Suite 1B Metairie, LA 70001	Donovan P. Duffy, PE dduffy@meyer-e-l.com	504.885.9892
Moffatt & Nichol Inc.	301 Main Street, Suite 800 Baton Rouge, LA 70801	Chace Hulon, PE chulon@moffattnichol.com	225.610.1932

23. Location:

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