

REQUEST FOR QUALIFICATIONS

IDIQ CONTRACT FOR BRIDGE MAINTENANCE PRESERVATION AND REPAIR *STATEWIDE, LA*



Hernando De Soto Bridge Emergency Repair, Memphis, TN



Highway 70 Railroad Overpass Bridge Preservation, Arkansas



U.S. 371 Sibley Bridge Rehabilitation, Sibley, Louisiana

CONTRACT NO. 4400036231 | AUGUST 2026

Michael Baker
INTERNATIONAL

We Make a Difference

SUBMITTED TO
**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT**

DOTD FORM: 24-102

(Revised August 1, 2026)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1. Contract Name as shown in the advertisement	IDIQ Contract for Bridge Maintenance Preservation and Repair Statewide
2. Contract Number(s) as shown in the advertisement	4400036231
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)	Michael Baker International, 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.0000062 V.F. 0000010
6. Prime consultant mailing address	2600 Citiplace Drive, Suite 450, Baton Rouge, LA 70808
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	2600 Citiplace Drive, Suite 450, Baton Rouge, LA 70808
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Daniel Thornhill, PE Associate Vice President & Office Executive 225-218-2846 (office) 205-908-8026 (mobile) daniel.thornhill@mbakerintl.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Daniel Thornhill, PE Associate Vice President & Office Executive 225-218-2846 (office) 205-908-8026 (mobile) daniel.thornhill@mbakerintl.com

BY PARTNERING WITH THE MICHAEL BAKER TEAM, DOTD WILL BENEFIT FROM:



TRUSTED LOCAL LEADERS WHO KNOW DOTD'S STRUCTURES, STANDARDS, & STAFF

- ✓ **PM Shalin Sheth, Principal Daniel Thornhill,** and **Deputy PM Jim Nelson** work together seamlessly to deliver multiple DOTD structures projects
- ✓ **Grant Funding Specialist Maurice Sonnier** brings unmatched experience as former Program Manager for the Louisiana Watershed Initiative and Section Manager for LA Governor's Office of Homeland Security and Emergency Preparedness
- ✓ **Technical Advisor Graham Bettis** has strong relationships with DOTD Maintenance staff, and an exemplary record as TxDOT's former State Bridge Engineer overseeing inspection, maintenance, construction and rehabilitation programs for 56,000+ bridges
- ✓ **Engineers Jeff Newman, Geoffrey Forest,** and **Jonathan Gerhart** have delivered multiple DOTD Bridge Preservation IDIQ Contracts, including multiple movable bridges



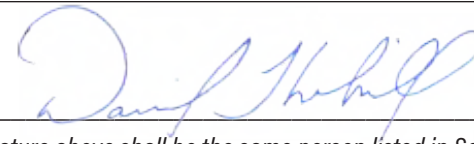
NATIONAL EXPERTISE IN BRIDGE MAINTENANCE & PRESERVATION PROGRAM MANAGEMENT

- ✓ **Deputy PM Jim Nelson** oversaw the inspection, maintenance, and project development for 4,100+ state DOT bridges as Iowa DOT State Bridge Engineer
- ✓ **Technical Advisor Brian Hanks** managed prioritization, preservation, and rehab/ replacement of 18,500+ bridges and culverts as NCDOT's State Structures Engineer
- ✓ **Key Team Lead Stephen Ross** serves as PM for SCDOT's award-winning I-26 & SC 9 Bridge Emergency Assessment & Repair project
- ✓ **Bridge Engineer** Fred Harper serves as PM or Senior Advisor for multiple ARDOT Statewide Bridge Maintenance and Preservation Programs
- ✓ **Bridge Preservation Subject Matter Experts Mohamed Elbatatouny** and **Jonathan McGormley** experienced with Louisiana preservation and testing projects

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.

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



Signature above shall be the same person listed in Section 9:

08/12/2026

Date:

Firm(s):

N/A

Firm(s)' %:

N/A

MICHAEL BAKER BRINGS DOTD AN EFFICIENT TEAM OF TRUSTED PARTNERS:



Subconsultant Leading Mechanical Bridge Engineering

- ✓ Movable Bridge Experts
- ✓ Currently serving DOTD on identical Bridge Preservation IDIQs, delivering 80+ Task Orders
- ✓ Proven partnership with Michael Baker on major DOTD structures projects such as the I-20 Vicksburg Bridge project



Subconsultant Leading Testing, Sampling, & Instrumentation

- ✓ Extensive Non-destructive Evaluation expertise
- ✓ Innovative testing methods, as demonstrated on the current Bridge Weigh In Motion contract with DOTD
- ✓ Strong working relationships between Michael Baker and BDI staff



Subconsultant Providing Added Bridge Engineering Capacity & Expertise

- ✓ Asset management and bridge preservation expertise
- ✓ Ongoing NDE task orders with DOTD
- ✓ Strong team relationship with Michael Baker on major bridge projects, including the I-40 fracture investigation and MoDOT T-1 steel inspections



Subconsultant Leading Geotechnical Investigations

- ✓ Geotechnical experts trusted with the I-20 Vicksburg Bridge review and the Mobile River Bridge GBR project
- ✓ Multiple in-house laboratories across Louisiana capable of performing lab testing
- ✓ Proven partnership with Michael Baker on major DOTD structures projects



Subconsultant Leading Survey, SUE, & Utility Coordination

- ✓ Trusted partners to DOTD on numerous Survey IDIQs
- ✓ Offers 3D LiDAR scanning
- ✓ Proven partnership with Michael Baker on major DOTD structures projects
- ✓ One-stop shop handling topographic/property survey, right-of-way mapping, SUE and utility management

DISCIPLINE TABLE | TEAM SIZE | ORGANIZATIONAL CHART | MINIMUM PERSONNEL REQUIREMENTS



Highway 70 Railroad Overpass Bridge Preservation, Arkansas



Hernando De Soto Bridge Emergency Repair, Memphis, TN



I-26 Bridge Emergency Assessment & Repair, Spartanburg, South Carolina

Michael Baker offers DOTD a deep bench of experts in bridge preservation, maintenance, and repair, as well as in supporting such as geotechnical investigations, traffic engineering, and state-of-the-art surveying and SUE techniques.

12. Discipline Table:

<i>Discipline(s)</i>	<i>% of Overall Contract</i>	<i>Michael Baker International, Inc.</i>	<i>Modjeski and Masters, Inc.</i>	<i>Bridge Diagnostics, Inc.</i>	<i>Wiss, Janney, Elstner Associates, Inc.</i>	<i>Ardaman & Associates, Inc.</i>	<i>NTB Associates, Inc.</i>	<i>Each Discipline must total to 100%</i>
Bridge	82.00%	69.00%	12.25%	12.25%	6.50%	-	-	100%
Road	5.00%	100.00%	-	-	-	-	-	100%
Geotech	5.00%	-	-	-	-	100.00%	-	100%
Traffic	3.00%	100.00%	-	-	-	-	-	100%
Environmental	2.00%	100.00%	-	-	-	-	-	100%
Survey	2.00%	-	-	-	-	-	100.00%	100%
Other (SUE)	1.00%	-	-	-	-	-	100.00%	100%
<i>Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.</i>								
<i>Percent of Contract</i>	100%	66.58%	10.05%	10.05%	5.33%	5.00%	3.00%	100%



13. Team Size:

SCALABLE RESOURCES TO ENSURE APPROPRIATE COVERAGE & AMPLE REDUNDANCY

We have structured the Michael Baker team to offer DOTD **ample personnel, ensuring redundancy and providing the ability to ramp up staffing** to accommodate up to four concurrent task orders. With that in mind, it is not anticipated that the total available staff will be assigned concurrently. Our approach and methodology details our plan to work with DOTD's Project Manager to scale staffing up or down **to best meet the needs of the contract.**

<i>Firm name</i>	<i>DOTD Job Classification</i>	<i>Number of personnel committed to this contract</i>	<i>Total number of personnel available in this DOTD Job Classification (if needed)</i>
Michael Baker International, Inc.	Biologist/Wetlands	1	3
	CADD Drafter	1	5
	CADD Technician	1	5
	Clerical	1	3
	Engineer	3	10
	Engineer Intern	2	12
	Engineer-Other	2	8
	Environmental Manager	1	1
	GIS Analyst	1	5
	Principal	1	1
	Senior Technician	1	5
	Supervisor - Eng	3	6
	Supervisor - Other	2	4
Modjeski and Masters, Inc.	Principal	1	8
	Supervisor - Eng	4	11
	Supervisor - Other	0	3
	Engineer	1	13
	Engineer-Other	0	9
	Engineer Intern	1	11
	Professional	0	2
	Senior Technician	1	2
	Technician	1	2
	CADD Technician	1	5
	CADD-Operator	1	1
	Clerical	1	2

Bridge Diagnostics, Inc.	Accountant	2	3
	Administrative	1	1
	Clerical	2	2
	Computer Analyst	3	3
	Engineering - Aide	3	3
	Engineer Intern	3	8
	Engineer	3	3
	Engineer-Other	3	7
	Principal	1	2
	Professional	2	4
	Senior Technician	2	4
	Supervisor - Eng	2	2
	Supervisor - Other	4	12
	Technician	3	5
Ardaman & Associates, Inc.	Administrative	1	1
	CADD Technician	2	2
	Clerical	1	2
	Engineer	1	6
	Engineer Intern	3	6
	Principal	1	3
	Senior Technician	4	9
	Supervisor - Eng	1	3
	Supervisor - Other	1	4
	Technician	6	15
NTB Associates, Inc.	Principal	1	1
	Engineer	1	1
	Engineer Intern	1	1
	Surveyor	4	6
	Supervisor - Other	1	5
	Senior Technician	0	1
	CADD Technician	1	10
	Technician	1	2
	CADD Drafter	1	8
	Party Chief	2	20
	Instrument Man	2	12
	Rodman	2	12

Wiss, Janney, Elstner Associates, Inc.	CADD Technician	1	2
	Clerical	0	2
	Engineer Intern	1	15
	Engineer	1	3
	Engineer - Other	1	10
	Geologist	0	2
	Inspector - Bridge	0	1
	Principal	3	5
	Professional	0	15
	Senior Technician	1	4
	Supervisor - Arch	0	1
	Supervisor - Eng	0	4
	Supervisor - Other	3	10
	Technician	1	4



TRUSTED LOCAL LEADERS BACKED BY NATIONAL EXPERTS

- ✓ **Four dedicated Task Order Teams** ensure ample coverage of each major scope item for up to four concurrent task orders. **Staff can be reallocated from team to team to accommodate varying workloads**, while a deep pool of support services is available for specialty work as needs arise.
- ✓ **Project Manager Shalin Sheth** will serve as DOTD's single point-of-contact, applying his bridge engineering and inspection expertise to anticipate and solve challenges.
- ✓ **Deputy PM Jim Nelson** offers decades of experience in bridge engineering. **As Iowa DOT's State Bridge Engineer for eight years, he oversaw a \$300 million annual capital program** for the inspection, maintenance, and project development for 4,100+ state DOT bridges.
- ✓ **Principal-in-Charge Daniel Thornhill** will leverage his relationships with DOTD and local agencies to **streamline communication, and allocate resources appropriately** to ensure expectations are met.
- ✓ **This same core management team has worked together seamlessly on DOTD's US 371 Sibley Bridge Rehabilitation contract**, providing continuity, collaboration, and innovative solutions to DOTD under a compressed timeline.

LEGEND

🔑 Personnel fulfills an MPR role.

* Staff performing traffic analysis/design services are trained in TEPR Modules 1, 2, and 3.

^ Staff maintains TCT, TCS, and Flagger certifications.

PROJECT TEAM

Michael Baker International, Inc. - Prime Consultant offering Bridge Maintenance, Preservation, & Support Specialists

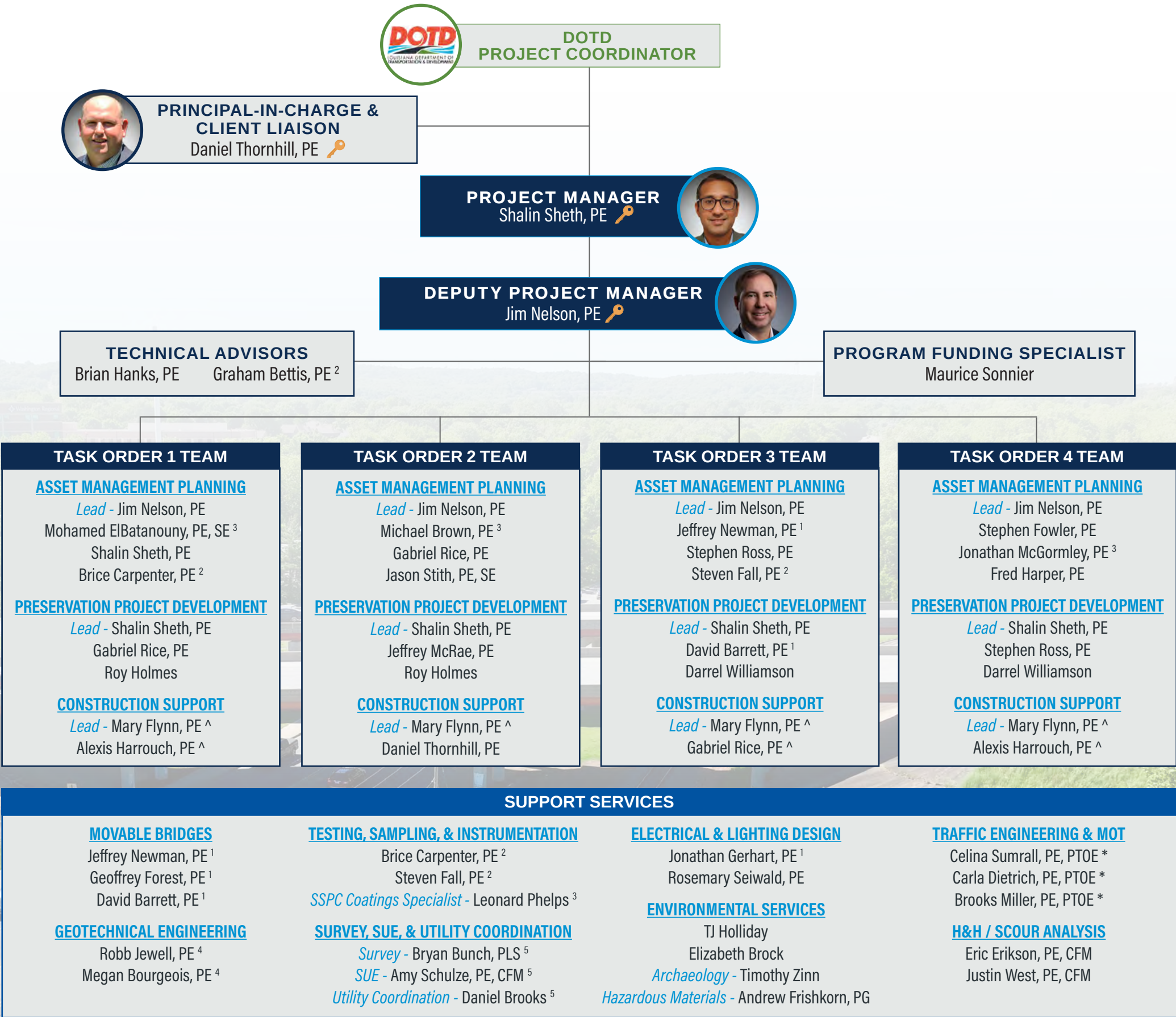
1) Modjeski & Masters, Inc. - Movable Bridge Preservation Experts

2) Bridge Diagnostics, Inc. - Specialty Testing, Sampling, & Instrumentation

3) Wiss, Janney, Elstner Associates, Inc. - Experts in Asset Management and Bridge Preservation

4) Ardaman & Associates, Inc. - Geotechnical Investigation, Engineering, & Laboratory Testing

5) NTB Associates, Inc. - Surveying, SUE, & Utility Coordination Specialists



15. Minimum Personnel Requirements:

<i>MPR No. Do not insert wording from ad</i>	<i>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)</i>	<i>Firm employed by</i>	<i>Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)</i>	<i>State of license</i>	<i>License/certification expiration date</i>
1	Daniel Thornhill, PE	Michael Baker International, Inc.	PE No. 32367 - Civil	Louisiana	09/30/26
2	Daniel Thornhill, PE	Michael Baker International, Inc.	PE No. 32367 - Civil	Louisiana	09/30/26
3	Shalin Sheth, PE	Michael Baker International, Inc.	PE No. 48337 - Civil	Louisiana	03/31/28
	Jim Nelson, PE	Michael Baker International, Inc.	PE No. 51350 - Civil	Louisiana	09/30/26
4	Jim Nelson, PE	Michael Baker International, Inc.	PE No. 51350 - Civil	Louisiana	09/30/26

STAFF EXPERIENCE



Highway 70 Bridge Preservation over Lake Greeson, Arkansas



DOTD Bridge Preservation IDIQ, Statewide, Louisiana



I-26 Bridge Emergency Assessment & Repair, Spartanburg, South Carolina

DOTD will benefit from the Michael Baker Team's depth of experience and redundancy of staff. Our local experts can draw on the national resources of the team, ensuring the Department works with familiar faces who are equipped with the latest innovative techniques and technologies to streamline this project.

PROJECT MANAGEMENT TEAM
MANAGEMENT STAFF, ADVISORS, & STAFF
FULFILLING MPRs

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	Shalin Sheth, PE			Years of relevant experience with this employer	4
Title	Project Manager - Bridge			Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			MS / 2019 / Civil Engineering (Structural); BTech / 2016 / Civil Engineering		
Active registration number / state / expiration date			PE No. 48337 / LA / 03/31/2028		
Year registered	2023	Discipline	Civil		
Contract role(s) / brief description of responsibilities			MPR #3; Project Manager; Lead - Preservation Project Development Lead; Asset Management Planning Support		



Shalin is a licensed Professional Engineer with experience in bridge and structural engineering, including the design of new bridges and rehabilitation of existing structures. As a Project Manager, he leads multidisciplinary teams through all project phases, from preliminary design to load rating, final plans and construction support. Shalin's technical experience includes performing finite element analysis, bridge structural design and load rating, and preparation of detailed bridge plan sets. He has managed and contributed to rehabilitation projects involving structural repairs and preservation in accordance with the governing code requirements across Louisiana and multiple other states. His additional experience includes bridge inspections, bridge load testing, GPR surveys, cost estimating, and mentoring junior engineers.

- ✓ **Meets MPR #3:** LA PE (Civil) with 5+ years of in responsible charge of bridge design, inspection, and preservation engineering
- ✓ Performed hundreds of load ratings for DOTD structures
- ✓ Well-versed in DOTD bridge design guidelines
- ✓ Experienced in bridge rehabilitation plan development

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).
11/21 - Ongoing	US 371: KCS RR Overpasses HBI, Webster Parish, LA. DOTD. Deputy Project Manager / Bridge Engineer. Responsible for developing project schedule, budgeting and scoping, rehabilitation concept plan and alternatives comparison report (rehabilitation vs. phased construction) and leading plan set development. Michael Baker is currently developing rehabilitation plans for the US 371 bridge site over KCS railroad at Sibley. For the twin bridge replacement project at Minden, responsibilities included computation of engineering design calculations, determining structural feasibility of bridge geometry, structural design of all bridge components, computation of bridge quantities, and plan production at various preliminary and final submittal stages/milestones. Ensured that bridge plans meet both DOTD and KCS Railroad Design Guidelines.
11/22 - Ongoing	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program, Statewide, LA. DOTD District 07. Deputy Project Manager / Bridge Engineer. Responsible for coordination with DOTD, various parishes and subconsultants, reviewing final plan submittal packages, developing engineering design calculations, bridge geometry, bridge quantities, and design plans. Michael Baker was selected by DOTD to provide bridge, roadway and environmental services for the replacement of off-system bridges in the five parishes located in DOTD District 07. Structures replaced by this program include numerous culverts, box culverts, and slab span bridges. Currently, Michael Baker has submitted stamped final plans for four projects (six bridges/culverts), while four other projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.
10/23 - 07/25	Load Ratings for OSARC based on 2023 & 2024 Bridge Inspection Recommendations. Mississippi OSARC. Bridge Engineer. Responsibilities include performing load rating evaluation for various types of bridges (concrete slabs, steel girders, steel and timber girder/stringer/floor-beam systems, steel railcar bridges) using AASHTOWare BrR for superstructure analysis and an in-house spreadsheet developed for substructure analysis, preparing load rating summary reports and critical finding recommendations if applicable, and providing guidance to engineer interns.
09/23 - 09/24	Bridge Inspections. Mississippi OSARC. Assistant Team Lead. Responsibilities included performing a preliminary study of previously available inspection reports, filling out inspection forms as required by OSARC both prior and after inspections, conducting in-depth inspections of bridges (concrete channels, concrete slabs, reinforced concrete girders, steel girder bridges), noting defects in both superstructure and substructure, documenting photographs and measurements, assigning condition ratings to bridge elements, and recommending bridge closures based on critical findings if applicable, for 43 bridges.

08/25 - Ongoing	TDOT General Engineering Services 2022-2026, Agreement No. E2452, Statewide, TN. TDOT. Bridge Engineer. Responsible for performing superstructure load rating analysis for a curved concrete girder bridge and a steel girder bridge in AASHTOWare BrR. Michael Baker is serving a four-year on-call contract to provide bridge repair services across the state of Tennessee. The team is responsible for a variety of assignments including contract documents, tunnel inspection plan revision, NSTM inspection, truss bridge inspection with maintenance recommendations, and railroad flat car inspection.
03/25 - 11/25	SR 25 Spur over Mackay River. GDOT. Bridge Engineer. Responsibilities included developing a finite element model in MIDAS of the replacement structure in conjunction with the PG-Splice model to finalize the structural design. The proposed replacement structure consists of a 600 ft main span with post-tensioned concrete segmental girders, with approach spans consisting of prestressed concrete girders. Also responsible for performing vessel collision risk analysis for substructure using FDOT methodology.
05/21 - 08/21	Mermentau River Swing Span Truss Bridge Repairs at Grand Cheniere, LA. DOTD. Engineer Intern. Responsible for preparing a structural rehabilitation solution to repair a steel truss member with structural deficiency, along with repair solutions for floorbeams and stringers using steel cover plates. Drafted and redrew the fender system plans and railing repair plans and reviewing overall bridge repair quantities and the plan set. Assisted with bridge inspection and load rating services in the preliminary stage, and later prepared repair and rehabilitation plans and procedures for the entire superstructure and substructure along with the fender system for the movable bridge span.
03/23 - 03/24	I-2/I-69C Interchange Construction Support (Design-Build). Texas DOT. Bridge Engineer. Responsibilities include addressing RFIs, FDCs (Field Design Change), NDCs (Notice of Design Change) by performing structural analysis, making changes to the construction plan set sheets using Microstation as required, reviewing changes and drawings by other engineers, ensuring conformance to TXDOT construction specifications, coordinating with subconsultants and prime contractor DPJV (Dragados-Pulice Joint Venture), working with Bentley and Axiom to prepare custom drawing configuration files to prepare record drawings in accordance with TxDOT's requirements for 19 bridges (steel, prestressed concrete, concrete slab bridges).
07/19 - 02/21	Load Rating of 311 Bridges, LA. DOTD. Engineer Intern. Responsible for load rating 51 bridges of various types such as concrete slab bridges, reinforced concrete girder bridges, prestressed girder bridges, prestressed and reinforced channel bridges, reinforced concrete culverts, and timber beams/timber trestle bridges. For a typical bridge, the load rating process involved developing and analyzing the superstructure structural model in AASHTOWare BrR, substructure structural model in RC Pier (now LEAP Bridge Concrete), and post processing the analysis results using Mathcad to effectively determine the load carrying capacity of the bridge (load rating factors) and accordingly recommending the posting load to DOTD. This project's scope was initially the load rating of 311 bridges located across Louisiana, however later another 300+ bridges and culverts were added to the scope.
07/22 - 08/22	Load Rating of 176 Bridges, LA. DOTD. Engineer Intern. Responsible for performing load rating for a total of 43 culverts out of 176. The typical process mainly involved developing and analyzing the structural model for concrete box culverts in AASHTOWare BrR, and then preparing reports with load posting recommendations, if applicable.
07/22 - 08/22	Load Rating of 114 Bridges, LA. DOTD. Engineer Intern. Responsible for performing load rating for a historic steel beam bridge, and a prestressed concrete girder bridge. The typical load rating process involves modeling the superstructure and substructure in AASHTOWare BrR and LEAP Bridge Concrete respectively, along with compiling the load rating report. Also reviewed over 40 concrete slab bridges to be load rated by three junior engineer interns.
07/19 - 08/22	Macarthur Interchange Completion Phase II at US90-Z Eastbound, Jefferson Parish, LA. DOTD. Engineer Intern. Responsible for structural analysis and girder capacity verification of prestressed concrete girders, developing spreadsheets and Mathcad files for computing development lengths and splice lengths, and deck reinforcement design. Also developed computing bridge quantities, girder riser elevations, riser thicknesses, deck elevations for the bridge, along with drafting CAD sheets in MicroStation for framing plans, pier cap details, and deck reinforcement plans in compliance with DOTD standards. This project consisted of demolition of an off-ramp and an on-ramp, along with reconstruction of both at different locations in addition to new construction to facilitate bridge widening.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Jim Nelson, PE		Years of relevant experience with this employer	<1
Title	Technical Manager - Bridge		Years of relevant experience with other employer(s)	28
Degree(s) / Years / Specialization		MSCE / 2005 / Civil Engineering, Iowa State University; BS / 1997 / Civil Engineering, Iowa State University		
Active registration number / state / expiration date		PE No. 51350 / LA / exp 9/30/26; PE No. P16032 / IA / exp. 12/31/2027		
Year registered	2026 (LA); 2002 (IA)	Discipline	N/A	
Contract role(s) / brief description of responsibilities		MPR #3 & 4; Deputy Project Manager; Lead - Asset Management Planning		
Jim has nearly three decades of Department of Transportation (DOT) experience and national committee leadership. As Iowa DOT's State Bridge Engineer, he oversaw one of the nation's largest bridge inventories and led a bureau of 79 staff. He was chair of AASHTO's Technical Committee on Bridge Preservation and contributes to AASHTO, FHWA, and TRB initiatives. His deep understanding of preservation policy, technical innovation, and interagency coordination ensures he can provide meaningful review and direction for the planning and research elements.		✓ Meets MPR #3 & #4: LA PE (Civil) with nearly 30 years of experience overseeing bridge design, maintenance, and preservation programs for complex steel and concrete bridge projects ✓ State Bridge Engineer for Iowa DOT, providing oversight for the inspection, maintenance, and project development for 4,100+ state DOT bridges ✓ Former AASHTO Committee Chair for Bridge Preservation		
Experience dates (mm/yy-mm/yy)		Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/26 - Ongoing		US 371: KCS RR Overpasses HBI, Webster Parish, Louisiana. DOTD. Technical Advisor. Responsible for evaluating the rehabilitation alternative for the existing bridge at Sibley. Project includes elimination of joints using link slabs, upgrading crash walls to fulfill CPKC/KCS crash wall requirements, Concrete CFRP repairs, and other rehabilitation items. Michael Baker is currently developing rehabilitation plans for the US 371 bridge site over KCS railroad at Sibley.		
09/17 - 12/25		Various Projects, Statewide. Iowa DOT. Director of Bridges and Structures Bureau & State Bridge Engineer. Responsible for leading the Bridges and Structures Bureau comprised of 79 full-time employees. The Bureau consists of a Bridge Maintenance and Inspection Section and two Bridge Project Development Sections. The Bridge Maintenance and Inspection Section inspects over 4,100 bridges on the primary roadway system and provides oversight for approximately 19,700 bridges on secondary roads. The Bridge Project Development Sections produces and oversees the production of approximately 100 bridges and structures designs annually with an estimated construction cost of approximately \$300 million. Oversees the development and implementation of standards, policies, procedures and research for bridges and structures. Serves on national committees responsible for developing specifications for bridge design and construction. Accelerated Bridge Construction - Lateral Bridge Slide Design, State Hwy 1 over Camp Creek, Washington County, IA. Served as designer and Engineer-of-Record for the structural design of the bridge. Led design for this 120'-0" x 44' single span, 0 degree skew, pretensioned prestressed concrete bulb tee beam bridge with precast abutment footings, and precast wing walls. The project aimed to construct the bridge superstructure adjacent to the existing bridge and slide the bridge laterally on stainless steel and PTFE sliding bearings. Used AASHTO LRFD Bridge Design Specifications. Designed deep foundation using driven h-piles, designed abutment concrete pile cap, and pretensioned prestressed concrete beams, bridge deck and barrier rails. Designed first known Ultra-High Performance Concrete (UHPC) connection for post-lateral slide to form an integral abutment. IA 9 over Mississippi River Bridge Replacement Project. Oversaw final design development, directing staff on the selection of engineering design criteria for a unique and complex signature bridge, a 1352' - 5 x 40' three-span steel through truss bridge with variable skew, steel truss main spans and three-span pretensioned prestressed concrete bulb tee beam approach spans. Frame piers were founded on drilled shafts or driven H-pile with stub abutments founded on drilled shafts or driven H-pile. Reviewed select complex construction issues and provided guidance on resolution.		



01/10 - 09/17	Various Projects, Statewide. <i>Iowa DOT. Transportation Engineer Manager.</i> Responsible for leading and managing a section of 6 engineers and 3 design technicians. The section prepares plans for bridges, culverts, sign trusses, bridge repairs and miscellaneous structural plans. Providing guidance to final design engineers and technicians on Iowa DOT design philosophy and ensuring the quality and on-time completion of plans for letting. Also served as Designer for the State of Iowa's first accelerated bridge construction lateral bridge slide design. Designed to construct the bridge superstructure adjacent to the existing bridge and slide the bridge laterally on stainless steel and PTFE sliding bearings. Key projects in which Jim served as Engineer-of-Record include: • <i>Lateral Bridge Slide Design for State Hwy 92 over Small Stream, Cass County, IA.</i> Served as designer and Engineer-of-Record for the structural design for the State of Iowa's first accelerated bridge construction lateral bridge slide design project. This project featured a 120'-0" x 44' single span, 0 degree skew, pretensioned prestressed concrete bulb tee beam bridge with precast abutment footings, and precast wing walls. This project was designed to construct the bridge superstructure adjacent to the existing bridge and slide the bridge laterally on stainless steel and PTFE sliding bearings. Using AASHTO LRFD Bridge Design Specifications, performed structural calculations and designed deep foundation using driven h-piles, designed abutment concrete pile cap, pretensioned prestressed concrete beams, and bridge deck. • <i>Beam Repair on SB Dubuque St. over EB I-18, Johnson County, IA.</i> Served as designer and Engineer-of-Record, overseeing all phases of design development and letting for this heat-straightening project for the 236-foot-long continuous I-Beam bridge carrying Dubuque Street over I-80, to address damage caused by an over-height vehicle impact. • <i>US 6 over Keg Creek Preservation, Pottawatomie County, IA.</i> Served as designer and Engineer-of-Record, overseeing all phases of design development and letting for the preservation of a 210-foot-long rolled steel girder bridge over water using thin polymer overlay. • <i>Beam Replacement on Oralabor Road over I-35, Polk County, IA.</i> Served as designer and Engineer-of-Record, overseeing all phases of design development and letting for this beam replacement project for a 249-foot-long PPCB bridge carrying Oralabor Road over I-35, to address damage caused by an over-height vehicle impact. • <i>State Hwy 17 over Big Creek Culvert, Boone County, IA.</i> Served as designer and Engineer-of-Record for the structural design of a triple barrel 10' x 10' reinforced concrete box culvert extension. Performed design calculations for the box culvert. • <i>EB US 20 Bridge over West Fork Little Sioux River, Woodbury County, IA.</i> Served as designer and Engineer-of-Record for the structural design of a 220' x 40' rolled steel continuous I-beam bridge. Integral abutments, tee-piers founded on driven h-piles. Using AASHTO LRFD Bridge Design Specifications, performed calculations and designed deep foundations using driven h-piles, performed design check of rolled steel girders and bridge deck. • <i>8th Street Bridge over US 34, Des Moines County, IA.</i> Served as designer and Engineer-of-Record for this joint replacement project converting sliding plate joint into semi-integral joint for a 225' x 30' pretensioned prestressed concrete bridge. Designed the details for joint conversion, prepared sketches, and performed calculations to check pile capacity was adequate. • <i>EB I-80 Bridge over US 6 / 169, Dallas County, IA.</i> Served as designer and Engineer-of-Record for the structural design to repair a pretensioned prestressed concrete beam for this 211'-3 x 29' three span bridge, which had been damaged by an over-height vehicle impact. Performed design and prepared sketches for details, and wrote plan notes and specifications for repair including concrete patching and FRP containment wrap.
02/02 - 04/07	Various Projects, Statewide. <i>Iowa DOT. Transportation Engineer.</i> Responsible for review of consultant plans, coordination of project issues, providing guidance to consultants on Iowa DOT design philosophy and ensuring the on-time completion and turn-in of plans for letting. Plans reviewed include steel bridges, standard and non-standard pretensioned prestressed concrete beam bridges, and bridges with special designs and aesthetics. Also responsible for providing guidance to field personnel in resolution of construction problems and coordinating revisions to plans to correct errors found during the construction phase. Served as team leader for the 2002 and 2003 selections of consultants for statewide "on-call" bridge design services. Also served as team member for CEC/DOT/FHWA partnering team for plan quality. The CEC/FHWA/DOT Partnering Council and the Iowa DOT Highway Division accepted the team's recommendations. Jim implemented these recommendations by working with the Office of Construction to develop a Microsoft Access database for project specific QA/QC input and feedback for bridge projects. • <i>120th Street Bridge over Ioway Creek Accelerated Bridge Construction, Boone County, IA.</i> Served as designer and Engineer-of-Record for the structural design of the bridge (except for the bridge deck) for the State of Iowa's first accelerated bridge construction design using precast elements. This project featured a 151'-4" x 33'-2" three span, 30 degree skew, pretensioned prestressed concrete beam bridge with precast abutment footings, precast pier caps and precast, prestressed and post-tensioned bridge deck. Using AASHTO LRFD Bridge Design Specifications, performed calculations and designed deep foundation using driven h-piles for abutment, abutment concrete pile cap, pier closed end pipe pile deep foundation, pier concrete pile cap, and pretensioned prestressed concrete beams. Also performed calculations and served as design checker for the precast, prestressed and post-tensioned bridge deck.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Daniel Thornhill, PE		Years of relevant experience with this employer	6
Title	Office Executive/Associate Vice President		Years of relevant experience with other employer(s)	22
Degree(s) / Years / Specialization			BS / 1997 / Civil Engineering, Louisiana State University and A & M College	
Active registration number / state / expiration date			PE No. 32367 / Louisiana / 09/30/26	
Year registered	2006	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			MPR 1 & 2; Principal-in-Charge & Client Liaison; Construction Support	
Daniel has more than 25 years of consulting experience focusing on bridge and roadway design, corridor/traffic operation concept analysis, hydraulics and subsurface drainage design, and sidewalk beautification projects. He has served as Project Manager/Senior Engineer in the Greater Baton Rouge area since 2006, serving as the responsible-in-charge for Roadway/Transportation Design and Corridor Studies for DOTD, East Baton Rouge Parish, Lafayette Consolidated Government and St. Tammany Parish Department of Public Works. Daniel will support Shalin in the management of this project by leveraging our regional and national resources to appropriately staff the contract, balancing the fluctuating personnel needs of concurrent task orders to maintain DOTD's schedule and budget goals. ✓ Meets MPR 1 & 2: LA PE (Civil) & Principal of Michael Baker ✓ 25+ years of Louisiana-focused roadway design experience ✓ Familiarity with DOTD staff, procedures, and projects will streamline communication and enhance technical oversight ✓ Served as Project Manager, Principal-in-Charge, or Senior Engineer on 75+ transportation projects across Louisiana				
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).		
11/21 – Ongoing		US 371: KCS RR Overpasses HBI, Webster Parish, LA. DOTD Headquarters. Principal-in-Charge & Project Manager. Responsible for the design and development of construction plans for the replacement of three bridges at two locations along US 371. First location is the replacement of a three-span bridge over KCS Railroad in Sibley, LA. Project includes the replacement of the twin bridges for the site at Minden with a single wider structure. The new bridge will be prestressed concrete girder-type and uses LG 63 and LG 36 girders and fulfills KCS/CPKC crash-wall requirements. Michael Baker is currently developing rehabilitation plans for the US 371 bridge site over KCS railroad at Sibley.		
10/22 – Ongoing		IJA Off-System Bridge Program – District 07. DOTD District 07. Principal & Project Manager. Responsible for the oversight of the development of a Preliminary Bridge Matrix and Final Structure Recommendation for the off-system bridge program for five parishes in District 07. Project is broken into Initial Phase and Final Design Phase. Matrix developments were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3 million dollars with allocations for each parish. Additional responsibilities included meeting with each Parish engineer/Policy Jury to determine priority for which bridges needed replacement. Based on priorities, environmental screening was done to determine any mitigation requirements along with determining if additional rights-of-way may be required along with utility relocations. The Final Structure Recommendation determined how many bridges could be replaced on program with allocated funds that also included design and inspection cost. Currently, Michael Baker has submitted stamped final plans for two projects (4 bridges/culverts) while other six projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.		
08/20 - Ongoing		New Orleans Rail Gateway Program (NORG), Jefferson and Orleans Parishes, LA. DOTD. Lead Corridor Designer & QA/QC Reviewer. Leading corridor improvements for the NORG at Avondale and at Jefferson. NORG is the fourth-largest freight rail gateway in the United States. Projects included corridor improvements with the addition of bridge railroad overpasses to improve traffic operations while decommissioning at-grade RR crossings. Michael Baker is providing environmental and engineering services, GIS development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination including FRA, FHWA, DOTD, NORPC, six Class 1 railroads, Amtrak, NOPB, City of New Orleans, Jefferson Parish, the Port of New Orleans and federal/state resource agencies, and extensive public and minority community outreach. The study built upon a "Program of Projects" and two feasible alternatives identified in a 2007 Infrastructure Feasibility Assessment that identified 52 individual projects along two rail corridors to improve the entire 35-mile Gateway. The FRA rescinded the EIS NOI during alternatives development due to strong public opposition, lack of local elected officials support, and insufficient funding to conduct comprehensive studies necessary to re-evaluate projected passenger train service and re-evaluate possible alternatives that could garner community support.		



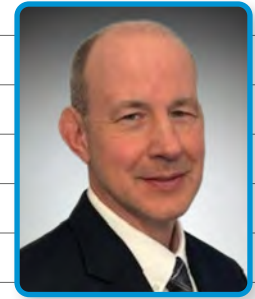


03/13 - 04/14, 08/14 - 01/16	US 190 (Collins Blvd) Traffic Operations Study, Covington, (Stage 0) and Line & Grade Study for New Orleans Regional Planning Commission (Stage 1). DOTD. Project Manager/Lead Design Engineer. Responsible for Roadway Geometrics during the Stage 0 for US 190 (Collins Blvd) from US 190 Business to US 190 (Ronald Reagan Blvd). The project widened US 190 (Collins Blvd) from an existing 2-lane roadway to a 4-lane boulevard to include the complete streets initiative of sidewalks, bikepaths, and/or combination of both. DOTD wanted a traffic operations analysis done for this corridor as it is a major traffic route for commuters from north part of St. Tammany Parish to Covington, Mandeville, Slidell and to New Orleans via the Pontchartrain Causeway. Traffic analysis showed that a series of roundabouts in conjunction with J-turns and dual bridge crossing over the Bogue Falya would provide the best traffic movement. Stage 0 included using As-Built drawings along with Aerial photography to create Plan View Sketches that were included in a Stage 0 report along with project implementation cost. DOTD accepted the Stage 0 study. During coordination with stakeholders during the Stage 0, it was discovered that New Orleans Regional Planning Commission was already under contract for a Stage 1 Environmental Assessment for the same project corridor. Mr. Thornhill and his previous employer were then added to the Stage 1 team as a subconsultant to perform the Line & Grade study to obtain Environmental Clearance. Recommendations from the Stage 0 Traffic Operations study was carried forward. Mr. Thornhill was Project Manager/Lead Design Engineer over the Line & Grade portion of the Environmental Assessment. He was responsible for the development of the Plan & Profile sketches for the Stage 1 report, development of project implementation cost, and creation of public meeting exhibits. For the Line & Grade, LiDAR was utilized with the Horizontal Alignments and Aerial Photography from the Stage 0 report. The updated sketches were used to develop the opinion of probable construction cost from the Line & Grade improvements along with developing estimated cost for relocation of utilities, acquisition of additional right-of-way, engineering cost (design & survey) and CE&I. A staging phase approach was required to break the project out in several phases to be designed and constructed as funding became available. A priority matrix was created to determine the order in which the different phases should be constructed to provide the best Traffic Operation.
04/22 - Ongoing	LA 30: EBR PL - I-10, East Baton Rouge, Iberville, and Ascension Parishes, LA. DOTD Headquarters. Principal/Project Manager. Responsible for the oversight of the Environmental Assessment (EA) of the widening of LA 30 from a 2-lane roadway to 4-lane roadway. Project limits is roughly 14 miles from the East Baton Rouge/Iberville Parish line to the terminus at I-10 interchange. Project is currently in Part 1 of the EA which main focus on traffic count/study/analysis along with some early environmental field screening, initial geometric improvements at existing 5 intersections, SUE services, and development of existing hydraulic flows for existing 6 bridge/culvert structures. Additional responsibilities include oversight of existing alignments along with existing right-of-way lines. Additional coordination required is with DOTD new Mississippi River Bridge Environmental on-going project. Addition 7 miles of project has recently been added to the project to include LA 30 from Brightside/Lee Drive Intersection to the East Baton Rouge/Iberville Parish line. Project challenges are the number of industrial pipelines that parallel LA 30 on both sides of the roadway along with railroad on the west side of LA 30 from Brightside Intersection to just south of East Iberville High School.
03/15 - 01/16	Espasie Bridge Replacement, Lafayette Parish, LA. DOTD. Project Manager. Responsible for the oversight for the development of bridge replacement plans to remove an existing concrete decked bridge on timber substructure with a new concrete Arch Span bridge. Additional responsibilities included preparing the bid documents and assisting the Parish with letting of the project. After letting, Mr. Thornhill was responsible for the oversight of the construction of the project to make sure the structure was being built per the plans and coordination between the inspectors and the parish engineers. Mr. Thornhill reviewed and approved all pay request and change orders requested by the contractor.
03/21 - 03/22	Pearl River Truss Replacement, Pearl River, LA. Norfolk Southern Corporation. Senior Engineer. Worked with CE&I Field Engineer in regards to allocations and/or re-allocation of resources for the duration of the project. Michael Baker acted as part of the project team for replacement of the Lindbergh Norfolk Southern Bridge crossing the East Pearl River in Louisiana. Tasks included traffic maintenance, protection of environmental areas, and lead-based coatings demolition.
03/20 - 12/21	Pecue Lane / I-10 Interchange. DOTD. Project Manager. Responsible for handling all Requests for Information (RFIs) or Shop Drawings from the contractor. Project involved a 2 span bridge over I-10 for a new interchange that abutment earthwork was being supported by retaining walls.
08/22 - 05/23	Barksdale AFB Entrance Roads, Bossier Parish, Louisiana. NAVFAC Southeast. Project Manager. Responsible for the development of construction plans for new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with new 4-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Additional responsibilities include coordination with the DOTD I-20/I-220 Project Manager and Design Build Owner Verification Managers along with overseeing new roadway drainage that meets DOTD Hydraulic requirements. Re-designed the proposed roundabout from the EA document to reduce the footprint by reducing the inscribed circle from 230' + to 180' to meet DOTD Roundabout criteria along with reducing the median on the approach to the roundabout to encourage motorist to reduce speed as it approached the roundabout.

16. Staff Experience:

Firm employed by Michael Baker International, Inc.

Name	Brian Hanks, PE			Years of relevant experience with this employer	1
Title	Bridge Technical Consultant			Years of relevant experience with other employer(s)	31
Degree(s) / Years / Specialization			BS / 1993 / Civil Engineering, North Carolina State University		
Active registration number / state / expiration date			PE No. 023926 / NC / exp. 12/31/26		
Year registered	1998	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Technical Advisor		



As the former State Structures Engineer for the North Carolina Department of Transportation (NCDOT), Brian brings more than 30 years of comprehensive experience leading the design, construction, maintenance, and safety inspection of bridges, walls, culverts, sign supports and other structures on the state's highway system. In that role, he managed approximately 18,500 state-owned bridges and culverts and was responsible for prioritizing the selection of preservation, rehabilitation, and replacement projects statewide. He has led the development of innovative design solutions to preserve and restore bridges of all types, including complex structures and structures suffering from severe storm damage. In addition, he is skill at developing structure-related policies and procedures, including asset management plans. As our team's Technical Advisor, Brian brings a client's perspective to coordinating structure designs with consultant, which he will leverage to ensure our services and deliverables bring the best value and highest quality to DOTD.

- ✓ Former State Structures Engineer for the North Carolina Department of Transportation (NCDOT)
- ✓ Managed 18,500 state-owned bridges and culverts across NC, prioritizing selection of preservation, rehabilitation, and replacement projects
- ✓ Served on the American Association of State Highway and Transportation Officials (AASHTO) Committee on Bridges and Structures

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).
04/17 - 12/24	Federal Discretionary Grants, NC. North Carolina DOT. State Structures Engineer. Supported NCDOT in identifying bridge replacement or preservation projects eligible to compete for federal grant funding, evaluated partnerships and funding opportunities, and supported grant proposal development. Successful grants received to date include the STERLING Grant, FLOW BETTER Grant, and Build BETTER Grant.
01/14 - 12/24	Harker's Island Bridge Replacement - Carbon Fiber Prestressing and Reinforcement, NC. NCDOT. State Structures Engineer. Chaired an NCDOT-funded research project, which replaced traditional reinforcement with carbon fiber reinforced polymers (CFRP) in concrete beams as a method to increase a structure's service life in a highly corrosive environment. Used the knowledge gained from the research to implement NCDOT's first non-ferrous bridge replacement using carbon fiber and glass fiber reinforcement in the foundation, girders, and bridge deck.
03/25 - Ongoing	Washington Bridge DB with American Bridge/MLJ A Joint Venture, PA. American Bridge/MLJ A Joint Venture. Reviewer. Responsible for reviewing and providing feedback on the development of the Design-Build proposal for the RIDOT Washington Bridge replacement. Reviewed the proposal layout from an "Owner's Perspective" and provided suggestions on layout and content. Ensured the RFP's Service Life requirements were properly addressed.
07/25 - Ongoing	Closed and Load Restricted Bridge Replacements Package 22, 23, and 27, Statewide, SC. South Carolina DOT (SCDOT). QA/QC Engineer. Responsible for the Quality Assurance review of 23 sets of Conceptual Bridge Plans prepared by MBI for SCDOT Design Build contracts. Ensured the conceptual plans provided cost-effective solutions and met SCDOT requirements for setback, beam type, etc. Michael Baker serves as the Prime Consultant for the Closed and Load Restricted Bridge (CLRB) Replacements Packages 22, 23, and 27. In this role, Michael Baker leads the planning, design, and engineering services required to replace more than 25 closed or load-restricted bridges across 14 counties in South Carolina. The firm's responsibilities include comprehensive project management, field surveys, environmental documentation, conceptual roadway and bridge design, traffic studies, geotechnical investigations, hydraulic and utility coordination, and support for the development of design-build procurement documents.

05/25 - Ongoing	I-26 and U.S. 501 Bridge Repairs, Charleston and Horry Counties, SC. SCDOT. Bridge Engineer. Responsible for reviewing staffs work associated with evaluating the load carrying capacity of existing bridges based on current conditions. Assisting staff in using bridge inspection reports to adjust section properties due to corrosion then inputting the reduced properties to determine the bridge's load carrying capacity.
12/25 - Ongoing	Structural Design Manual Phase 2, SC. SCDOT. Technical Advisor. Michael Baker is working as a subconsultant on Phase 2 of the update to the 2006 South Carolina Department of Transportation Bridge Design Manual to bring it in compliance with the AASHTO LRFD, 10th edition and incorporate agency policy changes. Michael Baker is providing an on-site project coordinator, subject matter experts, and review engineers for the manual which has been renamed the Structures Design Manual. As the on-site project coordinator, Michael Baker schedules and facilitates internal review meetings to review questionnaires, outlines, preliminary drafts, and final drafts. Our experts are the lead engineers for 18 of the 29 chapters.
2008 - 2010	Biltmore Village Bridge Replacement, NC. NCDOT. State Structures Engineer. Managed the design and contract plan development for the first accelerated bridge construction project in North Carolina where the concrete deck was cast on the steel girders offsite, then moved for placement in its final location. The novel construction process minimized disruption to traffic and nearby businesses for a key corridor.
2004 - 2006	Stanly County Bridge Replacement, NC. NCDOT. State Structures Engineer. Designed and managed the contract plan development for the first Load and Resistance Factor Design (LRFD) accelerated bridge construction project in North Carolina where the concrete deck was cast on the prestressed girder at the time of fabrication. The deck beams were then shipped to the site and connected to each other via shear keys and mechanical connections. The deck beam design was complete via hand calculations to determine the loads, prestressing strand arrangement and shear steel requirements.
2014 - 2017	Captain Richard Etheridge Bridge, NC. NCDOT. State Structures Engineer. Responsible for the design and development of the contract plans for the new bridge on North Carolina Highway 12 over the new inlet created by Hurricane Irene in 2011. The new bridge utilizes NCDOT's standard cored slab design plans and standard precast substructure design plans.
2006 - 2011	Second Bridge to Oak Island, Oak Island and Beaufort, NC. NCDOT. State Structures Engineer. Designed the three-span precast post-tensioned spliced girder superstructure for the Middleton Avenue Bridge over the Intracoastal Waterway in Oak Island. The girder design for the span configuration (225 feet, 280 feet, 225 feet) was also used for I-140 bridge over the Cape Fear River in Wilmington and the U.S. 70 bridge over the Intracoastal Waterway in Beaufort.
09/25 - 02/26	NCDOT Division 13 Timber Bridge Replacements. NCDOT. Project Manager. Responsible for managing the replacement of multiple timber bridges damaged by Hurricane Helena. Coordinated scope of work, design, constructability, and project delivery with NCDOT staff in Division 13. Bridges replaced under this project include: Buncombe 161, 162, & 506; Yancey 032 & 202; and McDowell 141 & 204.

16. Staff Experience:

Firm employed by		Bridge Diagnostics, Inc.	
Name	Graham Bettis, PE		Years of relevant experience with this employer
Title	Vice President		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1999 / Architectural Engineering	
Active registration number / state / expiration date		PE No. 51019 / LA / exp. 09/30/26; PE No. 96670 / TX / exp. 09/30/26	
Year registered	2026 (LA); 2005 (TX)	Discipline	Civil, Structural
Contract role(s) / brief description of responsibilities		Technical Advisor	



Graham's 25+ years of structural design experience include five years with TxDOT's Materials & Tests Division and 12 years with TxDOT's Bridge Division. In these roles, he gained extensive experience in fabrication and installation of large-scale precast concrete and structural steel components, drilled shafts, piling, retaining walls, columns, bents caps and abutments, superstructure, deck, and railing. Graham is an expert in bridge construction materials, especially concrete and steel, and served as the Bridge Division lead on the update to the 2014 Standard Construction Specifications. Graham also authored the first and second editions of the TxDOT Concrete Repair Manual, and is regarded as a national expert in the field of concrete repair. Combining a wealth of private- and public-sector experience, Graham is adept at collaborating between owners, consultants, and contractors to resolve unexpected design and construction issues.

- ✓ Expert in Steel and Concrete Bridge Rehabilitation/Repair
- ✓ Currently advising on multiple non-destructive evaluation contracts for DOTD
- ✓ 18 years at TxDOT Bridge Division including 6.5 years as Director and State Bridge Engineer overseeing inspection, maintenance, construction and rehabilitation programs for 56,000+ bridges with an average Bridge Condition Rating of 89.45.

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).
09/25 - Ongoing	Retainer Contract for Non-Destructive Evaluation of Statewide Structures . DOTD. Subject Matter Expert. Provided technical advisory services for testing plan development and application. 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.
09/25 - Ongoing	Bridge Weigh In Motion Contract, Norco, LA. DOTD. Subject Matter Expert. Provided technical advisory services for the development of the BWIM system. BDI was contracted to assist DOTD in determining overweight loads travelling across structures in Louisiana. BDI developed the BWIM system to use a structure as a load cell. This project serves as a proof of concept and was broken out into three phases in order to ensure DOTD is receiving accurate data while maintaining long-term structure health by limiting overweight non-permitted loads. The US-61 Bonnet Carre westbound structure (Recall 002819) was chosen as the bridge where these phases would be tested before statewide implementation.
09/25 - Ongoing	Various Projects. Bridge Diagnostics, Inc. Vice President. Mr. Bettis joined the BDI team in 2025 with the goal of focusing on the National Bridge Inspection program and working with Infrastructure Owners on their Bridge Preservation and Asset Management strategies. He remains highly engaged in national bridge efforts to ensure there are tools and techniques in place to prioritize responsible preservation actions for all bridges, not just those that have fallen into disrepair. Mr. Bettis brings valuable structural and professional experience to BDI and helps position BDI at the forefront of the bridge inspection, maintenance, and preservation sector. His comprehensive understanding of structural materials, composition, and mechanics make him a valuable asset to BDI's bridge evaluation and preservation program.
11/24 - 08/25	Various Projects. Michael Baker International. Bridge Practice Lead. Led statewide design, inspection, and preservation programs in Texas. Worked closely with Principal-in-Charge Daniel Thornhill to develop short- and long-term goals for the Bridge Team and prepared a detailed Tactical Action Plan focused on business development in Louisiana and Texas.

05/06 - 10/24	Various Projects. TxDOT. Various Roles, Finishing as State Bridge Engineer. Mr. Bettis moved from the private to public sector in 2006, joining the Texas Department of Transportation. From 2006 to 2010, Mr. Bettis worked in TxDOT's Structures Lab where he was responsible for overseeing the statewide QC/QA program for largescale structural bridge members, including precast concrete girders, structural steel, segmental units, bearings, pipes, and numerous other elements. A majority of his time was spent in prefabrication plants assessing damage or other nonconforming items and determining appropriate solutions. In 2011 Mr. Bettis moved to TxDOT's Bridge Division, where his primary technical focus was on structural forensics, assessment, load rating, and preservation. His specialty was in performing in-depth damage evaluations and condition assessments to determine options and best courses of action for repair, rehabilitation, or replacement. Mr. Bettis performed load ratings on dozens of bridges, which in most cases included in-depth field evaluations to ensure the analyses were representative of actual conditions. During this time, he authored the first edition of TxDOT's Concrete Repair Manual, and was responsible for writing or updating many other structural specifications and manuals. Mr. Bettis also routinely responded to emergency events (e.g. flooding, hurricanes, over-height bridge impacts, train derailments, etc.) to quickly assess damage and determine what steps must be taken to quickly but safely return damaged structures to service. In 2015 Mr. Bettis was named Field Operations Section Director, where his responsibilities included oversight of the federally-mandated bridge inspection program (Routine, Fracture Critical/NSTM, and Underwater inspections). From 2018 to 2024 Mr. Bettis served as Texas' State Bridge Engineer. In that role he was responsible for overseeing all design, construction, inspection, and maintenance activities on an inventory.
07/00 - 04/06	Various Projects. Engineering Diagnostics. Project Engineer. Mr. Bettis was responsible for performing structural and building envelope investigations of academic, medical, and commercial buildings, primarily high-rise structures. He conducted numerous AAMA and ASTM tests to determine suitability of various curtain wall, roofing, and coating systems. He also participated in the development of design drawings and specifications, bidding oversight, and quality control testing during implementation of the work. From September 2005 to April 2006, Mr. Bettis' primary job function was to perform post-hurricane structural and building envelope assessments in Southern Louisiana.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Maurice Sonnier	Years of relevant experience with this employer	2
Title	Technical Manager	Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization		BS / 2004 / Behavioral Sciences, University of Louisiana Monroe	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Program Funding Specialist	



Maurice is a skilled grant manager and program manager with nearly 20 years of experience supporting clients in strategic planning, stakeholder engagement, compliance with federal regulations, benefit-cost analysis, and cost reasonableness. As the former Section Manager for the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), he has expertise in Public and Individual Assistance, with a strong commitment to improving community resilience and disaster recovery. Maurice has provided Federal grant and program management leadership to the state of Louisiana and its localities, as well as Utah, Montana, Texas, Puerto Rico, and municipalities across the U.S. His most notable accomplishments include developing grant applications, conducting benefit-cost analysis, securing grant application approvals, developing cost reasonableness principles and guidance, performing QA/QC analysis, and closing out grant applications and programs totaling nearly \$5 billion.

- ✓ Former Section Manager for Louisiana GOHSEP, overseeing closeout of Federal Hazard Mitigation Assistance programs across Louisiana's 64 parishes
- ✓ Highly skilled at developing and managing grant applications, securing approximately \$5 billion in grant funding for his clients over his career

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).
2021 - 2024	Louisiana Watershed Initiative (LWI), Statewide, LA. Louisiana Office of Community Development Disaster Recovery Unit (OCD-DRU). Senior Program Manager. Authored policies and processes for universal nonstructural data collection. Partnered with internal staff, GOHSEP, CPRA, and USACE to develop the LWI flood portal repository and GIS mapping for mitigation projects statewide.
2021 - 2024	Disaster Case Management Program, Statewide, LA. Louisiana GOHSEP. Senior Program Manager. Oversaw Program Management Leads, Call Center Managers and Specialists, Grant Specialists, Applicant/Resource Coordinators, and Disaster Case Managers supporting survivors of Hurricanes Laura and Delta. Coordinated with GOHSEP, FEMA, local jurisdictions, and long-term recovery groups. Designed and implemented policies and planning frameworks for disaster resilience and long-term recovery in housing, economic revitalization, and infrastructure.
2023	Hazard Mitigation Assistance Programs, Mandeville, LA. City of Mandeville. Senior Program Manager. Led QA/QC and GIS Mapping efforts during the FMA 2023 grant application cycle. Reviewed and provided feedback on application development and supported revised public outreach efforts.
2019 - 2021	Federal HMA Programs, Multiple Locations, Louisiana. Senior Project Manager. Administered program management, application development, grant management, BCA, and project closeout for Federal HMA programs totaling over \$200 million. Developed applications for various mitigation projects across multiple parishes and cities. Drafted project proposals and managed bid documentation and construction submittals.
2015 - 2019	Hazard Mitigation Assistance Programs, Statewide, LA. Louisiana GOHSEP. Section Manager. Supervised closeout of 230 HMGP and Non-Disaster grants totaling \$578 million. Managed closeout submissions of over 10,000 grants exceeding \$700 million. Developed tools including Unified Cost Guidance (UCG), Elevation Cost Guidance (ECG), Total Project Cost (TPC) Reduction Form, and various SOPs and templates.
2016 - 2018	Disaster Recovery Operations, Statewide, LA. Louisiana GOHSEP. State Individual Assistance Officer and Deputy State Coordinating Officer. Coordinated with FEMA to allocate over \$770 million in Public Assistance and \$870 million in Individual Assistance. Oversaw housing support for over 4,800 units and managed grants impacting public and individual recovery. Led committees and developed strategies for shelter depopulation and TSA program.

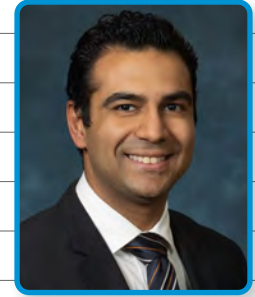
2008 - 2015	Hazard Mitigation Assistance Programs, Statewide, LA. <i>Louisiana GOHSEP. State-Level Grants, QA/QC, & Payments Manager.</i> Coordinated HMGP program management and eligibility assessments. Authored QA/QC SOPs and cost guidance documents. Led BCA efforts and managed high-value project files.
01/26 - Ongoing	Closed and Load Restricted Bridge Replacements Package 22, 23, and 27, Statewide, SC. <i>SCDOT. Senior Planner.</i> Michael Baker serves as the Prime Consultant for the Closed and Load Restricted Bridge (CLRB) Replacements Packages 22, 23, and 27. In this role, Michael Baker leads the planning, design, and engineering services required to replace more than 25 closed or load-restricted bridges across 14 counties in South Carolina. The firm's responsibilities include comprehensive project management, field surveys, environmental documentation, conceptual roadway and bridge design, traffic studies, geotechnical investigations, hydraulic and utility coordination, and support for the development of design-build procurement documents.
12/24 - Ongoing	FEMA Professional and Technical Services (PTS), Puerto Rico and New Hampshire. <i>FEMA. Subject Matter Expert.</i> Supporting FEMA Building Science Task Order with focus on Codes and Standards and Flood Hazard. Led cross-functional team to deliver federal grant support across HMA, IA, CDBG-DR/CDBG-MIT, and PA programs. Provided strategic oversight in program and project management. Delivered training at FIWA on federal compliance, strategic planning, stakeholder engagement, disaster recovery program development, grant application processes, benefit-cost analysis, QA/QC, and closeout procedures. Developed guidebooks for Regional Building Code Coordinators summarizing applicable codes, standards, and regulations. Michael Baker provided professional and technical services for the 2023 Annual Report. The Technical Mapping Advisory Council (TMAC) was asked to look at possibilities for redefining the special flood hazard area (SFHA), how fill placed in the SFHA should be handled for flood plain management and mandatory insurance purchase purposes, recommendations on use of 2D modeling and methods for sharing complex visual and data information with the public..
11/24 - 02/25	Building Resilient Infrastructure and Communities (BRIC) Direct Technical Assistance, Regions 5, 6 and 7. <i>FEMA. Senior Planner.</i> Provided direct technical assistance under the BRIC program to 11 subapplicants, including disadvantaged communities in FEMA Regions 5, 6, and 7. Supported planning, management, and engagement activities to build local capacity and capability. Coordinated with FEMA HQ to improve disaster resilience and mitigation outcomes. Delivered support for mitigation project development, including site visits, stakeholder engagement, hazard risk assessment, project conceptualization, benefit-cost analysis, mitigation planning, and HMA grant application development. Michael Baker provides Hazard Mitigation Technical Assistance Program (HMTAP) support as a partner in the Alliance for Resilience and Mitigation (ARM) joint venture to support the headquarters and the regions by enhancing capacity to meet pre-disaster, during disaster and post-disaster mitigation and environmental responsibilities. Our work on this project supports the Building Resilient Infrastructure and Communities (BRIC) program to provide Direct Technical Assistance (DTA) in Regions 5, 6 and 7 to increase the capacity and capabilities of disadvantaged communities.

BRIDGE ENGINEERING TEAM

**ASSET MANAGEMENT PLANNING, PRESERVATION
PROJECT DEVELOPMENT, & CONSTRUCTION SUPPORT**

16. Staff Experience:

Firm employed by		Wiss, Janney, Elstner Associates, Inc.	
Name	Mohamed ElBatanouny, PE, SE		Years of relevant experience with this employer
			11
Title	Supervisor-Other		Years of relevant experience with other employer(s)
			5
Degree(s) / Years / Specialization		PhD / 2012 / Civil Engineering; MS / 2010 / Civil Engineering; BS / 2008 / Civil Engineering;	
Active registration number / state / expiration date		PE No. P24910 / IA / exp. 12/31/2027; SE No. 081.008166 / IL / exp. 11/30/2026	
Year registered	2018	Discipline	Civil, Structural
Contract role(s) / brief description of responsibilities		Asset Management Planning	



Dr. ElBatanouny will support asset management efforts and assist with evaluation and selection of bridge preservation and maintenance activities.

- ✓ Strong working relationship with Deputy PM Jim Nelson
- ✓ 15+ years of bridge engineering and asset management experience

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 – 07/22	Danziger Lift Span Bridge, US 90, over the Industrial Canal, New Orleans, LA. DOTD. Project Engineer. Assisting in the development of a unique monitoring and sensor installation plan, the installation of instrumentation and monitoring equipment, and the creation of a web-accessible reporting platform to evaluate the bridge's operations over time. The monitoring was designed to assess bridge span lift operations and included laser distance devices, linear potentiometers, temperature measurements, ultrasonic distance measurements, WiFi cameras, tilt, wind speed, acceleration/vibration, and GPS-based displacement measurements. Assisted with the development of specifications for the installation of polyester polymer concrete lift span orthotropic deck overlay repairs.
01/22 – Ongoing	Bridge Deck Preservation Tool: Pooled-Fund Study TPF-5(474). Project Manager. Responsible for development and implementation of a bridge deck preservation decision-support tool for optimal selection of preservation strategies. Responsibilities include coordination with project stakeholders, development of the framework for the web-based tool, development of the software code used to perform all the tools analyses, and development of recommendations and assumptions embedded in the tool to optimize maintenance timing, repair selection, and service life extension of bridge decks. The project also included developing a framework for developing a tool to aid maintenance engineers in selecting preservation and maintenance strategies for bridge superstructures and substructures.
02/23 – Ongoing	Performance Monitoring of Two-Course Bridge Deck Utilizing Ultra-High-Performance Concrete, Cass County, Iowa. Iowa DOT. Project Manager. Responsible for evaluation and performance monitoring of an innovative two-course bridge deck system consisting of conventional fiber-reinforced concrete with an ultra-high-performance concrete (UHPC) overlay. Responsibilities included construction observation and documentation, laboratory testing and sample evaluation, long-term field monitoring, live-load testing, service life prediction modeling, and life-cycle cost analysis. The project focused on assessing constructability, bond performance, durability, chloride resistance, and long-term behavior of UHPC overlays as a strategy to extend bridge deck service life, reduce corrosion-related deterioration, and minimize future maintenance costs.
01/21 – Ongoing	Condition Assessment of Approach Slabs, Various Location, SD. South Dakota DOT. Project Manager. Responsible for inspection and condition documentation of 15 bridge approach slabs using visual inspection, GPR, and elevation surveys. Also included is an assessment of differential settlement at the approach slabs.
03/21 – Ongoing	Luling Bridge Deck Overlay Repair Consultation, St. Charles Parish, LA. Project Engineer. Responsible for providing quality control assistance for the repair of an orthotropic deck overlay system comprising and epoxy underlayment with a FRC overlay on the cable-stayed spans. Developed and installed a long-term monitoring system, including strain and temperature measurements, to evaluate the performance of the overlay repairs.

04/19 – 11/25	Performance Evaluation of Polyester Polymer Concrete Overlays, Various Locations, IA. Iowa DOT. Project Manager. Responsible for inspection and condition documentation of bridge decks to detect deficiency location/size (delamination and voids), rebar cover, and corrosion potential. Applied NDE technologies such as visual inspection, GPR, half-cell potential, impact echo, sounding, and material testing. The project included construction support, construction documentation, and acceptance testing (rebound hammer and pull-off testing) during installation of the first polyester polymer overlays on Iowa bridges. Follow-up inspections, every 2 years, and service life analysis were also completed.
04/22 – 04/25	Tilt Monitoring of Scour Critical Bridge Piers, Hamilton, MT. Montana DOT. Project Supervisor/Engineer. Responsible for design and installation of wireless tilt monitoring system for scour critical bridge piers.
01/20 – 02/25	Bridges Designed for Minimum Maintenance. Iowa DOT. Project Manager. Responsible for development of durability-based bridge design recommendations to minimize maintenance needs and extend service life of bridge components. Responsibilities included analysis of Iowa DOT bridge maintenance records and survey data, evaluation of deterioration mechanisms affecting reinforced concrete and steel bridge elements, service life modeling using WJE CASLE™, and development of design guidance for bridge decks, superstructures, joints, bearings, foundations, and approach systems. The project included assessment of corrosion protection strategies, chloride exposure characterization through field sampling and laboratory testing, and preparation of recommendations for target service lives of 75, 100, and 125 years to improve long-term bridge performance and reduce lifecycle costs.
10/18 – 01/19	Sunshine Bridge, St. James Parish, LA. Project Engineer. Assisted in the development and implementation of a monitoring plan to provide information regarding redistribution of loads during the installation of repairs to the truss bottom compression chord damaged by impact. Assisted with field technical assistance and chord jacking operations oversight.
03/15 – 06/17	IH-345 Inspection, Analysis, and Retrofit Design, Dallas, TX. Project Engineer. Responsible for instrumentation, field load testing (for finite element model calibration), and trial retrofit installations of a 1.6-mile-long steel structure connecting I-35, I-45, and US 75 with local city streets. Instrumented bridge units using wireless instrumentation, reusable strain transducers, and string pots. Oversaw rolling load tests to collect in-plane live load and fatigue response stringer and girder cross section.
05/11 – 12/15	Transport of Long Prestressed Concrete Girders, LA. Project Engineer. Responsible for the dynamic monitoring of two long prestressed girders during transport from the precast yard to their final installation at the bridge site. Worked on data evaluation of collected dynamic strain and inertial motion data. Evaluated data using dynamic 3D model with sensor mapping and interactive geolocation to correlate significant strain events with position and transport activity.

16. Staff Experience:

<i>Firm employed by</i>	Bridge Diagnostics, Inc.		
<i>Name</i>	Brice Carpenter, PE	<i>Years of relevant experience with this employer</i>	16
<i>Title</i>	Senior Engineer	<i>Years of relevant experience with other employer(s)</i>	0
<i>Degree(s) / Years / Specialization</i>	MS / 2009 / Civil Engineering; BS / 2007 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	PE No. 39341 / LA / exp. 03/31/27		
<i>Year registered</i>	2014	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	Asset Management Planning; Testing, Sampling, & Instrumentation		

Brice brings more than 15 years of experience leading the non-destructive testing and evaluation of hundreds of bridges, delivering reliable data to support lifecycle planning and preservation decision-making. His experience includes planning and executing field investigations; deploying instrumentation and data acquisition systems; analyzing structural response data; performing routine and complex structural evaluations, and developing actionable results and recommendations. He is proficient in advanced evaluation methods, including conventional and field-verified load rating analysis, as well as structure- and component-specific assessments in accordance with specifications relevant to this proposal: AASHTO (ASD, LFD, LRFD) and DOTD BDEM standards. Throughout his career, Brice has focused on delivering accurate, defensible results that enable transportation agencies to optimize maintenance, extend service life, and maximize the value of bridge assets through effective, data-driven preservation strategies.

- ✓ Led non-destructive testing and evaluation of hundreds of structures
- ✓ Extensive experience providing identical services to DOTD under similar IDIQ contracts

<i>Experience dates (mm/yy-mm/yy)</i>	<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>
05/23 - Ongoing	Retainer Contract for Non-Destructive Evaluation of Statewide Structures . DOTD. Subject Matter Expert. Provided technical advisory services for testing plan development and application. 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.
09/25 - Ongoing	Bridge Weigh In Motion Contract, Norco, LA. DOTD. Subject Matter Expert. Provided technical advisory services for the development of the BWIM system. BDI was contracted to assist DOTD in determining overweight loads travelling across structures in Louisiana. BDI developed the BWIM system to use a structure as a load cell. This project serves as a proof of concept and was broken out into three phases in order to ensure DOTD is receiving accurate data while maintaining long-term structure health by limiting overweight non-permitted loads. The US-61 Bonnet Carre westbound structure (Recall 002819) was chosen as the bridge where these phases would be tested before statewide implementation.
08/25 - 09/25	UT Anchor Bolt Inspection of Bayou Dularge Houma Navigation Bridge, Houma, LA. DOTD. Subject Matter Expert. Provided technical advisory services for the development of the monitoring system. BDI performed ultrasonic testing using the Olympus Epoch 650 UT system to assess the condition of the anchor bolts. Additionally, BDI performed hammer sounding on each bolt and analyzed resulting data. BDI also recommended that a monitoring system consisting of strain gauges be installed in the northwestern and northeastern towers to obtain data for analysis of the behavior and characteristics of the structure.
10/24 - Ongoing	Multi-Phase Field-Verified Evaluation of the Bayou Ramos Bridges. DOTD / Morgan City. Project Engineer. Leading the development and execution of a multi-phase structural evaluation and managing project delivery, staff coordination, and QA/QC. Responsible for oversight and review of load rating calculations and AASHTOWare BrR models, development and implementation of testing plans, evaluation of strut-and-tie (STM) methodologies for girder shear capacity, and preparation of technical reporting. Brice directed both analytical and field efforts, including diagnostic load testing to validate structural behavior and STM assumptions, as well as implementation of a monitoring program to assess deterioration activity. His work provided reliable, technically sound guidance to support refined load ratings and preservation decision-making for these prestressed concrete girder bridges.

01/25 – 02/25	Bayou La Loutre Bridge Balance Testing. CEC. Project Engineer. Led bridge balance testing in support of post-hurricane rehabilitation efforts. He was responsible for client coordination, development and execution of test plan, and overall project delivery. His work included field team oversight, data processing and evaluation of structural response, performance of balance calculations, and preparation of technical reports to support rehabilitation planning and decision-making.
10/21 - 05/22	Load Test and Field-Verified Load Ratings of 10 Structures. DOTD. Lead Analysis Engineer. Responsible for managing refined load rating evaluations for a group of ten bridge structures selected based on a discrepancy between load rating results and current structural condition. He led the development and execution of instrumentation plans, calibration and analysis of finite element models using diagnostic load testing data, and completion of load rating calculations and reporting. His work focused on validating in-service structural behavior to refine live-load capacity estimates for these load-restricted structures which included reinforced concrete slab bridges and culverts with minimal fill. Through data-driven evaluation, Brice supported decisions to reduce or eliminate posting requirements, helping agencies optimize asset utilization and prioritize maintenance efforts for a larger set of similar structures.
04/21 - 05/21	Bayou Teche Pier Testing. DOTD. Project Engineer. Supported a complex inspection task order by leading a field investigation of observed pier movement during this swing bridge's operations. He was responsible for development and execution of testing plans, installation of instrumentation and data acquisition systems, field data collection, and preparation of a technical report. His work included real-time data quality assessment, as well as interpretation of measured rotation and displacement to quantify the structural behavior involving undesired and notable twisting of the pier. Mr. Carpenter prepared documentation to support inspection findings and inform maintenance and rehabilitation decision-making for the movable bridge system.
01/24 - 03/24	Load Test & Field-Verified Load Ratings for CFRP Retrofit Bridge, Fredericksburg, VA. VDOT. Lead Analysis and Load Rating Engineer. Supported the evaluation of a carbon fiber retrofit of a historic reinforced concrete T-beam bridge. He was responsible for the design and implementation of instrumentation and testing plans, development of field-verified finite element models, execution of load rating calculations, and preparation of technical reporting. His work included analysis of diagnostic load testing data to validate structural performance following CFRP retrofit, along with independent evaluation of the retrofit's effect on its live-load carrying capacity. Evaluation results provided a reliable basis for the retrofit's resolution of load posting concerns.
07/24 - 02/25	Refined Load Rating of Falmouth Bridge for Emergency Repair Response, Fredericksburg, VA. VDOT. Project Engineer. Led the development and execution of a refined load rating evaluation to support emergency response efforts based on recent inspection findings of severe section loss in primary steel members. He oversaw testing plan design and implementation, field-verified modeling and load rating, and coordination of the evaluation effort. His responsibilities included development of a field-verified finite element model using load testing data, structural analysis and load rating, and QA/QC of technical deliverables. Mr. Carpenter also led the interpretation of analysis results and preparation of reporting to support time-sensitive repair decision-making, including evaluation of proposed emergency retrofits.

16. Staff Experience:

Firm employed by		Wiss, Janney, Elstner Associates, Inc.	
Name	Michael Brown, PE	Years of relevant experience with this employer	4
Title	Supervisor-Other	Years of relevant experience with other employer(s)	25
Degree(s) / Years / Specialization		PhD / 2002 / Civil Engineering; MS / 1999 / Civil Engineering; BS / 1991 / Civil Engineering	
Active registration number / state / expiration date		PE No. 0402029153 / VA / exp. 01/30/28; NHI 130078 - Fracture Critical Inspection Techniques of Steel Bridges; NHI 130055 - Safety Inspection of In-Service Bridges (& Refresher 130053)	
Year registered	1998	Discipline	Civil, Structural
Contract role(s) / brief description of responsibilities		Asset Management Planning	



Dr. Brown will support asset management tasks and perform concrete condition assessments, service life modeling, and bridge preservation planning.

- ✓ Strong working relationship with Deputy PM Jim Nelson
- ✓ Nearly 30 years of bridge engineering and asset management experience

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).
07/23 - Ongoing	Long-Term Bridge Performance Program, Nationwide. Principal Investigator. Overseeing this technical services support contract to develop data collection protocols and perform data analyses. Topics cover characterization of nationwide deicing practices and exposures; bridge deck preservation and rehabilitation treatments, and steel protective coating (paint) system materials, practices, and performance.
09/24 - Ongoing	I-81 NBL over New River, Radford, VA. Project Manager and Technical Lead. Leading investigation into the cause of irregular surface profile of a 2-stage lightweight reinforced concrete deck on 7-span, 7-girder line continuous haunched steel girder bridge. Develop corrective plan including hydromill and rigid overlay to restore positive drainage from crown while maintaining load rating and durability criteria.
01/26 - 04/26	Fourth Street Bridge, Wilmington, NC. Project Manager and Technical Lead. Responsible for field evaluation, sampling and laboratory testing of three-span multi-girder bridge to support analysis of remaining service life and rehabilitation planning.
09/25 - 01/26	Colonial National Historical Parkway - Three Bridges Study, Williamsburg, VA. Project Manager and Technical Lead. Responsible for field inspection and testing and laboratory testing to characterize condition and perform remaining service life analyses for three circa 1930-1940 bridges comprising multi-span multi-girder prestressed concrete, multi-span multi-girder steel, and buried concrete/masonry arch.
11/22 - 05/26	Cypress Avenue Bridge, Murrells Inlet, SC. Project Manager and Technical Lead. Responsible for condition evaluation and service life analysis of prestressed pile bents with cast-in-place concrete caps for three-span reinforced concrete slab bridge; recommend strategy for preservation to support superstructure replacement. Develop technical requirements for cathodic protection retrofit and provide construction phase engineering services.
12/24 - 08/25	Hughes Bridge SB (US 19 over Summersville Lake), Summersville, WV. Project Manager and Technical Lead. Responsible for the design, deployment, and monitoring structural instrumentation to investigate vertical displacement of tooth-joints between main spans and approach spans. Findings informed rehabilitation, including replacement of heavily corroded rocker bearing assemblies.
11/24 - 07/25	Battlefield Parkway over Tuscarora Creek Bridge - Bearings Investigation, Leesburg, VA. Project Manager and Technical Lead. Responsible for investigation and structural instrumentation to evaluate cause of "walking" of reinforced neoprene elastomeric bearing pads from continuous multi-span steel girders.
10/24 - 01/25	Dallas-Fort Worth International Airport - Abutments and Retaining Walls Analysis, Dallas, TX. Bridge Engineer. Provided condition evaluation and service life assessment of three abutments to support substructure replacement.

11/23 - 11/24	San Luis Pass Bridge, Galveston, TX. Corrosion Technical Lead. Responsible for condition evaluation of monolithic prestressed concrete four-girder/deck system on prestressed concrete pile bents; evaluation of existing arc-spray zinc cathodic protection system.
03/24 - 06/24	Park Road 22 (JFK Causeway) Three Bridges Substructure Assessment, Corpus Christi, TX. Corrosion Technical Lead. Responsible for corrosion testing and condition assessment of prestressed concrete piles for three bridges ranging in age from 1973 to 2006 era; provide cathodic protection recommendations.
12/23 - 05/24	I-195 Washington Bridge North, Providence, RI. Project Manager. Responsible for forensic audit of events preceding and investigation of cause of full fracture of post-tensioned (PT) beam tie-down rods that caused emergency closure of bridge. Reviewed records and history, assessed the events and conditions that led to the failure of the rods and whether the agency's decision to close the bridge to traffic was reasonable; whether conditions leading to the failure should have been foreseen; whether serious deterioration of the post-tensioned cantilever beams discovered after the failure should have been foreseen; and recommended actions to prevent similar future events.
05/23 - 09/24	I-235 NB Bridges, Oklahoma City, OK. Corrosion Lead. Responsible for specialized post-tensioning tendon inspection of 28-span mainline and 7-span ramp cast-in-place box girder bridges; identification of voids and in situ corrosion testing and testing grouts.
11/23 - 05/24	Tie Line Bridge, Radford, VA. Project Manager and Technical Lead. Responsible for condition evaluation of steel-framed suspension utility bridge; condition assessment of cables, spelter sockets, and cause of irregular deck alignment.
01/23 - 10/25	Arthur Ravenel, Jr. (Cooper River) Bridge, Charleston, SC. Project Manager and Technical Lead. Responsible for investigation of pattern cracking in 18-year-old reinforced concrete stay-cable towers; evaluation of chloride exposure conditions.
06/23 - 08/23	I-20 & I-26 Crossroads Bridges, Columbia, SC. Bridge Engineer. Performed condition assessment of three 35- to 40-year-old bridge decks for interstate overpasses to support corridor rehabilitation project.
12/22 - 06/23	I-95 Bridge Over Lake Marion, Santee, SC. Project Manager and Technical Lead. Responsible for condition evaluation and service life analysis of prestressed and cast-in-place reinforced concrete bents of a two-lane, multispans, interstate bridge for superstructure replacement and repurposing as pedestrian multiuse facility.
09/21 - 11/24	Nondestructive Evaluation (NDE) for Bridge Deck Preservation, Nationwide. Co-Principal Investigator. Responsible for leading a study of state DOTs' use of NDE and developing framework and recommendations for applying NDE to inform decision-making to guide preservation action selection through life stages of bridge decks (new construction to rehabilitation). Published as research report.
01/21 - 06/22	PAthways Major Bridge Initiative Progressive P3 Program, PA. Bridge Preservation Subject Matter Expert. Responsible for developing technical requirement provisions, preservation strategies, and operations and maintenance requirements and cost estimates for 9 complex bridges and dozens of smaller corridor bridges to be constructed or rehabilitated, then maintained and operated for 30 years by a development entity under a P3 toll concession agreement.
09/20 - 06/22	I-80 36 Bridges Asset Management Plan, Salt Lake City, UT. Technical & Testing Lead. Responsible for corridor asset management study of 36 bridges near SLC airport. Performed literature review and desk review of structural data, directed field investigation and developed detailed testing plan to support coordinated long-term management planning for the corridor, defining bundled maintenance and rehabilitation projects over a 20-year planning horizon.
05/19 - 12/20	Elizabeth River Crossings, 26 Corridor Bridges AMP, Hampton, VA. Asset Management Lead. Responsible for developing management plan for 24 highway and 2 pedestrian bridges managed by ERC under concession agreement with Virginia DOT. Develop annual maintenance and preservation plan for 50-year planning horizon.
01/19 - 06/20	Richmond-San Rafael Bridge, Asset Management Plan, Oakland, CA. Special Studies Task Lead. Responsible for reviewing history of bridge, conducting risk assessment workshop, defining information gaps and preservation needs, and developing long-term management plan with rehabilitation and replacement alternatives using LCCA.

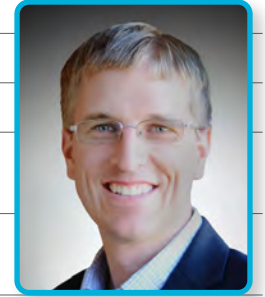
16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Gabriel Rice, PE		Years of relevant experience with this employer	<1
Title	Bridge Designer		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			BS / 2022 / Civil Engineering	
Active registration number / state / expiration date			PE No. 51749 / LA / exp. 03/31/27; NHI Underwater Bridge Inspection Training; Certified NAUI Scuba Diver; NBIS Safety Inspection of In-Service Bridges Training	
Year registered	2026	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Asset Management Planning; Preservation Project Development	
Gabriel specializes in structural engineering for transportation, marine, and public infrastructure projects. He has experience managing and designing bridge replacement, rehabilitation, and inspection projects for DOTD and local agencies, with responsibilities including structural analysis, plan development, hydraulic coordination, load ratings, structural inspection, and project management. He is committed to delivering practical, technically sound solutions that meet client objectives and project schedules.			✓ Experienced bridge designer capable of performing load ratings, inspections, and modeling ✓ Specialized experience performing underwater inspections	
Experience dates (mm/yy-mm/yy)		Experience and qualifications relevant to the proposed contract; i.e., "designed drainage," "designed girders," "designed intersection," etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/26 - Ongoing		US 371: ICG Overpass HBI (Sibley), DOTD. Bridge Engineer. Responsible for investigating available bridge data like inspection reports, as-built plans to prepare markups, plan set development, drafting changes in MicroStation. Developed crash wall analysis model in LEAP Bridge as well as cost estimate.		
07/23 - 06/26		Port of St. Bernard Wharf D Dock 2 Rehabilitation, Chalmette, LA. Port of St, Bernard. Structural Engineer Intern. Performed structural evaluation and rehabilitation design for an existing reinforced concrete wharf supporting warehouse operations and forklift loading. Developed structural analysis models using STAADPro, developed plans, and managed construction.		
07/23 - 06/26		IJA Bridge Program, Statewide, LA. DOTD. Structural Engineer Intern. Performed design calculations and developed plans for multiple low ADT bridges across Louisiana. Used software such as BrR to load rate structures to ensure the safety of the traveling public.		
07/23 - 06/26		Port of New Orleans Wharf Inspection Program, New Orleans, LA. Port of New Orleans. Structural Engineer Intern. Performed structural inspections and condition assessments of multiple marine facilities, including timber, steel, and reinforced concrete wharves. Responsible for visual inspections, underwater evaluations, ultrasonic thickness measurements, deterioration assessments, and preparation of engineering reports with repair recommendations. Performed load ratings on structures given the found defects.		
04/25 - 06/25		OSARC Bridge Inspection, Statewide, MS. MDOT. Structural Engineer Intern. Performed inspections on multiple timber, concrete, and steel bridges. Prepared inspection reports and load ratings.		
03/25 - 11/25		CAPEX Bridge Inspection and Live Load Testing, Austin, TX. TxDOT. Structural Engineer Intern. Performed specialized bridge inspections and live load testing to evaluate the structural performance and load-carrying capacity of existing bridges supporting industrial operations. Responsible for field inspection, instrumentation setup, data collection during controlled truck loading, coordination with the testing team, and interpretation of structural response to verify bridge behavior and support engineering evaluations and rehabilitation planning.		



16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Jason Stith, PhD, PE, SE		Years of relevant experience with this employer
Title	Structural Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization	PhD / 2010 / Civil Engineering / Structural Engineering; MBA / 2005 / University of Kentucky / Business Administration; MSCE / 2005 / Civil Engineering; BSCE / 2004 / Civil Engineering		
Active registration number / state / expiration date	PE No. 50186 / Louisiana / 09/30/2027; PE No. 28365 / Kentucky / 06/2026; SE No. 31863 / Oklahoma / 02/28/2027		
Year registered	2011 (KY); 2025 (LA)	Discipline	Civil, Structural
Contract role(s) / brief description of responsibilities	Asset Management Planning		



Dr. Stith has experience in many phases of bridge design and inspection. This experience includes preliminary and final design of steel structures rehabilitation, as well as advance finite element analysis of the behavior of various bridge types. His expertise is in the behavior of horizontally curved I-girder bridges during construction. He is proficient in the use of MDX, CONSPAN, ANSYS, Abaqus, MIDASCivil, MicroStation, Visual Studio, Intel Fortran, as well as word processing, and spreadsheet software. Jason has made significant contributions to numerous major bridge projects touching every stage of a bridge's life cycle (design, construction, inspection, and maintenance). In addition, he has applied his Steel Bridge technical expertise as the AASHTO/NBSA Committee Chair for Steel Bridge Constructability and Erection.

- ✓ Highly experienced designing and inspecting a wide range of bridge types
- ✓ Specialist in steel bridge rehabilitation
- ✓ Design and analysis of 20+ bridges in some of the highest seismic regions of the country

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).
05/21 - 09/21 04/24 - Ongoing	Hernando de Soto Bridge Emergency Repairs, Memphis, TN to West Memphis, AR. TDOT. Technical Advisor & Lead Structural Engineer. Engineer-of-record for rehabilitation plans of the two 900' tied arch spans and the twin box girder approach spans. Michael Baker provided emergency design and engineering services for the repair of the Hernando de Soto Bridge. The bridge includes a two-span continuous 1,800-foot steel tied arch structure that carries I-40 across the Mississippi River. As one of only two crossings of the Mississippi River in the Memphis area, the bridge is a vital transportation, commerce, and defense link, carrying approximately 60,000 vehicles daily. After observing a fracture-critical crack in the tie girder of the arch's primary navigation span, Michael Baker developed a three-phase plan for the repair of the bridge, which included temporary stabilization plating, innovative post tensioning, and repairing additional defects. The bridge was fully opened just 83 days after the fracture was discovered.
02/19 - 02/19	Bridge Load Rating and Evaluation Engineering Services, SC. SCDOT. Technical Advisor. Michael Baker provided bridge load rating and evaluation engineering services for state-owned, county-owned, and other municipality-owned structures throughout South Carolina, primarily for the 1,815 bridges in District 3. Tasks include project management, site assessments, data collection, agency coordination, quality assurance reviews, and training development. Michael Baker established this statewide program and oversees five other consultants performing bridge load ratings, assessments, load and material testing, oversize and overweight permitting, complex structure rating and maintenance manuals, development of custom AASHTOWare Bridge Management program, and quality assurance reviews.
08/22 - Ongoing	ARDOT Bridge Inspection Program Evaluation, Statewide, AR. ARDOT. Technical Advisor. Michael Baker is working to determine the criteria for selecting a list of major bridges from ARDOT's bridge inventory. Phase I of this project involved establishing a baseline for the client's recent and current bridge inspection program by reviewing their Bridge Inspection Manual and numerous supporting documents noting areas for improvement. In Phase II, Michael Baker determined the criteria, methodology, and thresholds for prioritizing and selecting 200 bridges from the client's state-owned bridge inventory for a high-level evaluation of repair or replacement needs, including budgetary cost estimating for the next 20 years. Phase II also entails development of a stand-alone load rating manual.
07/19 - 04/20	Statewide Maintenance Design and Repair Services, Statewide, KY. Kentucky Transportation Cabinet. Bridge Engineer. Michael Baker performed a routine and fracture critical inspection of the Daniel Carter Beard Bridge (Big Mac), which carries I-471 between Newport, Kentucky, and Cincinnati, Ohio, using hands-on rope access techniques. Our team also provided temporary suspender retrofitting and preliminary analysis of the Simon Kenton Bridge in Mason County, KY.

03/22 - Ongoing	Bridge Inspection and Evaluation Engineering Services, Statewide, SC. SCDOT. Technical Advisor. Michael Baker is providing bridge inspection and engineering evaluation services in support of a statewide, consultant-led, bridge inspection effort for higher priority bridges across South Carolina. The more than 9,500 bridges included in this contract encompass interstate system bridges, bridges over railroads, underwater inspections, and bridges with more challenging access needs. Tasks include asset management, National Bridge Inspection Standards inspection, load rating, repair and rehabilitation recommendations, emergency response, truck permitting, quality control, and engineering evaluation in support of the statewide bridge management program.
06/24 - Ongoing	U.S. 50 Blue Mesa Reservoir Bridge Repair Services, Gunnison County, CO. CDOT. Technical Manager. Provided technical expertise to the owner related to the performance of T-1 steel, review of nondestructive testing (NDT) result and interpretations. Provided recommendation for the rehabilitation and QA of preliminary designs. Michael Baker provided engineering and inspection services in response to the closure of the Blue Mesa Bridge after a 2.5-inch crack was discovered in a T1 steel weld, resulting in a nearly 6-hour detour. The area had an additional structure, Blue Mesa Lake Fork Bridge, with similar welds. Michael Baker designed redundant flange plating, managed the project, conducted bridge inspections, and supported both critical and permanent repair phases, allowing the bridges to reopen within four months and completing permanent repairs by Thanksgiving 2024. 6/4/2024
11/20 - 02/21	Brent Spence Bridge Repairs, Covington, Kentucky to Cincinnati, Ohio. Kentucky Transportation Cabinet. Civil Engineer. Responsible for performing vessel allision studies/navigational analyses. Michael Baker responded to a truck accident and subsequent fire on the Ohio-bound lower deck of the fracture-critical Brent Spence Bridge, which carries approximately 160,000 vehicles per day on I-71 and I-75 over the Ohio River between Covington, Kentucky, and Cincinnati, Ohio. An immediate inspection to determine the extent of the structural damage caused by the 1500-degree Fahrenheit fire was followed by the design of the upper deck floor system steel, drainage, concrete, and electrical components and let as a repair contract within six days. Michael Baker continued to provide public information assistance and design review during construction until the bridge was re-opened to traffic a mere 41 days after it was closed.
06/13 - 06/13	Matthew E. Welsh Bridge Fracture Critical Inspection, Mauckport, IN. INDOT. Civil Engineer. Assisted in the fracture critical inspection of the approach spans to the Mauck Port Bridge Inspection. Michael Baker provided an in-depth, fracture critical inspection and developed maintenance and repair plans for The Matthew Welsh Bridge, which carries S.R. 135 over the Ohio River. The bridge was designated as fracture critical based on two-girder non-redundant spans in the Kentucky Approach and tension members and floorbeams in the main truss spans. Michael Baker's maintenance and repair plans included retrofit details for all Hoan-like details in the tension and reversal zones. Retrofit details were also provided for all longitudinal stiffeners to web welds intersecting with transverse stiffener to web welds in the tension and reversal zones.
04/11 - 12/11	Sherman Minton Bridge Fracture-Critical Inspection, Emergency Repair Design, and Construction-Phase Services, New Albany, IN, and Louisville, KY. INDOT. Civil Associate. Assisted with in-depth inspection of the Sherman Minton Bridge and Matthew E. Walsh Bridge. Responsible for nondestructive testing evaluation coordination after the closure of the Sherman Minton Bridge including managing technicians, equipment capacity, and subconsultant reporting. Coordinated with multiple subconsultants and provided necessary information to clients, INDOT and KYTC. Michael Baker conducted a fracture-critical inspection and provided construction management and inspection services for the rehabilitation of the 2,053-foot-long Sherman Minton Bridge, a double-deck tied-arch structure that carries I-64 and U.S. 150 over the Ohio River and connects Louisville, Kentucky, with downtown New Albany, Indiana. Critical defects were discovered in the fracture-critical steel-arch ties, which prompted emergency closure of the structure. Michael Baker recommended global plating of the joints, involving installation of more than 2.4 million pounds of steel reinforcement along the entire length of the bridge tie girders. This solution also provided complete structural redundancy by establishing an alternate load path. The final contract documents were developed and advertised for construction just one week later. The contractor completed the arch tie repairs in just over four months, and the bridge was successfully returned to service.
02/14 - 03/14	Historic Winona Bridge over the Mississippi River, Winona, MN. Minnesota DOT. Civil Engineer. Provided design review of vessel impact load report on the existing Winona Bridge and compared the final results to independent calculations. Also responsible for performing vessel allision studies/navigational analyses. Michael Baker was the prime design consultant for rehabilitation and reconstruction of the historic Winona Bridge to carry Trunk Highway 43 over the Mississippi River. Constructed in 1941, the original bridge is a two-lane, 2,291-foot-long truss structure with a main span of 450 feet. The three-span cantilever through truss structure is being retrofit with numerous members being strengthened in order to remove the existing load posting, provide internal redundancy to the existing fracture critical members, and extend the bridge's life by 50 years. Additionally, the existing timber pile river pier foundations were investigated to verify structural and geotechnical capacity as well as the effects of scour of barge impacts. The bridge is eligible for the National Register of Historic Places, extensive coordination occurred with the Project Historian in order to ensure compliance with Section 106 of the National Historic Preservation Act of 1966, the client's Cultural Resources unit, and the State Historic Preservation Office.

16. Staff Experience:

Firm employed by		Modjeski and Masters, Inc.	
Name	Jeffrey Newman, PE	Years of relevant experience with this employer	34
Title	Vice President & Mechanical Department Manager	Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		BS / 1987 / Mechanical Engineering	
Active registration number / state / expiration date		PE No. 31815 / LA / exp. 09/30/2027	
Year registered	2005	Discipline	Mechanical
Contract role(s) / brief description of responsibilities		Asset Management Planning; Movable Bridges	



Jeffrey is a Vice President of Modjeski and Masters and serves as the firm's Mechanical Engineering Department Manager. His experience includes a wide variety of hands-on movable bridge engineering. Jeffrey offers hard-to-match experience in inspection, evaluation and design of movable bridge machinery. His work in implementing strain gage instrumentation for use in the movable bridge industry has paved the way for many bridge owners to properly maintain and update their aging structures. He was a lead author for the first edition of the AASHTO LRFD Movable Highway Bridge Design Specifications and the project manager for the recently awarded NCHRP 12-112 Research Project. Recent work includes being the Project Manager for several traditional design and design-build projects including: Spit Bascule Bridge mech/elec upgrade (Sydney, AU), Fore River Vertical Lift Bridge replacement, and Livingston Avenue Swing Bridge mech/elec upgrade. Jeffrey's ability to understand constructability and cross-discipline design and coordination make him a perfect fit to ensure clear and concise bid documents are provided on-time and under budget for movable bridge projects.

- ✓ Extensive Mechanical Engineering Expertise
- ✓ Inspection, Evaluation and Design Experience
- ✓ Professional Engineer in Louisiana

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).
10/13 - 05/21	H.010882 4th Street Harvey Bridge Rehabilitation. Harvey, LA. DOTD. Engineer-of-Record. Responsible for the plans and specifications for the mechanical design of this project. Categorized as a high priority project, the electrical, structural and mechanical rehabilitation of the 4th Street Bridge in Harvey, LA became a top priority for M&M. The bridge, a double leaf rolling bascule movable bridge, is approximately 40 years old and has recently experienced reliability problems. The rehabilitation was done to allow the structure to operate reliably for an additional 30-40 years with regular maintenance.
11/13 - 02/18	H.010016 US 11 Bridge over Lake Pontchartrain, New Orleans, LA. DOTD. Engineer-of-Record. Within the US 11 Bridge, commonly known as the 5 mile bridge, are two double-leaf bascule spans (North Draw and South Draw). There was considerable damage to the bridge as a result of Hurricane Katrina. M&M was retained to determine the improvement needs structural, electrical and mechanical to extend the life by 20-30 years and to prepare rehabilitation plans.
03/13 - 01/15	H.009479 LA 1 West Larose Vertical Lift Bridge over ICWW, Larose, LA. DOTD. Engineer-of-Record. M&M provided rehabilitation plans for the upgrade of the structural, electrical, mechanical system to extend the life of the bridge 30-40 years for this vertical lift bridge. Additionally, a new fender system was designed, the operator house was significantly upgraded, and bridge repainted. A bridge inspection and development of scope of service preceded the preparation of plans.
10/12 - 11/16	Fore River Bridge, Quincy, MA. MassDOT. Project Manager. Responsible for overseeing mechanical and electrical design and construction support. This project was formatted as a Design-Build delivery requiring highly experienced engineering and management over a fast-paced schedule. Oversees all electrical and mechanical work and coordinates with structural design including the overall fabrication and erection schedule. As part of the design/build team, M&M provided the final mechanical and electrical design for the Fore River Bridge lift span. The replacement of the Fore River Bridge, carrying Route 3A, is a signature project in the Massachusetts Accelerated Bridge Program. The new proposed vertical lift bridge provides a horizontal navigable channel of 250' and a vertical clearance of 175' in the open position. Extensive rehabilitation was required for the approaches to the proposed structure in addition to demolition of the existing temporary bridge and associated fender system. In addition to the mechanical and electrical services for the lift bridge replacement, M&M was also tasked with the vessel collision analysis and fender protection design.

11/10 - 04/15	H.005044 Rehabilitation of Houma Navigation Canal Swing Bridge, Houma, LA. DOTD. Engineer-of-Record. Responsible for all mechanical inspection, design and installation review. This project started with the development of a scope of services and cost estimate to determine the extent of rehabilitation that fit the DOTD budget. Included in the rehabilitation were: structural repairs, new mechanical and electrical systems, new traffic barriers and gates, new fender system, new operator house, concrete repairs, sampling existing paint coatings, repainting, rebalancing of swing span, and revetment repairs. One significant feature was the installation of a platform under the roadway for mounting the mechanical system and electrical components so that they would no longer be submerged during high water conditions.
04/07-05/11	H.003985 Mermentau Swing Bridge Rehabilitation at Grand Chenier, LA. DOTD. Engineer-of-Record. Responsible for all mechanical inspection, design and installation review. This Project was the rehabilitation of the LA 82 swing bridge over the Mermentau River. Included in the Project were structural repairs, electrical and mechanical upgrades, repainting, operator house upgrades, fender repairs, and traffic control devices. Traffic was maintained throughout the project.

16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.			
<i>Name</i>	Stephen Ross, PE		<i>Years of relevant experience with this employer</i>	23
<i>Title</i>	Structures Manager		<i>Years of relevant experience with other employer(s)</i>	0
<i>Degree(s) / Years / Specialization</i>		ME / 2012 / Civil/Structural Engineering, University of South Carolina; BS / 2005 / Civil Engineering, University of South Carolina		
<i>Active registration number / state / expiration date</i>		PE No. 27815 / SC / exp. 06/30/26		
<i>Year registered</i>	2009	<i>Discipline</i>	Civil	
<i>Contract role(s) / brief description of responsibilities</i>		Asset Management Planning; Preservation Project Development		

Stephen is experienced in project management of a variety of transportation projects. He has served as Project Manager or Task Lead for numerous projects including new facility bridges, bridge replacements, bridge widening/rehabilitation, drainage structures, utility structures, retaining walls, sound walls, and load/displacement-based seismic design and analysis. He has experience in both design-build and design-bid-build projects in South Carolina and across the Southeast region including projects in Missouri, Mississippi, Georgia, Arkansas, North Carolina, Texas, and Kentucky.

- ✓ Project Manager and Lead Structural Engineer of the Award-Winning I-26 & SC 9 Bridge Emergency Assessment & Repair Project for SCDOT
- ✓ 20+ years of structural design experience specializing in repairs and rehabilitations

<i>Experience dates (mm/yy-mm/yy)</i>	<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>
09/22 - 06/26 (est.)	I-26 & SC 9 Bridge Emergency Assessment & Repair. SCDOT. Project Manager. Served as the project manager and lead structural engineer. Responsible for the overall project delivery of this fast-paced emergency repair. Managed development of emergency repair designs, coordinated with clients, and oversaw reporting, QA/QC, and expedited project schedule. Ensured all documentation met requirements for emergency construction letting. Michael Baker provided emergency bridge repair design and project management, delivering complete repair plans for pier deterioration and bearing replacement on I-26 EB/WB bridges over Bowen Lake and the SC-9 Bridge over the South Pacolet River.
06/20 - Ongoing	Bridge Inspection and Evaluation Engineering Services, Statewide, SC. SCDOT. Project Manager. Responsible for organizing the Michael Baker Team to produce NBIS compliant bridge inspections within Districts 2, 3, and 4. Michael Baker is providing bridge inspection and engineering evaluation services in support of a statewide, consultant-led, bridge inspection effort for higher priority bridges across South Carolina. The more than 9,500 bridges included in this contract encompass interstate system bridges, bridges over railroads, underwater inspections, and bridges with more challenging access needs. Tasks include asset management, National Bridge Inspection Standards inspection, load rating, repair and rehabilitation recommendations, emergency response, truck permitting, quality control, and engineering evaluation in support of the statewide bridge management program.
01/19 - 02/21	Bridge Load Rating and Evaluation Engineering Services, SC. SCDOT. Task Manager. Responsible as the task manager for coordinating the structural team's involvement in the site assessments, load ratings and providing CADD assistance. Michael Baker provided bridge load rating and evaluation engineering services for state-owned, county-owned, and other municipality-owned structures throughout South Carolina, primarily for the 1,815 bridges in District 3. Tasks include project management, site assessments, data collection, agency coordination, quality assurance reviews, and training development. Michael Baker established this statewide program and oversees five other consultants performing bridge load ratings, assessments, load and material testing, oversize and overweight permitting, complex structure rating and maintenance manuals, development of custom AASHTOWare Bridge Management program, and quality assurance reviews.
03/22 - 11/22	Structural Design Manual - Phase 1, SC. SCDOT. Senior Structural Engineer. Served as a subject matter expert for the project, and was responsible for authoring several chapters of SCDOT's new Structures Design Manual. Michael Baker worked with the prime consultant and SCDOT on Phase 1 of the update to the 2006 SCDOT Bridge Design Manual to bring it in compliance with the AASHTO LRFD, 10th edition and incorporate agency policy changes. Michael Baker provided an on-site project coordinator, subject matter experts and review engineers, for various chapters of the manual which has been renamed the Structures Design Manual. As the on-site project coordinator, Michael Baker scheduled and facilitated internal review meetings to review questionnaires, outlines, preliminary drafts, and final drafts.



05/16 - 01/17	Bettis Academy Road Improvements, Aiken County, SC. SCDOT. Task Manager. Responsible for the structural design and plan production efforts for the bridge repair plans of the existing steel beam bridge over Interstate 20. Unique challenges included the use of hydro-demolition, complex staging scenarios, and bearing replacements under limited vertical adjustments. Michael Baker provided engineering services for improvements to two locations along Bettis Academy Road (S-144) – at the interchange with I-20 and the intersections with Whaley Pond Road (S-780) and with Asauga Lake Road (S-33), which were ultimately treated as two separate projects based on the funding sources. Michael Baker's services included project management, public involvement support, environmental compliance support, preparation of bridge repair plans, right-of-way plans, preliminary and final design, traffic control plans, pavement marking and signing plans, drainage and erosion control design, utility engineering, and construction administration.
10/15 - 02/16	Emergency Bridge Inspections, Lexington County, SC. Lexington County. Task Manager. Responsible for organizing teams of structural engineers to perform bridge inspections of county facilities immediately following a significant flood event in 2015. Project responsibilities also included the preparation of inspection reports that summarized the findings of the inspection and recommended repair procedures. Michael Baker completed inspections of six identified bridges with a focus on evaluating any damage related to the large storms occurring over the weekend of 10/4/15. The Public Works Department recommended to the Emergency Operations Center that school buses should stay off the bridges until the inspections were completed. Therefore, a fast turnaround was required. Michael Baker staff was able to review the most recent South Carolina Department of Transportation (SCDOT) inspection reports, inspect the bridges, and provide the county with findings within three days.
03/13 - 06/13	Water Crossing Project Prioritization, Kershaw County, SC. Kershaw County. Task Manager. Responsible for managing the structural tasks associated the county-wide bridge inspection and prioritization project for various water crossings in Kershaw County. Other responsibilities included QA/QC reviews and development of prioritization approach. Michael Baker provided inspection, evaluation, and prioritization for replacement or rehabilitation of 25 water crossings within the county limits. A hydraulic investigation was performed for each site, including a review of available data and a preliminary hydraulic study. Information was gathered for each location, including existing mapping, FEMA data, and existing bridge plans, where available. Each site was visited by hydraulic engineers in order to gather information pertinent to a hydraulic assessment. HEC RAS models were built to analyze the existing streams and water crossings. The overall rankings considered weighting factors such as waterway adequacy, freeboard adequacy, structural rating, detour length required, FEMA classification, and wetlands/stream permitting effort.
04/16 - Ongoing	Riverfront Canal Repair, Columbia, SC. City of Columbia. Task Manager. Responsible for the conceptual design, and report preparation for the construction of two bridges intended to provide temporary and/or permanent access to the Canal dike facility. Additional responsibilities included the conceptual design and plan production efforts for a utility structure that crosses the Congaree river in downtown Columbia. Michael Baker is providing multi-discipline engineering services for the complete assessment and design on a design-bid-build project for restoration of the Columbia Canal. Michael Baker's services include project management; civil, hydrologic, structural, and environmental assessments; restoration design; and construction administration. The proposed canal reconstruction and new water intake facility will both have adverse effects on the National Register-listed Canal and associated archaeological sites. The project requires extensive coordination with government agencies including the Federal Emergency Management Agency, the Federal Energy Regulatory Commission, South Carolina Department of Health and Environmental Control, South Carolina Fish and Wildlife, South Carolina Department of Natural Resources, and the South Carolina Historic Preservation Office.
02/14 - 02/14	Custer Rd. Emergency Bridge. Scott Bridge Company, Inc. Senior Structural Engineer. Responsible for leading the Columbia office's involvement in the emergency bridge inspection and repair recommendations for a damaged overpass in Fort Benning, GA.
06/13 - 06/15	I-26 Widening and Rehabilitation Design-Build, Lexington and Calhoun Counties, SC. SCDOT. Task Manager. Served as the structural task lead for the project. Michael Baker provided design and engineering services for a design-build project to widen and rehabilitate 20 miles of Interstate 26 from milepost (MP) 115 to MP 136. The existing four-lane facility was widened to a six-lane facility from mile post 115 to 125 and rehabilitated from mile post 125 to 136. As part of the interstate widening, the existing dual bridges over the CSX Railroad were replaced, and the existing bridge along Old Wire Road was jacked to provide sufficient vertical clearance. The purpose was to improve safety and increase capacity on this segment of I-26. Michael Baker was responsible for all roadway and bridge engineering, design, and plan preparation services; permitting; right-of-way services and acquisition; community relations; railroad coordination; utility coordination and relocation services; construction services, including removal and disposal of existing structures and maintenance of traffic; environmental monitoring and compliance; quality control; inspection and testing; project layout; and any and all other services that were necessary for completion of the project.

16. Staff Experience:

<i>Firm employed by</i>	Bridge Diagnostics, Inc.		
<i>Name</i>	Steven Fall, PE	<i>Years of relevant experience with this employer</i>	6
<i>Title</i>	Senior Engineer	<i>Years of relevant experience with other employer(s)</i>	1
<i>Degree(s) / Years / Specialization</i>	BS / 2019 / Civil Engineering		
<i>Active registration number / state / expiration date</i>	PE No. 48637 / LA / exp. 09/30/26		
<i>Year registered</i>	2024	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	Asset Management Planning; Testing, Sampling, & Instrumentation		

Steven has more than 6 years of experience in the non-destructive testing and evaluation, routine infrastructure inspection, and monitoring of all types of bridges buildings, and hydro-structures such as lock gates and spill gates. His duties have included project management, planning, implementation, installation of instrumentation, testing, data processing, data review, and reporting. He is a SPRAT L1 rope access technician, ASNT Level I GPR inspector, and Team Lead under FHWA guidelines for routine inspections, and maintains ATSSA TCS and Flagger certifications in 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.

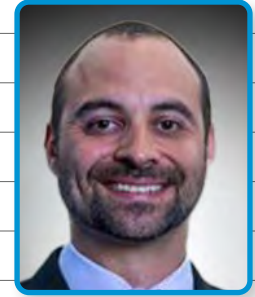
- ✓ Supported non-destructive testing and evaluation of hundreds of structures
- ✓ Experience providing identical services to DOTD under similar IDIQ contracts
- ✓ Maintains active TCS and Flagger certifications in Louisiana

<i>Experience dates (mm/yy-mm/yy)</i>	<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>
05/23 - Ongoing	Retainer Contract for Non-Destructive Evaluation of Statewide Structures . DOTD. Project Manager. Responsible for the testing plan development and application, team management, and QA/QC of various project tasks. 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.
09/25 - Ongoing	Bridge Weigh In Motion Contract, Norco, LA. DOTD. Project Manager. Responsible for local crew coordination, scheduling, and completion of field work. BDI was contracted to assist DOTD in determining overweight loads travelling across structures in Louisiana. BDI developed the BWIM system to use a structure as a load cell. This project serves as a proof of concept and was broken out into three phases in order to ensure DOTD is receiving accurate data while maintaining long-term structure health by limiting overweight non-permitted loads. The US-61 Bonnet Carre westbound structure (Recall 002819) was chosen as the bridge where these phases would be tested before statewide implementation.
08/25 - 09/25	UT Anchor Bolt Inspection of Bayou Dularge Houma Navigation Bridge, Houma, LA. DOTD. Project Manager. Responsible for local crew coordination, scheduling, and completion of field work. BDI performed ultrasonic testing using the Olympus Epoch 650 UT system to assess the condition of the anchor bolts. Additionally, BDI performed hammer sounding on each bolt and analyzed resulting data. BDI also recommended that a monitoring system consisting of strain gauges be installed in the northwestern and northeastern towers to obtain data for analysis of the behavior and characteristics of the structure.
01/21 - 05/23	Task Orders for Retainer Contract for Non-Destructive Evaluation of Statewide Structures. DOTD. Designer. Responsible for the testing plan development and application, team management, and field application of the various project tasks This IDIQ had 13 Task Orders awarded and lasted until 2023. These task orders include 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.
11/23 - 12/23	Paris Road Emergency Bridge Inspection, Chalmette, LA. DOTD. Inspection Lead. Led 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. After noting a critical finding in a routine inspection on bridge recall 001621 by DOTD 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.

06/22-06/22 06/23-06/23	Counterweight Balance Testing of the Seabrook Bascule Bridge. <i>Port of New Orleans. Field Tester.</i> 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. BDI was subcontracted to measure force and moment in the truss link member and evaluate the span balance and operational friction. Operational test results showed high levels of friction and asymmetry in both the friction and lifting torque. Tests were initially performed to identify operational issues and again after bushings were replaced and drive torque imbalance conditions were addressed. BDI's instrumentation and data analysis was essential to identifying and solving the operational problems. The primary relevance of this project is identification and quantification of operational performance of bascule bridges
07/19 - 01/20	Counterweight Balance and Friction Assessment of the St. Claude Bridge, New Orleans, LA. <i>DOTD. Field Tester.</i> Responsible for field instrumentation and operational testing. BDI performed a counterweight Balance and friction assessment of the St. Claude Bridge to assist DOTD to bring their bridge into lifting specifications and to determine the friction in each member during lifts. Mr. Fall 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 DOTD balance the counterweight in the bridge and analyze the friction in each member.
04/21 – 05/21	LA 324 over Bayou Teche. Field Tester. Responsible for team coordination, field instrumentation and testing, data processing and review, and reporting. 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.

16. Staff Experience:

<i>Firm employed by</i>	Michael Baker International, Inc.		
<i>Name</i>	Stephen Fowler, PE	<i>Years of relevant experience with this employer</i>	3
<i>Title</i>	Regional Technical Manager - Bridge	<i>Years of relevant experience with other employer(s)</i>	15
<i>Degree(s) / Years / Specialization</i>	BS / 2008 / Civil Engineering, University of Florida		
<i>Active registration number / state / expiration date</i>	PE No. 48230 / Louisiana / exp. 03/31/26; PE No. 75431 / Florida / exp. 02/28/27		
<i>Year registered</i>	2013 (FL); 2023 (LA)	<i>Discipline</i>	Civil
<i>Contract role(s) / brief description of responsibilities</i>	Asset Management Planning		



Stephen is responsible for the capture, delivery, and management of complex and non-typical bridge projects, and the preparation of design calculations, plans, and contract documents. He has over 15 years of experience in the design and analysis of bridges, retaining walls, and miscellaneous transportation and infrastructure related structures. He has worked on projects throughout Florida, Georgia, Illinois, North Carolina, Tennessee, and Texas.

- ✓ Extensive structural design experience across the Southern U.S.
- ✓ Served as Technical Advisor on CTDOT's State Bridge Rehabilitation Program

<i>Experience dates (mm/yy-mm/yy)</i>	<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>
01/25 - Ongoing	Highway 49 over Mississippi River Bridge Rehabilitation, Phillips County, AR. ARDOT. Bridge Engineer. Provided guidance for the load rating and repair options effort, as well as oversight of junior engineers for the repair design and plans. Michael Baker is providing design and engineering services for the rehabilitation of a bridge on Highway 49, Section 11, in Phillips County, Arkansas. The project scope includes a comprehensive bridge inspection, load rating analysis, and the development of repair strategies aimed at extending the service life of the superstructure. In addition, the work involves planning for traffic maintenance and staging. Rehabilitation efforts will consist of structural steel repairs and replacements, the application of a polymer overlay on the approach spans, deck replacement for the main truss spans, and various other structural and safety-related repairs.
09/23 - Ongoing	2022-11 Statewide Bridge Delivery, Statewide, KY. Kentucky Transportation Cabinet. Senior Engineer. Responsible for performing QAQC on bridge design calculations and plans. Michael Baker is serving as a major subconsultant for one of the bridge delivery contracts under the Kentucky Transportation Cabinet (KYTC) Statewide Bridge Delivery project. The projects are full-service including project management, surveying, structures design, hydraulics and drainage analysis, roadway design, plan development, geotechnical services, environmental, right-of-way (ROW) acquisition, and utility coordination and relocation.
11/23 - Ongoing	List 15-18 - State Bridge Rehabilitation Program, Statewide, CT. CTDOT. Technical Advisor. Responsible for providing technical advice, quality control reviews, and bridge engineering services on task work orders. Michael Baker provided final design and construction support services for six existing structures as part of the client's statewide List 15-18 Bridge Rehabilitation Program. Typical tasks include highway geometric design, deck replacement, superstructure and bearing replacement, substructure rehabilitation, load rating, foundation design, utility relocation, environmental permitting, scour mitigation, construction staging, and maintenance and protection of traffic plan preparation.
12/24 - Ongoing	Load Rating MoDOT Routine Structures On-Call, Statewide, MO. MoDOT. Bridge Engineer. Michael Baker is providing bridge engineering services under a three-year contract to load rate state-owned routine structures. The first task involves load rating 100 prestressed concrete double tee girder bridges. The second task is to load rate 205 additional bridges: 79 are prestressed concrete double tee girder bridges, 116 are prestressed I-beam bridges, and 10 are combined prestressed or post-tensioned concrete beam and steel beam bridges.
06/25 - Ongoing	U.S. 50 Blue Mesa Reservoir Bridge Repair Services, Gunnison County, CO. CDOT. Bridge Engineer. Michael Baker provided engineering and inspection services in response to the closure of the Blue Mesa Bridge after a 2.5-inch crack was discovered in a T1 steel weld, resulting in a nearly 6-hour detour. The area had an additional structure, Blue Mesa Lake Fork Bridge, with similar welds. Our team designed redundant flange plating, managed the project, conducted bridge inspections, and supported both critical and permanent repair phases, completing permanent repairs and allowing the bridges to reopen within four months.

01/24 - Ongoing	ALDOT Statewide Transportation Support Services, AL. ALDOT. Bridge Engineer. Responsible for providing technical advice, quality control reviews, and bridge engineering services on task work orders.
05/25 - Ongoing	2024 Bridge Services IDIQ Master Contract Statewide, Greenville, MS. MDOT. Bridge Engineer. Michael Baker used a hybrid of rope access and equipment (man-lifts, UAS, and UBIs (under-bridge inspection)) to perform a routine and NSTM inspection of the U.S. 82 cable-stayed bridge.
11/23 - Ongoing	U.S. 51 Cairo Bridge Replacement, Wickliffe, KY and Cairo, IL. Kentucky Transportation Cabinet. Technical Advisor. Responsible for developing a technical memorandum regarding the potential for use of lightweight concrete on the project. Provided quality control review and technical advice on various topics, including the use of corrosion resistant alternative materials in the bridge deck and constructability of drilled shaft foundations in deep water. Michael Baker is providing preliminary engineering and environmental services to replace the National Register-eligible, 82-year-old U.S. 51 Cairo Bridge. This vital connection, which stands at over a mile long with a cantilever truss and approach spans, is located between Wickliffe, Kentucky, and Cairo, Illinois, near the confluence of the Ohio and Mississippi Rivers. The goal of the project is to provide a constructible and affordable structure that will improve safety and the substandard load capacity of the geometrically deficient historic bridge caused by narrow lane widths, lack of shoulders, and tight curve of the existing bridge and its approaches.
08/23 - Ongoing	Sherman Minton Corridor Project: Phase I Design-Build Procurement Support, New Albany, IN. INDOT. Technical Advisor. Responsible for providing technical direction and design review for temporary construction works used to tie-down an unstable superstructure during deck rehabilitation and repairs. Michael Baker is providing preliminary engineering support and environmental services for the design-build rehabilitation of the Sherman Minton Bridge in New Albany, Indiana. Services include project management, agency coordination, environmental documentation, preliminary engineering and design, and utility coordination.
12/23 - Ongoing	U.S. 331 Bridge Lighting Task Order 2, Walton County, Florida. FDOT District 3. Bridge Engineer. Responsible for developing a light pole bracket retrofit detail and providing quality control review of the design calculations, plans, and specifications. Michael Baker provided retrofit lighting design for 3.5 miles on U.S. 331 (S.R. 83) in Walton County, Florida. Project efforts included corridor lighting, signalized intersections and pedestrian level lighting. There are three bridges crossing Choctawhatchee Bay which required special details to retrofit light pole pedestals.
07/24 - 07/25	U.S. 30 Over Union Pacific Railroad Bridge, Clinton County, IA. Iowa DOT. Technical Advisor. Responsible for providing technical direction on the design of temporary support towers and superstructure jacking and for providing quality control review of the repair plans and design calculations. Michael Baker designed repairs for the columns on the U.S. 30 Bridge is a four span steel girder bridge, built in 1955, that carries two lanes of traffic over two Union Pacific Railroad (UPRR) lines in Clinton County, Iowa. Design included a temporary shoring tower to support the straddle beam during repairs, the preliminary jacking plans for transferring load to the shoring towers, and the monitoring limits used during construction.
07/24 - 07/24	TDOT Gay Street Bridget WO13. TDOT. Technical Advisor. Responsible for providing technical advice, developing load rating summary tables, and providing quality control review of load rating calculations for the emergency assessment of a steel truss bridge with a buckled lower chord member.
04/13 - 09/18	S.R. 9 (I-95) Overland Bridge Replacement Design-Build, Jacksonville, FL. Archer Western Contractors, LLC. Engineer-of-Record. This project was Northeast Florida's most significant and largest design-build project at the time - the replacement of Overland Bridge and reconstruction of I-95 in downtown Jacksonville. The project added capacity, increased mobility, and improved safety along 2.56 miles of the city's most heavily traveled section of I-95, which also serves as a main hurricane evacuation route. After the project was awarded, the team continued to collaborate with FDOT and other stakeholders on additional innovations that saved FDOT approximately \$30 million in right-of-way costs and \$1 million in utility reimbursement expenses. Responsible for the design of multiple bridge components and miscellaneous structures, including the project's namesake Overland Bridge, a continuous, curved steel plate girder superstructure, high-level hammerhead piers, barrier-mounted non-standard overhead sign and DMS structures, and permanent and temporary retaining walls.
08/17 - 04/23	Shands Bridge and St. Johns County Design-Build Support, Various Locations, FL. FDOT - District Two. Lead Structural Engineer. Responsible for leading the structures design and plans production effort; coordinating with the geotechnical, survey, and hydraulics subconsultants; obtaining the USCG bridge permit; developing the design-build RFP package; and assisting with project management duties.

16. Staff Experience:

Firm employed by		Wiss, Janney, Elstner Associates, Inc.	
Name	Jonathan McGormley, PE	Years of relevant experience with this employer	32
Title	Principal	Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		MS / 1994 / Civil Engineering; BS / 1992 / Civil Engineering	
Active registration number / state / expiration date		PE No. 43912 / LA / exp. 3/31/28; NBIS Certified Team Leader and Program Manager; NHI 130078 - Fracture Critical Inspection Techniques of Steel Bridges; NHI 130055 - Safety Inspection of In-Service Bridges (& Refresher 130053)	
Year registered	2019	Discipline	Civil, Structural
Contract role(s) / brief description of responsibilities		Asset Management Planning	



Mr. McGormley will serve as a civil and structural engineer responsible for asset management task orders involving movable bridges.

- ✓ 30+ years of focused asset management and bridge engineering experience
- ✓ Extensive DOTD project experience

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).
11/24 - Ongoing	UT of Bridge Pins and Hangers, Nine Structures, LA. Project Manager. Responsible for visual and ultrasonic inspection of bridge pins and hangers, characterizing and documenting conditions of section loss, cracking, or other forms of distress.
05/25 - Ongoing	Service Life Estimates of Two Marine Structures, Rigolets Pass and Caminada Bay, LA. Contract Manager. Overseeing execution of project to evaluate effects of saltwater exposure on the substructures of two bridges for the purpose of estimating remaining service life. NDE, materials testing, and probabilistic service life modeling will be used in the comparisons of the different substructures. .
01/26 - Ongoing	District 02 Bridge Deck NDE for Asset Management, Statewide, LA. Contract Manager. Responsible for the rapid assessment of bridge decks totaling approximately 14.9M square feet for the purpose of collecting high resolution imagery, ground penetrating radar, acoustic sounding, and infrared thermography data to be prepared in a condition assessment report for each bridge to assist with future asset plan development.
12/21 - Ongoing	Jefferson St. Bascule Bridge Rehabilitation, Joliet, IL. Project Manager and Structural Engineer-of-Record. Overseeing the rehabilitation of structural, mechanical, and electrical components of this rolling Scherzer lift bridge over the Des Plaines River.
07/19 - Ongoing	Danziger Lift Span Bridge, US 90, over the Industrial Canal, New Orleans, LA. DOTD. Project Manager and Structural Engineer of Record. Overseeing the resolution of operational issues with the lift span. This work included an in-depth inspection of the lift span structural elements, lift bridge machinery, and electrical systems; and development of repairs to restore the bridge's functionality and reliability. Oversaw the development of a monitoring plan and installation of sensors that included the four trunnion bearings, and the creation of a web-accessible reporting platform. Assisted with development of plans and specifications to address emergency repairs including the installation of a polyester polymer concrete overlay on the orthotropic deck lift span, replacement of failed pinion bearings, elimination of lift span-to-approach span contact issues, and the improvement of the lift span seating by counterweight movements and air buffer repairs. Developed cost estimates for a full rehabilitation project with work to develop construction documents for that rehabilitation ongoing.
12/22 - 08/25	T-1 Steel Weld Assessment, LA. Project Manager. Responsible for the inspection and assessment of T-1 steel butt welds. Work included identifying inspection locations, developing access plans for each structure, and preparing a work plan. Subsequent tasks involved coating removal; UT inspections of welds; QC/QA by a qualified ASNT Level III or Level II inspector; and removal of rejectable indications by grinding or coring. Structures included LA 47, IWGO (New Orleans); I-20 at Mississippi River (Vicksburg); and US 90 at Atchafalaya River (Morgan City).

01/21 – 05/25	Rehabilitation of I-80/94, Indiana Toll Road, Structure 1A-1, Hammond, IN. Project Manager. Responsible for the investigation, field and laboratory testing, service life modeling, and rehabilitation of the steel, multi-girder superstructure comprised of 21 spans. The bridge rehabilitation included the removal of 17 bridge deck expansion joints and installation of link slabs to eliminate future maintenance issues below leaking bridge deck joints. To accommodate the new bridge deck continuity, disc bearings were installed at the base of 18 bent columns. Other repairs were designed to address structural steel deterioration with the structure to receive a new multi-coat paint system.
05/19 – 08/19 08/20 – 9/24	I-255 Jefferson Barracks Bridge over the Mississippi River, Mehlville, MO. Project Manager. Responsible for emergency repairs and subsequent rehabilitation repair design. Following the discovery of a six-foot-long crack in the steel tie girder during a fracture critical in-spection, performed an in-depth inspection of similar details, obtained material samples for laboratory testing, coordinated emergency repairs, oversaw repair installation, and prepared investigation report. Following the emergency repairs, WJE completed conceptual, pre-liminary, and final rehabilitation designs. This work included development of a detailed finite element model to evaluate fatigue on the hanger connections. The rehabilitation included installation of a polyester polymer concrete bridge deck overlay, a novel application of zinc metallizing on the suspender cables within the splash zone, construction of new finger joints incorporating a more robust design that uti-lized ultra-high performance concrete and the capability to replace key components, and application of a new, multi-coat paint system.
03/21 – 12/23	Luling Bridge Deck Overlay Repair Consultation, St. Charles Parish, LA. Project Manager. Responsible for revising the project specifica-tions and providing quality control assistance for the repair of an orthotropic deck overlay system comprising an epoxy underlayment with a SFRC overlay on the cable-stayed spans. Installed a long-term monitoring system to evaluate deck performance.
09/21 - 02/22	I-10/310 Bonnet Carré Fire Damage Repair, St. Charles Parish, LA. Project Manager. Overseeing emergency inspection and load rating of the PPC girders, substructures, and bridge deck damaged by fire. Developed repair scope and estimated probable construction costs.
02/19 – 02/22	US 90 over Bayou Ramos, St. Mary Parish, LA. Project Manager. Leading the investigation of delayed end cracking of precast, prestressed concrete (PPC) girders. The project includes the evaluation of previously collected monitoring data, development of a detailed finite element model to examine crack initiation and repair options, inspection of existing retrofits, laboratory fatigue testing of CFRP repairs, and recommendations to address the documented cracking.
02/19 – 07/19	Lake Shore Drive Bridge over the Chicago River, Girder Fracture Investigation, Chicago, IL. Project Manager. Leading the investigation, stabilization, and repair installation after the bridge experienced two girder fractures related to corrosion.
10/18 – 01/19	Sunshine Bridge over the Mississippi River, St. James Parish, LA. Project Manager. Responsible for the development and implementation of a monitoring plan to provide information regarding redistribution of loads during the installation of repairs to the truss bottom compression chord damaged by impact. Structural Engineer of Record responsible for the design of the jacking system, review of member repair design, site observations, preparation of shop and jacking procedure drawings, and field technical assistance.
10/17 – 12/17	Materials Testing for DOTD Bridges, Metairie, Port Allen, and Baton Rouge, LA. Project Manager. Responsible for materials testing projects including the removal of steel samples to determine material strength properties and chemical composition from the Causeway Boulevard Bridge over Earhart Expressway in Metairie and the removal of forty-five concrete cores from various bridge substructures from I-10 in Baton Rouge for testing and petrographic evaluation.
09/13 – 09/13	Grand Avenue Bascule Bridge, Chicago, IL. Project Engineer. Responsible for gusset plate condition assessment, load ratings, and preliminary retrofit development for members of this double leaf bascule bridge with inadequate live load capacity due to section loss.
02/11 – 06/11	Lift-Span Railway Bridge over the Mississippi River, Midwest, U.S. Project Manager and Structural Engineer of Record. Assisting railroad client in determining the extent of damage and needed repairs to the lift span truss, track, and machinery after the structure was subjected to blast forces from adjacent construction. Requested to evaluate how the damage affected the structure's short- and long-term performance. The structural, mechanical and electrical site investigation included hand-on, arms-length, and visual inspections. Structural, mechanical, and electrical recommendations were then made to restore the lift span to its pre-blast condition.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Fred Harper, PE		Years of relevant experience with this employer	13
Title	Bridge Department Manager		Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering, University of Arkansas at Fayetteville		
Active registration number / state / expiration date		PE No. 14501 / Arkansas / exp. 12/31/27; FHWA - NBIS Safety Inspection of In-Service Bridges Training; NHI Fracture Critical Inspection Certification		
Year registered	2011	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Asset Management Planning		
Fred has more than 20 years of bridge design experience using AASHTO load and resistance factor design and standard codes, and specializes in the evaluation, maintenance, and rehabilitation of bridges. He has worked with DOTD and state DOTs in Arkansas, Tennessee, Oklahoma, Texas, and Mississippi, managing similar structure preservation programs for several of these clients. He has designed a wide variety of structures, including W Beam, steel plate girder, prestressed concrete girder, concrete slabs, and numerous foundation types. Fred is also a proficient NBIS certified Bridge Inspector (qualified as a Team Leader), and he offers valuable experience in construction observation related to bridge construction.				20+ years of bridge design and inspection experience Managed and supported structures maintenance and preservation programs for ARDOT, TDOT, and NHTA
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).			
10/20 - 05/25	Statewide Bridge Preservation Program, AR. ARDOT. Project Manager. Responsible for the design and plan production of a bridge preservation program covering the entire state of Arkansas. The scope included 155 structures, divided into five construction contracts. Bridge preservation measures include hydrodemolition, LMC overlay, polymer overlay, and thrie-beam guardrail retrofit. Also conducted detailed field inspections on 63 of the bridges. Michael Baker provided roadway and bridge design and engineering services for the rehabilitation of 155 bridges across the state of Arkansas. The scope of work included bridge deck rehabilitation using hydro-demolition and LMC overlay, as well as polymer overlays. This project also aimed to update the approach guardrails and end terminals to current safety standards. Michael Baker performed extensive field investigations to confirm the current conditions and verify any additional repairs that were required. Michael Baker also provided Title II phase construction services to assist with contractor submittals, RFIs, and construction-related questions.			
08/22 - Ongoing	Bridge Inspection, Maintenance, and Rehabilitation Program Evaluation, Statewide, AR. ARDOT. Senior Advisor. Responsible for contributing local market knowledge and client experience on design and inspection projects. Participated in team collaboration meetings and client meetings with the client. Provided reviews of evaluation documents submitted to the client. Michael Baker is working to determine the criteria for selecting a list of major bridges from ARDOT's bridge inventory. Phase I of this project involved establishing a baseline for the client's recent and current bridge inspection program by reviewing their Bridge Inspection Manual and numerous supporting documents noting areas for improvement. In Phase II, Michael Baker determined the criteria, methodology, and thresholds for prioritizing and selecting 200 bridges from the client's state-owned bridge inventory for a high-level evaluation of repair or replacement needs, including budgetary cost estimating for the next 20 years. Phase II also entails development of a stand-alone load rating manual.			
05/13 - 07/13	Retainer Contract for Design-Build Support Services, Statewide, LA. DOTD. Project Engineer. Responsible for conceptual analysis, design, and construction cost estimate for U.S. 90 design-build procurement support. Conceptual design was in accordance AASHTO LRFD Bridge Design Specifications and LADOTD Bridge Design memos. Design aspects included preliminary bridge superstructure design using NSBA Simon steel design software to size proposed steel girders, as well as preliminary layout of proposed substructure. Bridge structures included mainline and frontage road bridges over BNSF railroad and LA 182, as well as the mainline bridges over Albertson's Parkway. Under a five-year retainer contract, Michael Baker provided construction inspection and quality assurance for statewide design-build transportation projects. Michael Baker's services included project initiation, design-build procurement support, contract administration and management, design and construction quality acceptance (owner verification), CE&I, partnering, public information support, document control, and dispute resolution.			



10/22 - 10/22	Maintenance Management Program 2022, Statewide, Texas. <i>North Texas Tollway Authority (NTTA).</i> Bridge Preservation Specialist. Michael Baker provided architectural and engineering support in the operation and maintenance of its buildings and facilities as a subconsultant on the Maintenance Management Contract. The program included projects for administrative offices, toll and ramp plazas, warehouses, maintenance buildings, facilities, HVAC, mechanical and plumbing systems, electrical distribution, lighting, energy management, and emergency power systems.
05/23 - Ongoing	General Engineering Services 2022-2026, Statewide, TN. <i>TDOT.</i> Bridge Engineer. Responsible for performing quality assurance reviews of five NSTM inspection reports for truss bridges in western Tennessee. Michael Baker is providing on-call bridge repair services across Tennessee. The team is responsible for a variety of assignments including contract documents, tunnel inspection plan revision, NSTM inspection, truss bridge inspection with maintenance recommendations, and railroad flat car inspection.
11/21 - Ongoing	Highway 49 over Mississippi River Bridge Rehabilitation, Phillips County, AR. <i>ARDOT.</i> Bridge Department Manager Engineer. Responsible for contracting with client, inspection planning; coordination with sub-consultant, equipment and maintenance of traffic vendors, and the 18 member inspection team. Inspection access was provided by multiple aerial lifts, under bridge inspection trucks, as well as rope access methods for the highest areas of the structure. Coordinated activity of all teams and managed communication with the client during inspection. Coordinated information gathered during inspection with the load rating team. Provided senior leadership and guidance for the load rating and repair options effort. Provided guidance and oversight of junior engineers for the repair design and plans. Michael Baker is providing design and engineering services for the rehabilitation of a bridge on Highway 49, Section 11. The project scope includes a comprehensive bridge inspection, load rating analysis, and the development of repair strategies aimed at extending the service life of the superstructure. In addition, the work involves planning for traffic maintenance and staging. Rehabilitation efforts will consist of structural steel repairs and replacements, the application of a polymer overlay on the approach spans, deck replacement for the main truss spans, and various other structural and safety-related repairs.
11/21 - 09/22	Districts 1, 5, 6, and 10 Bridge Preservation, AR. <i>ARDOT.</i> Bridge Team Lead. Responsible for oversight of junior engineers and designers to deliver bridge preservation plans for numerous bridge structures. Participated in team coordination meetings and provided plan reviews. Michael Baker provided roadway and bridge design and engineering services for the rehabilitation of 45 bridges across the state of Arkansas. The scope of work included bridge deck rehabilitation using polymer overlays. This project updated the approach guardrails and end terminals to current safety standards. Michael Baker performed extensive field investigations to confirm the current conditions and verify any additional repairs that would be required. Michael Baker also provided Title II phase construction services to assist with contractor submittals, RFIs, and construction-related questions.
09/22 - 11/22	Hydrodemolition Bridge Preservation 2023, Statewide, AR. <i>ARDOT.</i> Bridge Team Lead. Responsible for oversight of junior engineers and designers to deliver bridge preservation plans for numerous bridge structures. Participated in team coordination meetings and provided plan reviews. Michael Baker provided roadway and bridge design and engineering services for the rehabilitation of 24 bridges across the state of Arkansas. The scope of work included bridge deck rehabilitation using hydrodemolition and latex modified concrete overlay. This project also aimed to update the approach guardrails and end terminals to current safety standards. Michael Baker performed extensive field investigations to confirm the current conditions and verify any additional repairs that would be required. Michael Baker also provided Title II phase construction services to assist with contractor submittals, requests for information, and construction-related questions.
07/16 - 10/16	Ouachita Rvr Bridge PH 1 Study, Arkadelphia, AR. <i>City of Arkadelphia.</i> Project Engineer. Responsible for study of a historic truss bridge over the Ouachita River. Specific duties included planning and execution of an extensive bridge inspection, historical research, <i>description of current deficiencies and future maintenance needs.</i> Also included was a summary of available funding options for converting this bridge to pedestrian/bicycle use only. All of this information was packaged into a full report which the client could use when ready. Michael Baker conducted an analysis of the existing historical bridge in order <i>to provide general guidance and a cost estimate for short and long term maintenance.</i> This study was conducted for the client to help determine whether it was feasible for them to take ownership of the bridge from AHTD and convert it to a pedestrian bridge in lieu of demolition.
02/20 - 04/20	Bridge Design and Engineering Services, AR. <i>ARDOT.</i> Bridge Engineer. Responsible for oversight of junior engineers and designers to deliver bridge preservation plans for numerous bridge structures. Participated in team coordination meetings and provided plan reviews. Michael Baker provided engineering services for pavement preservation and bridge improvements in eastern Arkansas. Michael Baker provided roadway design and plans for pavement preservation of 9.4 miles of I-55. Additional services included bridge design and plans for the improvements to existing main lane bridge decks, approach slabs, and gutters, and three beam guardrail retrofit. Additionally, traffic control measures to minimize congestion were part of the plan development.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Jeffrey McRae, PE		Years of relevant experience with this employer	29
Title	Technical Manager - Bridge		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 1996 / Civil Engineering	
Active registration number / state / expiration date			PE No. 34554 / LA / exp. 09/30/2027; PE No. 15153 / MS / exp. 12/31/2027	
Year registered	2001 (MS); 2009 (LA)	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Preservation Project Development	
With nearly 30 years of experience focused on a wide range of bridge design projects, Jeff is responsible for overseeing the completion of contract plans from the conceptual stage through final design on numerous bridge projects, generation of bridge quantity calculations, checking of concrete and steel bridge shop drawings, and generation of substructure and superstructure design calculations. He has extensive experience leading the development of bridge inspection, load rating, preservation, and repair projects.			✓ 25+ years in responsible charge of a wide range of bridge design, preservation, maintenance, and inspection projects ✓ Bridge Design Lead on the US 371 KCS RR Overpass project for DOTD	
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).		
03/22 - Ongoing		US 371: KCS RR Overpasses HBI, Webster Parish, Louisiana. DOTD. Bridge Design Lead. Responsible for checking engineering design calculations, determining structural feasibility of bridge geometry, structural design of all bridge components, and overseeing plan production at preliminary and final submittal milestones. Ensured that bridge plans meet both DOTD and KCS Railroad Design Guidelines. Project includes the replacement of the twin bridges for the site at Minden with a single wider structure. The new bridge will be prestressed concrete girder-type and uses LG 63 and LG 36 girders and fulfills KCS/CPKC crash-wall requirements. Michael Baker is currently developing rehabilitation plans for the US 371 bridge site over KCS railroad at Sibley.		
03/24 - Ongoing		IJA Off-System Bridge Program. DOTD, District 07. Bridge Engineer. Responsible for overseeing engineering design calculations, bridge geometry, bridge quantities, and design plans. Michael Baker was selected by DOTD to provide bridge, roadway and environmental services for the replacement of off-system bridges in the five parishes located in DOTD District 07. Structures replaced by this program include numerous culverts, box culverts, and slab span bridges. Currently, Michael Baker has submitted stamped final plans for two projects (4 bridges/culverts) while other six projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.		
08/15 - 09/16		Bridge Repair Design and Construction Services, Statewide, MS. MDOT. Bridge Engineer. Michael Baker provided engineering services for the repair and rehabilitation of bridges at four sites on state and U.S. highways. Michael Baker's services included development of roadway and bridge design plans for the bridge repairs and construction administration and observation.		
02/97 - 09/98		Bridge Scour Evaluation Studies, Statewide, MS. MDOT. Project Manager. Responsibilities included hydrologic computations, hydraulic modeling, computation of scour, structural evaluation, report preparation and design of countermeasures. Engineering services were provided to the Office of State Aid Road Construction for a two-year period. The project evaluated more than 140 scour susceptible or scour critical bridges on secondary roads throughout the State of Mississippi and prepared plans and specifications for structural repairs and/or scour countermeasures.		
09/17 - 09/17		Bridge Load Ratings, Statewide, MS. MDOT. Assistant Engineer. Responsibilities included generation and checking of bridge rating calculations and bridge rating software input and output. Michael Baker performed superstructure load ratings for 391 bridges of various superstructure types located throughout Mississippi. Michael Baker's services also included development and implementation of a load rating QA/QC plan. Deliverables provided by Michael Baker included scanned copies of the complete MDOT standard load rating summary sheet and the associated xml rating file from the AASHTOWare BrR™ program for each bridge.		
02/21 - 05/21		5 OSARC Bridge Inspections, Statewide, MS. MDOT. Bridge Engineer. Michael Baker provided engineering services under multiple contracts for bridge safety inspection, load rating, and reporting of locally owned bridges of varying types throughout the state. Services included project management; inspection plan development; routine and in-depth condition, appraisal, and fracture-critical inspections; load ratings; and preparation of inspection and load-rating reports.		





03/98 - 07/05	Statewide Evaluation (Load Rating) of 412 Box Bridges, Statewide, MS. MDOT. Assistant Engineer. Responsibilities included generation and checking of bridge rating calculations and bridge rating software input and output. Michael Baker provided professional engineering services related to computing inventory and operating ratings for approximately 412 box bridges (Group G). All ratings were performed in accordance with FHWA procedures for load factor design.
05/14 - 04/16	U.S. 49 Florence to Scales Construction Engineering and Inspection, Rankin County, MS. MDOT. Assistant Engineer. Responsible for generation of bridge design calculations and final contract plans, as well as QA/QC. Michael Baker provided engineering services, including field surveys, preliminary through final design, construction phase services, and public relations support, for the construction of U.S. 49 from Florence to the Scales Area. Working as an extension of client staff, Michael Baker provided construction management, Phase C Design (RFI/submittals), utility coordination, scheduling review (Primavera P6), material testing, erosion control, surveying, traffic control, and public relations support, for the construction of U.S. 49 from Florence to the Scale Area.
01/99 - 12/10	I-55/I-20/ US 49 Rehabilitation; Stack #3 Design Phase, Jackson, MS. MDOT. Bridge Technical Manager and Engineer. Responsibilities included generation and checking of engineering design calculations, bridge quantities, and final design contract plans for the substructure and AASHTO beam superstructure spans, as well as checking curved steel girder design for Ramp G-6 over I-20 and U.S. 49. Also responsible for checking and regeneration of form grades, beam seats, etc. at four other bridge sites. Michael Baker provided engineering services (field surveys, preliminary through final design, and certain construction phase services including public relations assistance) for the rehabilitation of the interchanges of I-20 with both I-55 and U.S. Highway 49 in Jackson, MS. The total project was built through a series of four separate construction contracts all designed by Michael Baker, with this project being Stack #3. <i>The project was awarded the 2010 Grand Conceptor Award for Engineering Excellence presented by the American Council of Engineering Companies of Mississippi.</i>
04/07 - 10/08	Reunion Parkway Over I-55 Interchange, Madison County, MS. Madison County. Project Manager. Responsible for project management duties and generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans. This project includes bridge and retaining wall design, as well as surveying for a Single Point Urban Interchange (SPUI) located at the intersection of I-55 and Reunion Parkway in Madison County, MS. The bridge is a curved steel box girder design.
06/91 - 12/05	Shepherdstown Bridge Replacement, Jefferson County, WV, and Washington County, MD. West Virginia DOT. Engineer. Responsible for assisting with design and development of preliminary and final bridge plans for the replacement of this historical bridge structure over the Potomac River in Shepherdstown, WV. Generated and checked engineering design calculations using AASHTO LRFD Bridge Design Specifications. Michael Baker was selected by the West Virginia Division of Highways to provide all environmental and engineering services for the replacement of the James Rumsey Bridge. The bridge is a historic structure of Wichert Truss design originally constructed in 1937. It is listed on the National Register of Historic Places, and carries WV Route 480 and MD Route 34 over the Potomac River. The bridge has sidewalks on both sides that carry pedestrians and bicyclists. The bridge also crosses over the C&O Canal National Park and National Register listed C&O Canal on the Maryland side. The replacement of the bridge was necessitated by its rapidly deteriorating condition.
02/16 - 03/16	I-20 Valley Street Bridge Repair, Hinds County, MS. MDOT. Bridge Engineer. Michael Baker prepared contract plans for the repair of the dual (westbound and eastbound) I-20 bridges that carry I-20 over Valley Street, Lynch Creek, and Raymond Road. Previous bridge inspections had documented various fatigue cracks in certain steel girders, transverse stiffeners, and the top flange of the steel girder. Michael Baker developed contract plans for the repair of both bridges, prepared quantities and estimated construction costs, and assisted in preparing special provisions. Michael Baker also developed traffic control plans for temporary lane closures on Valley Street and Raymond Road.
11/03 - 11/03	47 Trail Bridge Inspections, Four National Forests in Mississippi. U.S. Forest Service. Project Manager. Responsibilities included the coordination of bridge inspection fieldwork and the preparation of inspection reports for 47 of the Forest Service's trail bridges located throughout Mississippi's National Forests. Michael Baker was selected to perform the inspection of 47 trail bridges located in four National Forests in Mississippi. The inspection work followed National Bridge Inspection Standards (NBIS) and included hands-on field inspection, load rating and posting update, maintenance and repair recommendations, scourability assessment, digital photography and completed inspection report.
06/18 - 08/18	I-285 & SR 400 Reconstruction Design & Review Services, Atlanta, Georgia. Georgia DOT. Project Advisor. Michael Baker is serving as the submittal review consultant for the reconstruction of the I-285 and S.R. 400 interchange in Atlanta, Georgia. Michael Baker is responsible for reviewing all developer submittals on the project, which consists of about 4 miles of improvements on I-285 and 5 miles on S.R. 400. The project includes the construction of barrier-separated collector-distributor lanes along the roads to help reduce weaving, merging, and accelerating and decelerating conflicts, and involves the reconstruction of existing ramps and bridges in the interchange, the replacement of the bridge on Mt. Vernon Highway, and the construction of new flyover bridges.

16. Staff Experience:

Firm employed by		Modjeski and Masters, Inc.		
Name	David Barrett, PE		Years of relevant experience with this employer	33
Title	Senior Technical Project Manager - Mechanical		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS / 1993 / Mechanical Engineering; BS / 1991 / Mechanical Engineering		
Active registration number / state / expiration date		PE No. 38789 / LA / exp. 09/30/2026		
Year registered	2014	Discipline	Mechanical	
Contract role(s) / brief description of responsibilities		Preservation Project Development; Movable Bridges		





David joined Modjeski and Masters, Inc. in 1993 and is a Technical Manager in the firm's Movable Bridge Department. He has significant experience in both the mechanical and structural aspects of bridge design, inspection, and testing, with concentration in movable bridge machinery. In addition to design work, this includes work during the construction stage of rehabilitation projects, including shop drawing review, inspections, and construction consultation. His experience includes swing spans, bascule bridges, and vertical lift bridges. David has also developed computer programs for bridge machinery and balance analysis. He is well versed in many methods of non-destructive testing such as installation and monitoring of strain gages, accelerometers, displacement sensing sensors, ultrasonic methods, magnetic particle, dye penetrant, and balance measurements on movable bridges

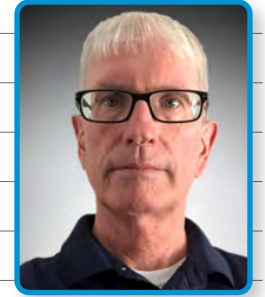
- ✓ Movable Bridge Expertise
- ✓ Inspection, Design and Testing Experience
- ✓ Professional Engineer in Louisiana

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).
06/11 - 10/17	Seabrook Bridge Operational Issues, New Orleans, LA. Port of New Orleans. Lead Mechanical Engineer. M&M was contacted by the Port of New Orleans when the Seabrook Bascule Bridge experienced noises and stoppages during its operation. M&M quickly responded to perform a mechanical and structural inspection of the bridge and determined that a strain gage analysis was needed to accurately determine the cause of the vibration in the structure that was resulting in the stoppage. M&M performed the analysis and assisted the Port with the necessary repairs to rehabilitate the structure.
11/16- 05/17	Seabrook Bridge Floor System Replacement, New Orleans, LA. Port of New Orleans. Mechanical Engineer. M&M prepared the plans and specifications to replace the railroad floor system between the trusses of the Seabrook Railroad Bridge for the Port of New Orleans. M&M also developed the sequence of construction to minimize the impacts to the rail and marine traffic as well as maintain the span balance throughout construction.
02/17- 5/17	Seabrook Bridge Link Pin Joints Emergency - Construction Services, New Orleans, LA. Port of New Orleans. Mechanical Engineer. After M&M completed the initial investigation and developed emergency repair contract documents for the partially failed 2nd Link joint on the Seabrook Strauss Bascule Bridge, the Port of New Orleans called upon M&M to provide Construction Support Services for the project. M&M reviewed all Contractor RFIs, shop drawings, and procedure submittals for the project. M&M also provided on-site construction inspection services throughout the repair effort.
12/13 - 01/14	North Draw Lake Pontchartrain - Testing Services, New Orleans, LA. Norfolk Southern Corporation. Mechanical Engineer. At an urgent request from Norfolk Southern, M&M provided strain gage balance testing of the single rolling leaf bascule span at the North Draw of the Lake Pontchartrain railroad crossing. Mr. Barrett participated in the strain gauge balance testing.
11/11 - 03/12	Lapalco Bridge over Harvey Canal, Harvey, LA. Jefferson Parish Department of Engineering. Lead Inspector. The Lapalco Boulevard Bridge is a welded plate girder, double-leaf bascule bridge that carries four traffic lanes over the Harvey Canal. The firm performed structural, mechanical and electrical inspections, provided a report of findings/ recommendations, developed repair plans and monitored repairs and repainting. Mr. Barrett supervised the strain gage balancing of the double leaf bascule bridge.

01/12 – 03/12	Rigolets Bridge - Pivot Machinery Rehabilitation, New Orleans, LA. <i>CSX Transportation.</i> Lead Inspector. After a mechanical malfunction of the pivot machinery on the Rigolets Bridge, CSX contacted M&M to conduct an emergency site visit to determine the problem. M&M performed a mechanical evaluation of the swing span and developed both temporary and permanent repair plans for the structure. Mr. Barrett was the lead inspector for some site testing work and performed portions of the design checking for this project.
02/07 – 03/07	Krotz Springs Bridge Mechanical Rehabilitation, Krotz Springs, LA. <i>Union Pacific Railroad.</i> Mechanical Designer. The Krotz Spring Bridge is a swing span bridge in Krotz Springs. This 3435 ft. structure consists of pre-stressed, pre-cast concrete girders and steel truss spans crossing the Atchafalaya River. M&M worked on the rehabilitation of this bridge which included new end lifts. Mr. Barrett detailed the rehabilitation of existing mechanical components and designed new end lift, rail lift, and center latch machinery for this swing span. He also performed QA/QC and cost estimates for rehabilitation of the span drive system and span guide system.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Roy Holmes		Years of relevant experience with this employer	32
Title	Civil Technician		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization			AS / 1991 / Computer Aided Drafting and Design; AS / 1990 / Industrial Drafting	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Preservation Project Development	
Roy offers more than 35 years of CADD drafting and design experience, covering a wide range of bridges, bridge hydraulics, city and rural water distribution systems, sanitary sewer systems and wastewater treatment facilities. He has many years of experience in the preparation of civil and structural drawings using ACAD 2005 and MicroStation V8.				✓ Extensive CADD development experience for bridges across the Southern U.S. ✓ Supports our team on the ongoing DOTD IIJA contract
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).			
12/25 - Ongoing	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program, Statewide, LA. DOTD District 07. CADD Technician. Responsible for producing CAD plans. Michael Baker was selected by DOTD to provide bridge, roadway and environmental services for the replacement of off-system bridges in the five parishes located in DOTD District 07. Structures replaced by this program include numerous culverts, box culverts, and slab span bridges. Currently, Michael Baker has submitted stamped final plans for four projects (six bridges/culverts), while four other projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.			
06/26 - Ongoing	I-10 Mobile River Bridge and Bayway Project Management, Mobile, AL. ALDOT. CADD Technician. Responsible for producing CAD plans. Michael Baker is providing project management with oversight responsibilities for all aspects of the Mobile River Bridge and Bayway Project. The project involves reconstruction of I-10 through downtown Mobile, Alabama, and across the Mobile Bay, with a total length of approximately 10 miles. The project includes a new two-tower cable stayed bridge over the Mobile River, and replacement of the seven-mile-long I-10 Bayway Bridge.			
11/24 - Ongoing	ALDOT Statewide Transportation Support Services, AL. ALDOT. CADD Technician. Responsible for producing CAD plans for various task orders under this on-call, IDIQ-type contract.			
02/20 - 10/20	U.S. 49 North to I-29 West Flyover Bridge Rehabilitation, Rankin County, MS. MDOT. CADD Technician. Responsible for producing CAD plans. Michael Baker provided engineering services for the replacement of the curved right-side railing and overhang on the U.S. 49 North to I-20 West flyover bridge in Rankin County. Michael Baker developed bridge rehabilitation, traffic control, signing, and electrical plans, and wrote a Special Provision Specification for a high friction overlay to be applied to the bridge deck. Michael Baker also performed a deck condition evaluation and coordinated all traffic control during the deck scanning procedures.			
03/18 - 06/19	S.R. 63 over Escatawpa River Bridge Repair, Jackson County, MS. MDOT. CADD Technician. Responsible for producing CAD plans. Michael Baker provided design and engineering services for the repair of the S.R. 63 bridge over the Escatawpa River. Previous bridge inspections had documented various fatigue cracks in the steel girders, transverse stiffeners, and the top flange of the steel girders. Michael Baker developed contract plans for the repair of the bridge, prepared quantities and estimated construction costs, and assisted in preparing special provisions. It also developed traffic control plans for temporary lane closures on the bridge and construction signing for local roads.			
10/15 - 06/17	I-20 Valley Street Bridge Repair, Hinds County, MS. MDOT. CADD Technician. Responsibility included producing CAD plans. Michael Baker prepared contract plans for the repair of the dual (westbound and eastbound) I-20 bridges that carry I-20 over Valley Street, Lynch Creek, and Raymond Road. Previous bridge inspections had documented various fatigue cracks in certain steel girders, transverse stiffeners, and the top flange of the steel girder. Michael Baker developed contract plans for the repair of both bridges, prepared quantities and estimated construction costs, and assisted in preparing special provisions. Michael Baker also developed traffic control plans for temporary lane closures on Valley Street and Raymond Road.			



11/15 - 08/18	U.S. 51 Bridge Replacements, Madison County, MS. MDOT. CADD Technician. Responsible for producing CAD plans. Michael Baker provided engineering services for the replacement of five U.S. 51 bridges over Tilda Bogue Creek, Tilda Bogue Tributary 8, and Doaks Creek. Michael Baker's services included bridge hydraulic one-and two-dimensional model analyses, scour analysis and evaluation, bridge scour and stream bank stabilization design, conceptual and preliminary structural design, and final right-of way plans.
10/16 - 10/17	I-55 Widening and Interchange Improvements, DeSoto County, MS. MDOT. CADD Technician. Responsible for producing CAD plans. Michael Baker provided engineering services for the widening of I-55 from the Commerce Street interchange in Hernando to the south ramps of the I-55 interchange with I-69/269, including widening and improvements to the Commerce Street interchange. Michael Baker's services included traffic analysis, field survey, and preparation of Phase A Final right-of-way roadway and bridge plans.
01/14 - 11/18	S.R. 28 Big Creek, Quinn Creek, and Strong River Bridge Replacements, Simpson County, MS. MDOT. CADD Technician. Responsibilities included producing CAD plans. Michael Baker provided engineering services for the replacement of the S.R. 28 bridges over Big Creek, Quinn Creek, and Strong River. Michael Baker's services included hydraulic analyses, scour assessments, stream bank stabilization evaluations, preparation of hydraulic analysis reports, and conceptual and preliminary design.
06/12 - 10/13	S.R. 4 Bridge Replacement over Burlington Northern Railroad, Holly Springs, MS. MDOT. CADD Technician. Responsible for producing CADD plans. Michael Baker prepared preliminary bridge plans and final right-of-way plans for the replacement of the S.R. 4 bridge over the Burlington Northern Railroad. The existing bridge, which was constructed in 1950, is a three span steel girder bridge with spans of 50 feet, 50 feet, and 43 feet. The new bridge structure will be prestressed AASHTO girder spans with spans of 65 feet, 110 feet, and 65 feet, on drilled-shaft bents, which will span the railroad right-of-way. Michael Baker developed the final right-of-way plans, designating a detour route, as S.R. 4 was closed during construction.
11/10 - 06/11	S.R. 512 Chickasawhay River Bridge Replacement, Clarke County, MS. MDOT. CADD Technician. Responsibilities included producing CAD plans. Michael Baker provided final design for the replacement of the S.R. 512 Chickasawhay River Bridge. Michael Baker's services included field surveys of the existing bridge substructure and preparation of construction plans and erosion control plans. Michael Baker developed final design plans for the replacement of the bridge under a master contract for roadway design.
08/10 - 06/11	U.S. 61 Interchange Bridge at Devereaux Road Submittal Review, Natchez, MS. MDOT. CADD Technician. Responsibilities included producing CAD plans. Michael Baker reviewed shop drawings and other submittals for the construction of a cast-in-place box-girder bridge, which is part of the improvements to the U.S. 61 intersection with Devereaux Road. Michael Baker also visited the site as needed to resolve any construction issues.
11/09 - 03/10	Revised Design for Widening the I-20 Bridge over S.R. 468, Rankin County, MS. MDOT. CADD Technician. Responsibilities included producing CAD plans. Michael Baker is providing engineering services for the revision of the bridge plans for widening Interstate 20 over S.R. 468. The current plans accommodate a six-foot inside shoulder and no outside shoulder. Michael Baker is revising the plans to accommodate a 12-foot inside shoulder and 14-foot outside shoulder.
08/03 - 05/04	I-55/I-20/ US 49 Rehabilitation; Stack #3 Design Phase, Jackson, MS. MDOT. CADD Technician. Responsible for producing CAD plans. Michael Baker provided engineering services (field surveys, preliminary through final design, and certain construction phase services including public relations assistance) for the rehabilitation of the interchanges of Interstate 20 with both Interstate 55 and U.S. Highway 49 in Jackson, Mississippi. The total project will be built through a series of four separate construction contracts all designed by Michael Baker. Current project is "STACK III". The project was awarded The 2010 Grand Conceptor Award for Engineering Excellence presented by the American Council of Engineering Companies of Mississippi.
12/00 - 07/07	Shepherdstown Bridge Inspection and Rehabilitation, Jefferson County, WV. West Virginia Division of Highways. CADD Technician. Responsible for producing CAD plans. Michael Baker conducted an in-depth periodic inspection of the entire structure for the WVDOH. The AASHTO LRFD Bridge Design Specifications were used for this bridge design. The AASHTO LRFD Bridge Design Specifications were used for this bridge design.

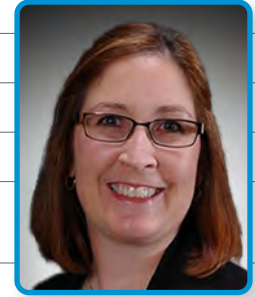
16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Darrel Williamson		Years of relevant experience with this employer
Title	Designer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization	ITI Baton Rouge, LA Drafting / 2003-2004 / Civil & Architectural Drafting		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities	Preservation Project Development		
Darrel has more than 20 years experience in the design and drafting of a wide range of transportation and civil engineering projects. Darrel is proficient in CIVIL 3D, as well as MicroStation Inroads & Open Roads. He will take a lead role in construction plan preparation with an emphasis on CADD conformity to DOTD standards while supporting design engineers in structures design.			 ✓ 20+ years CADD drafting experience ✓ Proficient in MicroStation Open Roads ✓ Experienced in DOTD and local government sponsored projects
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 - 02/26	LA 182 @ Duchamp Rd. Intersection Improvements, Lafayette, LA. DOTD. Lead CADD Technician. This project consisted of intersection improvements to an rural intersection near an at grade railroad crossing. Mr. Williamson assisted project engineer in designing intersection geometry including turning templates, produced final construction documents including typical sections, plan & profile sheets, drainage maps, geometric details, sequence of construction and cross sections. Construction documents were produced in MicroStation in accordance with DOTD CADD conform requirements.		
07/25 - 02/26	Mickens Road from Hooper Road to Joor Road., Baton Rouge, LA. MOVEBR. Lead CADD Technician. This project consisted of roadway capacity improvements for a 3 mile section of an existing road which is half urban and half rural. Prepared open house exhibits using LiDAR and available digital aerial photography, set up CADD seed files, converted raw topographic survey data into georeferenced base drawings, modeled design roadway templates, produced full set of preliminary construction drawings produced in MicroStation in accordance with DOTD CADD conform requirements.		
07/20 - 06/22	South Choctaw Drive from North Flannery to Central Thruway, Baton Rouge, LA. MOVEBR. Lead CADD Technician. This project consisted of roadway capacity improvements for a 1.3 mile section of urban roadway. Generated existing and proposed grade profiles, assisted project engineer with drainage design and geometry for proposed roadway and sidewalks, designed utility conflicts mitigations for storm drainage and sidewalks, generated final construction documents including typical sections, plan & profile sheets, drainage maps, geometric details, striping and signage plan and details, sequence of construction and cross section drawings produced in ACAD Civil 3D in accordance with MOVEBR CADD requirements.		
02/16 - 08/20	Mall of Louisiana Blvd., Baton Rouge, LA. MOVEBR. Lead CADD Technician. This project consisted of roadway and bridge improvements for a new 1 mile urban roadway corridor which also included a railroad underpass. Assisted the project engineer with drainage and geometric design, assisted with production of final construction documents plan & profile sheets, bridge plan section and details, geometric details, joint layout and graphical grade sheets. Construction documents were produced in MicroStation in accordance with MOVEBR CADD requirements.		

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Mary Flynn, PE		Years of relevant experience with this employer	13
Title	Construction Project Manager		Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization			BSCE / 1997 / Civil Engineering, Ohio University; BS / 1997 / Surveying, Ohio University	
Active registration number / state / expiration date			Professional Engineer No. 36931 / Louisiana / exp. 09/30/2026; Traffic Control Supervisor (Refresher) / LA State Specific / 11/10/2027; Certified Flagger / exp. 05/24/2028; LPA Qualification / LA / no exp. date	
Year registered	2012 (LA); 2002 (OH)	Discipline	PE (Civil)	
Contract role(s) / brief description of responsibilities			Lead - Post-Design Construction Support	
Mary brings nearly 30 years of experience providing CE&I/OV services, with the last 13 years as PM and/or Project Engineer on more than 30 DOTD IDIQ Task Orders. Having directed highly complex and specialized bridge engineering and construction projects of all sizes, she is proficient in coordinating project changes and issues, dispute resolution and recommendations, analyzing and managing change requests from contractors and consultants, and inspection and material testing. She is an expert in construction QA/QC, having written the first performance-based QC specification for ODOT, and having assisted DOTD in the deveopment and revision of the state's first Construction Quality Assurance Plan. Mary also specializes in materials testing and acceptance, and maintains active field certifications.			✓ Project/Construction Manager on multiple DOTD IDIQ contracts spanning dozens of task orders ✓ Specialist in developing construction QA/QC plans and specifications for state DOTs such as DOTD and ODOT ✓ Maintains active TCS, Flagger, and LPA Certifications	
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).		
02/13 - 06/18		US 90 (I-49 South), Albertson's Parkway to Ambassador Caffery, Design-Build Owner Verification, Lafayette Parish, LA. DOTD. Owner Verification Manager/Project Engineer. Responsible for contract administration/project management, construction engineering, and managing quality inspection and materials sampling and testing for all phases of construction verification of activities and testing per CQMP, including new structure construction (AASHTO girder and steel plate girder), existing structure replacement/widening, fabrication of precast girders and MSE wall panels, MSE wall installation utilizing both straps and geogrid, full depth asphalt roadway, embankment and base course. She was also responsible for statistically validating quality assurance test data according to the Construction Quality Assurance Plan (CQAP) and tracking of Michael Baker inspection and testing within the DOTD's SharePoint Database for design-build projects, reviewing and responding to RFI's and NCR's, reviewing plans and shop drawings, verifying test data for material acceptance, and project coordination meetings. She served as liaison between the local business owners, local project stakeholders, and DOTD Project Manager. Mary assisted the DOTD and FHWA in the development of the State's first CQAP in 2013 and revision in 2016.		
06/08 - 12/09		John James Audubon Bridge Design-Build Owner Verification, Ventress, LA. DOTD. Assistant Quality Control Manager. Serving the Design-Builder's QC Manager, Ms. Flynn was responsible for the quality management and QC inspection of all construction activities for the 52-span bridge (AASHTO Type III and BT-72) constructed by Boh Brothers, and all construction activities for the west approach of the cable stayed bridge (15 spans including AASHTO type III, BT-72 and steel plate girders) constructed by Flat Iron including Rotational Capacity of the bolted connections. She assessed the effectiveness of the construction quality plan; performed constructability review of plans prior to construction, reviewed shop drawings, verified processing, delivery, installation, and use of products and services; evaluated quality of work for effective testing and inspections from substructure to deck completion.		
01/00 - 11/02		Veterans' Glass City Skyway Design-Build Project, Toledo, OH. ODOT. DOT Project Engineer. As ODOT's Project and Testing Engineer, responsible for the procurement, set up, and subsequent production of on-site test lab; trained inspection staff on material sampling and testing; and maintained documentation for testing contracts. Prior to construction, researched local materials and conducted mix designs on over 200 mixes to produce concrete meeting project requirement of 10,000 psi strength and wrote the first Performance Based Quality Control Specification for the State of Ohio. Commonly known as the Maumee River Crossing, it is a cable stayed bridge over the Maumee River on I-280, near the Port of Toledo. The 8800' long urban structure features a single pylon centered between 612'-6" main spans over the shipping channel and a single plane of cable stays.		

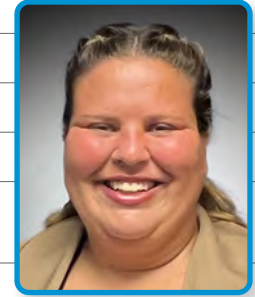




01/12 – 01/13	I-10 Widening, Siegen to Highland, Design-Build OV, Baton Rouge, LA. DOTD. Assistant Project Engineer/Assistant Project Manager. Responsible for contract administration, construction engineering, review of shop drawings and as-built plans, and supervision of OV inspection and materials sampling and testing for all phases of construction, including structural concrete, PCC paving, embankment and base course, and fabrication inspection of girder and pile. Verified inspector daily entries in SiteManager were accurate, thorough, and up to date. The innovative project widened the mainline of I-10 from four lanes to six lanes with PCC Paving, occurring to the inside (median side) of the existing pavement and includes interior widening of the I-10 Bridge of Wards Creek Diversion Canal, and replacement of the I-10 Bridge over the KC Southern Railroad and LaCrete Lane utilizing a combination of AASHTO precast girders and steel plate girders. Mi-jack overhead crane units were utilized to straddle the median from existing deck shoulders to pick and set girders to the interior widening of KCS without impacting rail or traffic in an area with little right-of-way.
12/02 - 12/05	Victory Bridge, Perth Amboy, NJ. NJDOT. Project Manager/Project Engineer of Off-Site Fabrication. This project featured a precast segmental bridge that carries Route 35 over the Raritan River, consisting of span-by-span, balanced cantilever, and variable depth segments. Bridge total length of 3,971 ft twin structure, with a main span of 440 ft, allowing a 355' wide navigational channel. Pre-casting occurred in Cape Charles, VA. Oversaw quality verification inspection staff; monitored the precast geometry for horizontal and vertical match casting techniques; reviewed contractor proposals and provided technical assistance to NJDOT; single-handedly coordinated between off-site fabricator, off-site design office and project site; and was responsible for construction of segments from set up of casting cells to loading completed segments on a barge for intra-coastal delivery.
04/07 - 06/08	Bypass East, Burlington, WI. WisDOT. Owner's Representative/QA Manager/Project Engineer. A three-stage bypass consisting of 3 million cubic yards of earthwork, 6 AASHTO girder bridges, 1 steel plate girder bridge with 250 LF main span, 3 CIP box culverts, and asphalt paving. Represented WisDOT as the project Bridge Engineer, managed and inspected all aspects of all structures built in each phase; reviewed all necessary changes to project and ensured construction methods for all aspects would achieve plan and specification intent; reviewed reports completed by support personnel, conferred with WisDOT Central Office designers regarding any issues that were not covered by plan; and built and managed on-site field laboratory for materials testing.
05/23 – Ongoing	5-Year IDIQ Contract for CE&I with Majority of Work in District 61, Statewide, LA. DOTD. Project Manager & Project Engineer. As Project Manager of this IDIQ, responsible for reviewing DOTD's Specific Rates of Compensation (SROC), developing the IDIQ QA/QC Plan, review of project plans and EOR time estimates for developing consultant fee estimate for labor and direct expenses on each Task Order, and reviewing contract scope from the DOTD PM for each Task Order prior to sending to CCS. Additionally, under staff augmentation projects, assigned certified staff as needed, and supported the DOTD Project Engineer in any way needed. Served as Project Engineer on all full-service CE&I Task Orders, including review and authorization of inspector's Headlight daily diaries, reviewed and authorized the payment of work completed for partial estimates, review/comment/approve Contractor's Request for Change Order (RFCO) for changes in project conditions, process approval of Change Order in Site Manager, and on-site review of project progress. Provides DOTD and local entity with updates for public announcements, coordinates work with utility relocations, coordinates with stakeholders such as City, Parish, and Coast Guard, develop Headlight Sample Plan, review and manage sampling of contract materials and required material documentation (i.e. certifications), assembly of Approved Testing Material report within Headlight, develop and sign project As-Built Plans, assembly of final audit records and submission of final records to Audit Section. Served as PM/PE on all 12 Task Orders. Provided staff augmentation services on three Task Orders for Roadway Improvements. The remaining nine Task Orders were Full Service CE&I Contracts including: construction of slab span bridges with precast pile, class II base and asphalt approaches on four Task Orders; construction of multi-barrel box culverts; and one Emergency Repair of a Mechanical Swing bridge over an Intra-Coastal Canal.
03/20 - 03/24	IDIQ Contract for CE&I Services for Safety Projects, District 61, 62, and 02. DOTD. Project Manager & Project Engineer. As a PM of this Safety/CE&I IDIQ contract, Ms. Flynn was responsible for providing job classifications for DOTD's SROC, developing and enforcing the QA/QC Plan for the IDIQ, review of engineering drawings and estimates on Falcon for developing consultant fee estimate for labor and direct expenses on each Task Order, and reviewing contract scope from the Project Manager for each Task Order prior to sending to CCS. As Project Engineer, Ms. Flynn was responsible for contract administration/project management, including review and authorization of inspector's daily diaries, review and authorization of the payment of work completed for partial estimates, review/develop/approve Change Order for changes in project conditions, on-site review of project progress including quality verification of inspection staff performance and documentation, review and manage sampling of contract materials and required material documentation (i.e. certifications), development of the project sampling plan, assembly of the Form 2059 closeout of material records, assembly of final audit records and submission of final records to Audit Section. In all, Michael Baker delivered six task orders, which included guardrail and striping upgrades, ADA upgrades, and shared use paths.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Alexis Harrouch, PE		Years of relevant experience with this employer
Title	Highway Designer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2020 / Civil Engineering, Louisiana State University	
Active registration number / state / expiration date		PE No. 51584 / LA / exp. 09/30/26; Traffic Engineering Process & Report Modules 1-3 / No Expiration Date	
Year registered	2020	Discipline	N/A
Contract role(s) / brief description of responsibilities		Post-Design Construction Support	



Alexis will apply more than 5 years of diverse, Louisiana-focused transportation engineering experience to assist Mary Flynn in drafting responses to contractor RFIs, reviewing submittals, and analyzing proposed changes. She is skilled in the development of construction plans, horizontal and vertical alignments, roadway hydraulics, and 3D design models.

- ✓ Experience working side-by-side with PM Shalin Sheth and DPM Jim Nelson on the US 371 project
- ✓ Wide-ranging transportation design experience, from preliminary engineering to construction-phase support

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	US 371: KCS Railroad Overpasses HBI, Webster Parish, LA. DOTD. Transportation Designer. Responsible for the horizontal layout of US 371 for the replacement of the existing bridge at Sibley, LA. Additional responsibilities include the develop of construction plans that meet DOTD and KCS RR requirements. Performed quantity take-offs and developed quantity box sheets for Final Plans. Project includes the replacement of the twin bridges for the site at Minden with a single wider structure. The new bridge will be prestressed concrete girder-type and uses LG 63 and LG 36 girders and fulfills KCS/CPKC crash-wall requirements. Michael Baker is currently developing rehabilitation plans for the US 371 bridge site over KCS railroad at Sibley.
10/22 - Ongoing	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - District 07, LA. DOTD. Transportation Designer. Supported the development of construction plans for 12 Off-System Bridge replacement locations for the five parishes in District 07. This project program requires Michael Baker to deliver 12 bridge replacements within the \$30.3 million dollars with allocated for District 07. Currently, Michael Baker has submitted stamped final plans for two projects (4 bridges/ culverts) while other six projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.
10/22 - Ongoing	LA 30: EBR P/L - I-10, Iberville and Ascension Parishes, LA. DOTD. Transportation Designer. Responsible for the layout of the existing alignment along with determining the apparent row along the corridor based off as-builts and provided GIS parcel information from both Ascension and Iberville Parishes. Project limits have been extended an additional 5 miles to include the environmental study along the corridor in East Baton Rouge Parish. Additional responsibilities include the delineation of drainage area for several cross structures (bridge/box culverts/culverts) along the corridor along with determining the existing flows for those structures.
11/22 - Ongoing	New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. DOTD. Civil Associate. Responsible for finding information related to railroad work and the standards needed to design and build a railroad. Michael Baker is providing environmental and engineering services to develop an environmental impact statement for NORG, the fourth-largest freight and passenger rail gateway in the U.S. Services include project management, review of previous studies, environmental resources investigations, geographic information system development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination, and extensive public outreach.
10/22 - 05/23	Barksdale AFB Entrance Road and Gate Complex, Design-Build, Bossier Parish, LA. NAVFAC. Transportation Designer. Responsible for the quantity takeoff and development of construction plans for contractor on a design-build project for new entrance roads for Barksdale AFB. The project consists of the design and construction of an extension of an existing state-owned highway, LA 1267, along with a new multi-lane roundabout. The new roadway will be a 4-lane divided highway entrance into the Barksdale AFB.

11/22 - Ongoing	New Orleans Rail Gateway - Avondale PEL Study, Jefferson Parish, LA. DOTD. Civil Associate. Responsible for developing preliminary quantities and creating a preliminary cost estimate. Michael Baker is providing operations, engineering, and environmental studies and preparing a PEL study to evaluate the consolidation, road-over-rail grade separation, or closure of four at-grade highway-rail crossings (Live Oak Boulevard, Willswood Lane, George Street, and Avondale-Garden Road). For the project, Michael Baker is performing project management, solicitation of views, secondary-source environmental resources inventory, geographic information system (GIS) mapping, freight rail operations forecasting and crossing occupancy time analyses, roadway traffic and crash analyses, purpose and need, roadway/bridge conceptual design, cost estimates, alternatives analyses, stakeholder and agency coordination, and public outreach.
09/24 - Ongoing	I-10 Mobile River Bridge and Bayway Project Management, Mobile, AL. Alabama DOT. Civil Associate. Providing roadway design support. Michael Baker is providing project management with oversight responsibilities for all aspects of the Mobile River Bridge and Bayway Project. The project involves reconstruction of I-10 through downtown Mobile, Alabama, and across the Mobile Bay, with a total length of approximately 10 miles. The project includes a new two-tower cable stayed bridge over the Mobile River, and replacement of the seven-mile-long I-10 Bayway Bridge.
06/23 - Ongoing	Bridge Replacement on Sea Island Road over Dunbar Creek, St. Simons Island, GA. Georgia DOT. Civil Associate. Responsible for updating linework and developing boundary lines while looking at the standard plans for GDOT. This 0.2-mile-long project is replacing the Sea Island Road Bridge over Dunbar Creek in St. Simons Island. An on-site temporary detour bridge will be used to close the existing bridge and construct a new 360-foot-long, nine-span prestressed concrete beam bridge in the current location. The roadway approaches will be reconstructed to tie into the existing road on both sides of the proposed bridge with two 12-foot lanes and rural shoulders. Right-of-way and easement will be acquired from multiple parcels. Services include survey, concept development, preliminary and final design, bridge design, traffic analysis, environmental studies, NEPA documentation, public involvement, utility coordination, and hydraulics and drainage design.
01/21 - 09/22	I-49 Connector, Lafayette, LA. Lafayette Parish. Engineer Intern. Responsible for the development of preliminary typical sections, cross sections and roadway models using Microstation and Inroads Select Series 2. Developed vehicle turning move layouts with the use of Transoft AutoTurn along with geometry design for the project. Also responsible for roundabout design in the core area along with the required tapers per DOTD Standards.
07/23 - Ongoing	Mickens Road for MOVEBR, East Baton Rouge Parish, LA. City/Parish of Baton Rouge. Engineer Intern. Responsible for the development of the preliminary surface, drainage, and hydraulics report. The drainage was designed to the latest DOTD Hydraulics Manual and City/Parish of Baton Rouge standards and criteria. A preliminary surface was created using LIDAR downloaded from LSU Atlas and The National Map Downloader from USGS. The preliminary drainage was developed using DOTD Hydrowin and Excel.
01/23 - Ongoing	Ardenwood-Lobdell Connector for MOVEBR, East Baton Rouge Parish, LA. City/Parish of Baton Rouge. Engineer Intern. Responsible for performing independent technical review of roadway plans at each milestone submittal for the new Ardenwood-Lobdell Connector. The connector is a 2-lane roadway with curb & gutter along with intersection improvements at Lobdell Ave. and Ardenwood Rd. Project includes accommodations for complete streets with pedestrian sidewalks and bikepaths.
01/24 - 06/24	SR 25 - Grants Ferry to SR 471, Flowood, Mississippi. MDOT. Transportation Designer & Engineer Intern. Michael Baker will develop final Right of Way Plans for the widening of SR-25 from Grants Ferry Road to SR 471 from 4 lanes to 6 lanes, approximately 3 miles. Our team is designing this project to the latest standards and criteria of MDOT and use the latest version of OpenRoads Designer. All unsignalized crossovers will be converted to directional crossovers. Responsible for developing vehicle turning movement layouts with the use of Transoft AutoTurn. Additional responsibilities include creating preliminary baselines, profiles, cross sections, and 3D roadway models through the use of OpenRoads Designer.
07/23 - 09/23	SR 35 - Additional Lanes from CR-62 to CR-124 through the Town of Section, Jackson County, Alabama. Alabama DOT. Engineer Intern. Michael Baker provided engineering services to widen and add lanes to State Route 35 through the town of Section, Alabama. Michael Baker's services included the preparation of Right of Way plans, drainage and stormwater design, floodplain studies, erosion and sediment control plans, traffic control plans, construction cost estimates, and final design. Responsible for the development of final baselines, profiles, drainage profiles, and drainage cross sections through the use of Microstation and InRoads Select Series 2. The drainage profiles and drainage cross sections were designed to the latest ALDOT standards and criteria.
10/22 - Ongoing	Airline Highway (US 61) - North for MOVEBR, East Baton Rouge Parish, Louisiana. City/Parish of Baton Rouge. Engineer Intern. Responsible for the delineation of drainage areas along with using the DOTD Hydraulics Manual and HYDRWIN software to develop the flows for both Jones Creek and Hurricane Creek that cross along the project limits. Additional responsibilities include checking the required hydraulics for the addition of an additional through lane in each direction and the impacts on existing parallel drainage along the corridor. The project is currently in the NEPA phase and once environmentally clear, required drainage structures will be designed for the future improvements.

SUPPORT STAFF

**ADDITIONAL PERSONNEL PROVIDING SPECIALTY
EXPERTISE IN SUPPORTING DISCIPLINES**

16. Staff Experience:

Firm employed by		Modjeski and Masters, Inc.			
Name	Geoffrey Forest, PE			Years of relevant experience with this employer	24
Title	Project Manager - Mechanical			Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS / 2001 / Mechanical Engineering; BS / 2000 / Mechanical Engineering			
Active registration number / state / expiration date		PE No. 45721 / LA / exp. 09/30/2027			
Year registered	2021	Discipline	Mechanical		
Contract role(s) / brief description of responsibilities		Movable Bridges			





Geoff joined M&M in 2002 and is a Project Manager in the Mechanical Section of the firm. He has experience in designing machinery for new movable bridge construction, as well as detailing machinery for bridge rehabilitation projects. Additionally, he has participated in various inspections of both fixed and movable bridges. Mr. Forest also has experience in bridge construction monitoring, inspection and condition reporting, detailing bridges for rating capacity, development of contract plans and specifications

- ✓ Specializes in Mechanical Engineering for Bridge Maintenance and Rehab
- ✓ Familiarity with DOTD Mechanical Section
- ✓ Professional Engineer in Louisiana

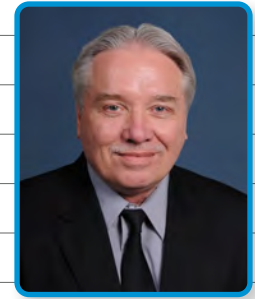
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
09/22 – 01/24	S.P. H.014465, LA 82 Vermillion River Vertical Lift Bridge (Perry) Rehabilitation, Vermillion Parish, LA. DOTD. Engineer-of-Record. Led the mechanical design team for this vertical lift bridge rehabilitation. He led plan and specification development for replacement of the main drive machinery, counterweight ropes and sheaves, span rollers and guides, span locks and removal of existing equipment. The Perry Vertical Lift Bridge is located on Hwy 82 in Vermillion Parish crossing the Vermillion River. The main span consists of a 75 foot lift span consisting of two main girders. The deck is an open grid deck supported on stringers and floorbeams. From abutment to abutment the bridge is approximately 383 feet long consisting of concrete decks on steel stringers. The superstructure is supported by piles. M&M led a team providing structural, mechanical, electrical, and architectural rehabilitation services to extend the service life of this bridge.
01/14 – 04/20	US 11 Bridge Rehabilitation Design, New Orleans, LA. DOTD. Engineer-of-Record. Led the mechanical design team for this unique bridge rehabilitation. The original machinery design included electric motors, open gearing, and a final rack and pinion set to move the bascule leaves. The span drive system was converted to hydraulic operation using linear hydraulic cylinders acting directly on the bascule girders. The bascule leaf superstructure and pier were modeled in 3D to aid in locating clearances and interferences with the new operating machinery. M&M led a team providing structural, mechanical, electrical, and architectural rehabilitation services to extend the service life of the US 11 North and South bascule spans. The North bascule span is the only routinely operated span. In addition to repairs and improving the structural capacity to eliminate the weight posting of the bridge, the operator's house will be enlarged, and the span converted to hydraulic operation. The South bascule span is only opened manually (with a crane) when access is needed to service electrical utility lines crossing the lake. The span toes will be replaced to improve the structural capacity to eliminate the weight posting of the bridge. The operator houses will be rehabilitated to retain their historic appearance. The bascule spans comprise the largest spans (149') of the overall 4.7-mile bridge over Lake Pontchartrain.
10/13 – 06/15 01/23 – 04/25	4th Street Harvey Bridge over Harvey Canal, Harvey, LA. DOTD. Mechanical Engineer-of-Record. Served as the mechanical EOR and performed mechanical design for the rehabilitation. The work consisted of replacing the hydraulic span drive system in its entirety, as well as the track and tread plates. A staggered gear tooth profile was using in the track and tread design, which was modeled in 3D to create and verify the complex shapes. He also provided construction related engineering support. Categorized as a high priority project for DOTD, M&M was engaged to develop a scope for the rehabilitation of the structural, electrical and mechanical systems for extending the life of the bridge 30-40 years. Plans include replacing the grid deck, new track and tread plates, replacing hydraulic system, new electrical control system, generator, and repainting the bridge. Mr. Forest designed a new hydraulic span drive system to replace the existing hydraulic system. The new span drive was modeled after other DOTD hydraulic span drives for consistency, but tailored specifically for this bridge. The design also included replacement of the center locks and tail locks with components that better retain the alignment of the spans.

12/15 – 06/16	UPRR 305.45 Angleton Sub San Bernard Bridge, Sweeney, TX. <i>Union Pacific Railroad.</i> Mechanical Engineer-of-Record. M&M provided engineering services for a new vertical lift bridge that replaced an existing swing span bridge over the San Bernard River in the Angleton Subdivision of the Union Pacific Railroad. M&M provided the design and construction support, accommodating an accelerated construction schedule. The new bridge was designed to be “remote control ready.” Mr. Forest was the mechanical EOR and designed machinery systems for the main span drive, span locks, and span support. He took part in reviewing submittals and RFI’s, assisting Union Pacific Railroad with changes and disputes, and confirming that the as-built condition complied with the plans and specifications.
12/14 – 12/17	In-Depth Inspection of Complex Structures Retainer – Various Bridges (Statewide). <i>DOTD.</i> Bridge Inspector. As a member of a multi-firm team, Modjeski and Masters was tasked to provide Structural, Mechanical, Electrical, and Coatings inspection services to perform multiple In-Depth Bridge Inspections for various bridges throughout the state of Louisiana, as a part of the ongoing statewide Complex Structures Inspection Retainer with DOTD. The inspections were performed using technical rope access and rappelling, aerial work platforms, and standard climbing techniques. Bridge conditions, including specific defects, were documented and presented in an inspection report and PONTIS/Inspect-Tech forms, along with repair recommendations and a full coatings evaluation report. Mr. Forest performed an in-depth condition inspection of the operating machinery for the movable bridges and authored the mechanical section of the inspection report.
03/10 – 06/16	Houma Navigation Canal Bridge Rehabilitation, Houma, LA. <i>DOTD.</i> Bridge Engineer. The Houma Navigation Canal Bridge is a swing bridge operated by hydraulic slewing cylinders. M&M provided engineering design services for the rehabilitation of the drive machinery of this bridge. Mr. Forest performed field inspection and strain gage balancing of the existing operating machinery and design of the new machinery for the upgrade of the span drive system. Mr. Forest performed shop drawing review and response to Contractor RFI’s. He also performed on site machinery installation support and inspection during construction.
03/07 – 05/11	Mermantau Street Swing Bridge Rehabilitation, Grand Chenier, LA. <i>DOTD.</i> Lead Mechanical Design Engineer. Responsible for the inspection and repair plans/specs. This project involved the performance of an in-depth inspection of this structure, a two-lane, pony truss swing span bridge crossing the Mermantau River at Grand Chenier, LA. Inspection findings led to the preparation of plans and specifications for the repair/replacement of bridge components damaged, worn or deteriorated from corrosion (structural, electrical and mechanical).
02/09 – 10/11	Electrical Rehabilitation of Louisville Street Bascule Bridge & East Pearl River Swing Bridges, Monroe and St. Tammany Parish, LA. <i>DOTD.</i> Mechanical Engineer. M&M prepared the electrical plans with specification notes for the rehabilitation of the Louisville Street Bridge over the Ouachita River in Monore, LA and the East Pearl River Bridge over the Pearl River in LA. Both bridges were in need of an electrical rehabilitation including lighting, gears and generator replacement. M&M also provided construction support services.
11/06 – 02/07	Stennis Space Center Bascule Bridge, Hancock County, MS. <i>Stennis Space Center.</i> Mechanical Designer. This bridge is a double leaf bascule bridge. M&M provided an in-depth structural, mechanical, and electrical inspection. Mr. Forest was involved with the in-depth inspection and strain gauge balancing of the double-leaf bascule bridge operating machinery.

16. Staff Experience:

Firm employed by Wiss, Janney, Elstner Associates, Inc.

Name	Leonard Phelps			Years of relevant experience with this employer	42
Title	Supervisor-Other			Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization			MS / 1991 / Chemistry; BS / 1979 / Biology; BA / 1979 / Chemistry		
Active registration number / state / expiration date			SSPC/AMPP Certified Protective Coatings Specialist No. 2021-014-012 / exp. 12/31/2029		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Testing, Sampling, & Instrumentation (SSPC Coatings Specialist)		



Mr. Phelps will serve as the Primary Coating Inspector for any specialty coatings inspections that may be needed.

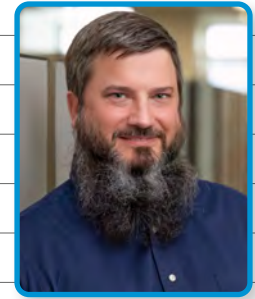
- ✓ 50+ years of bridge engineering and inspection experience
- ✓ SSPC-certified coatings inspector

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 years of experience specified in the applicable MPR(s).
05/26 – Ongoing	U.S. 24 Red Cliff Arch Bridge, Red Cliff, CO. Project Advisor. Responsible for the superstructure coating assessment to assess the overall condition of the existing coating system with particular emphasis on 2010 repairs made to address the failed intermediate coat. The historic steel arch bridge built in 1941 spans more than 470 feet over a 200-foot-deep gorge. Assessment will include visual, adhesion, and coating thickness measurements and deliverables will provide recommendations that distinguish between the various coating conditions on the bridge to achieve a coating system that achieves 25-35 years of service life.
04/26 – Ongoing	Steel Bridges Supporting Rail Extension, IL. Coatings Specialist. Developed specifications for painting of galvanized steel elements; reviewed specifications for metallizing, painting of metallized steel, and painting of weathering steel; and advised on paint system selection. The rail extension includes multiple steel rail bridges, a steel vehicular bridge, and ancillary steel structures. These steel structures include partially coated weathering steel, galvanized steel, metallized steel, and duplex-coated steel, depending on their exposure and owner requirements.
08/25 – 08/25	Livingston Avenue Bridge Replacement, Albany, NY. Project Advisor. Responsible for developing a coating system for bolted connections and assisting with constructability reviews.
11/24 – 03/25	Iams Hill Road over Tenmile Creek, Truss Bridge Steel Evaluation, Marianna, PA. Lead Chemist. Responsible for assessing the viability of galvanizing and metallizing the bridge elements represented by the samples and providing guidance on the application of a coating system. WJE technicians extracted four samples from the superstructure and performed metallographic and chemical analyses to evaluate the steel properties and whether metallizing or galvanizing the steel was feasible. Tensile testing to determine the yield strength and ultimate strength of the samples was also performed.
02/25 – 02/25	Rehabilitation of I-80/94, Indiana Toll Road, Structure 1A-1, Hammond, IN. Coatings Specialist. During the construction, reviewed submittal documents and advised on coating applications and limitations for low temperature applications as part of a new multi-coat paint system and installation of structural steel repairs.
05/22 – 10/22	Los Alamos Canyon Bridge, Los Alamos, NM. Lead Chemist. Advised on bridge coating repair, which included coating assessment and coating repair specification development.
08/21 – 08/21	I-255 Jefferson Barracks Bridge over the Mississippi River, Emergency Repairs, Mehlville, MO. Lead Chemist. Assisted with bridge cable specification development and guidance regarding metallizing of the hanger cables that had experienced corrosion in the splash zone. The twin structures' main span consists of a 910-ft long tied-arch with a steel box arch and a 12-foot-deep steel I-shaped tie girder. WJE completed bridge rehabilitation plans for both structures with construction ongoing. The specification included trial testing to determine the proper blast media to prepare the surface without substantially removing the existing galvanized coating.

05/19 – 09/20	I-265, Lewis and Clark Bridge, East End Crossing P3 Project, Prospect, KY and Utica, IN. Coatings Specialist. Investigated a coating peeling failure of the cable-stayed anchorages for a twin-tower, cable-stayed bridge that spans the Ohio River. Developed a protocol to remove poorly bonded existing coating and retain well-bonded existing coatings. Observed mock-up implementation of protocol and augmented procedures.
04/15 – 04/15	I-20/I-55 Bridge over the Pearl River, Fatigue Retrofits, Jackson, MS. Lead Chemist. Provided guidance for the surface preparation of the substrate, which included lead containing coatings and painting of the bridge repairs. Advised on bridge coating repair issues including the removal of a holding primer prior to the application of a permanent coating system. The twin I-20/I-55 structures consist of precast prestressed concrete girder approach spans and a 3-span continuous welded plate girder river crossing with a maximum span length of 130 feet. WJE was retained to develop and install fatigue retrofits to address distortion-induced cracking and to correct observed section loss in the girders at the abutments.
06/11 – 04/14	Reeds Island Bridge, Hilo, HI. Primary Coating Inspector and Lead Chemist. Responsible for preparing specifications for preparation and shop painting of new galvanized steel, and for the field repair and painting of site elements in the prevailing damp, wet environment due to average rainfall of about 130 inches per year and moisture from the waterway below. Led efforts to perform site inspections of shop and field surface preparation and coating application.
10/12 – 11/12	Bridge Weathering Research Project, Various Locations, IA. Iowa DOT. Primary Coating Advisor and Reviewer. Responsible for the inspection and evaluation of weathering steel patinas for thirty-one bridges as part of research project to evaluate the performance of weathering steel bridge structures to identify types of structures that are most vulnerable to chloride contamination, identify locations on individual structures that are most susceptible, identify possible testing methods or inspection techniques, evaluate the effectiveness of water washing, and develop prioritization for washing based on the type and condition of the structure.
09/05 – 10/07	Aloha Stadium, Honolulu, HI. State of Hawaii. Primary Coating Inspector and Lead Chemist. Responsible for assessing the condition of the substrate and extant coatings applied to structural weathering steel of the Aloha Stadium. Subsequently developed specifications for surface preparation and application of coating system (zinc-rich primer; epoxy stripe, filler, and intermediate; and fluoropolymer finish) of the salt contaminated structural weathering steel. Performed numerous site inspections of multiple phases of work required to prepare and coat the steel in a salt environment.
03/99 – 08/99	Chicago Skyway, Chicago, IL. Project Manager and Primary Coating Inspector. Performing a condition assessment of existing coatings and underlying steel substrate of the Calumet Bridge, viaducts, overpasses, and ramps. Adhesion testing, coating thickness measurement, review of substrate condition, and assessment of original substrate preparation were done.
12/96 – 12/96	Bridge of the Americas, Panama City, Panama. Primary Coating Inspector. Responsible for overseeing the coating condition survey for the bridge coating condition evaluation of the riveted tied-arch bridge that spans a mile and a half over the Panama Canal. For the condition survey of the coating covering the bridge steel (an oil-based primer pigmented with red lead and top coated with aluminum pigmented alkyd-based coating), witnessed tests conducted by contractor on the existing coating system and he conducted random on-site evaluations of the existing coating on accessible areas of the bridge, including surface chloride analyses, peel-adhesion tests, and coating thickness tests. Performed a review of the coating specifications and proposed a method of surface preparation and a recoating system.

16. Staff Experience:

Firm employed by		Modjeski and Masters, Inc.	
Name	Jonathan Gerhart, PE		Years of relevant experience with this employer
			16
Title	Senior Project Manager - Electrical		Years of relevant experience with other employer(s)
			12
Degree(s) / Years / Specialization		BS / 1998 / Electrical Engineering	
Active registration number / state / expiration date		PE No. 43052 / LA / exp. 03/31/2027	
Year registered	2018	Discipline	Electrical
Contract role(s) / brief description of responsibilities		Electrical & Lighting Design	



Jonathan joined M&M in 2010 and is a Senior Project Manager in the firm's Electrical/Mechanical Section. He has worked on a wide range of movable bridge projects and brings extensive experience in the inspection, evaluation, and design of electrical power, control, and lighting systems for both fixed and movable bridges, as well as roadway and interchange projects. His experience also includes construction phase support on rehabilitation projects, such as shop drawing review, inspections, value engineering, and construction consultation.

- ✓ Extensive Experience with Electrical Projects in Louisiana
- ✓ Movable Bridge and Roadway Lighting Experience
- ✓ Professional Engineer in Louisiana

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).
09/22 – 10/24	S.P. H.014465, LA 82 Vermillion River Vertical Lift Bridge (Perry) Rehabilitation, Vermillion Parish, LA. DOTD. Engineer-of-Record. Led the electrical design team for this vertical lift bridge rehabilitation. He led plan and specification development for the removal/repair/replacement of the electrical system and equipment for various components in the operator house. The Perry Vertical Lift Bridge is located on Hwy 82 in Vermilion Parish crossing the Vermillion River. The main span consists of a 75 foot lift span consisting of two main girders. The deck is an open grid deck supported on stringers and floorbeams. From abutment to abutment the bridge is approximately 383 feet long consisting of concrete decks on steel stringers. The superstructure is supported by piles. M&M led a team providing structural, mechanical, electrical, and architectural rehabilitation services to extend the service life of this bridge.
05/16 – 12/22	US 11 Bridge Rehabilitation Design, New Orleans, LA. DOTD. Engineer-of-Record. Led electrical engineer for the complete electrical rehab of the power distribution, control system, and roadway lighting on the bridge. M&M led a team providing structural, mechanical, electrical, and architectural rehabilitation services to extend the service life of the US 11 North and South bascule spans. The North bascule span is the only routinely operated span. In addition to repairs and improving the structural capacity to eliminate the weight posting of the bridge, the operator's house will be enlarged, and the span converted to hydraulic operation. The South bascule span is only opened manually (with a crane) when access is needed to service electrical utility lines crossing the lake. The span toes will be replaced to improve the structural capacity to eliminate the weight posting of the bridge. The operator houses will be rehabilitated to retain their historic appearance. The bascule spans comprise the largest spans (149') of the overall 4.7-mile bridge over Lake Pontchartrain.
09/16 – 09/19	H.012503: I-12 @ LA 447 (Walker) Interchange Lighting, Walker, LA. DOTD. Electrical Engineer. The project involved the design of roadway lighting at the I-12/LA 447 Interchange in Walker, LA. The design included providing lighting for two roundabouts at the ramp terminals and was coordinated with the local government agencies as well as the electrical utility company in order to simplify future maintenance and to provide desired aesthetics. M&M performed photometric analysis, and provided plans & construction estimates and construction related engineering services including shop drawing review and field inspections. Mr. Gerhart oversaw the photometric analysis, electrical calculations and final plan development for the design portion of this project. He also performed field inspections during construction and worked directly with DOTD electrical engineers.
06/12 – 07/16	LA 1 West Larose Vertical Lift Bridge over ICWW, Larose, LA. DOTD. Engineer-of-Record. Served as lead designer of the electrical system rehabilitation. M&M provided rehabilitation plans for the upgrade of the structural, electrical, mechanical system to extend the life of the bridge 30-40 years for this vertical lift bridge. Additionally a new fender system was designed, the operator house was significantly upgraded, and bridge repainted. A bridge inspection and development of scope of service preceded the preparation of plans. Mr. Gerhart inspected the current condition of the electrical system and recommended the necessary improvements.

12/13 - 05/17	H.010863: I-10 @ Ambassador Caffery Parkway Interchange Lighting, Lafayette, LA. DOTD. Electrical Engineer. The project involved the design of roadway lighting for the Ambassador Caffery Parkway (LA 3184) Interchange along Route I-10 in Lafayette, LA. The design included the use of high-mast and low-mast poles as well as underpass lighting and was coordinated with the local government agencies as well as the electrical utility company in order to simplify future maintenance and to provide desired aesthetics. M&M also provided construction related engineering services including shop drawing and O&M manual review and field inspections, including final punch-list inspection. Mr. Gerhart oversaw the photometric analysis, electrical calculations and final plan development for the design portion of this project. He also performed field inspections during construction and worked directly with DOTD electrical engineers.
10/13 - 06/15	4th Street Harvey Bridge over Harvey Canal. Harvey, LA. DOTD. Electrical Engineer-of-Record. The bridge, a double leaf rolling bascule movable bridge, is approximately 40 years old and has recently experienced reliability problems. Categorized as a high priority project for DOTD, M&M was engaged to develop a scope for the rehabilitation of the structural, electrical and mechanical systems for extending the life of the bridge 30-40 years. Plans include replacing the grid deck, new track and tread plates, replacing hydraulic system, new electrical control system, generator, and repainting the bridge.
01/11 - 09/15	Jackson Street Bridge Rehabilitation, Alexandria, LA. DOTD. Electrical Engineer. M&M prepared the preliminary and final plans for the Jackson Street Bridge rehabilitation over Red River in Alexandria, LA. The rehabilitation includes repairing abutment damage caused by pavement growth, damaged approach slab, providing a relief mechanism for future growth, rehabilitating the lift span steel grid deck, and replacing the bridge & operating house electrical components. Mr. Gerhart performed an inspection of the existing condition of the electrical systems and provided recommendations for the necessary improvements. Mr. Gerhart also participated in the rehabilitation design.
12/10 - 08/16	Houma Navigational Canal Bridge Rehabilitation, Houma, LA. DOTD. Electrical Specialist. Responsible for the design of the electrical system and provided construction support. Mr. Gerhart also performed the electrical inspection for this project. The Houma Navigational Canal Bridge is a swing bridge operated by hydraulic slewing cylinders. M&M is providing engineering design services for the rehabilitation of the drive machinery of this bridge.
06/12 - 10/17	H.009201: I-20 @ Garrett Road Interchange Lighting, Monroe, LA. DOTD. Lead Electrical Engineer & Field Inspector. The project involved the design of roadway lighting for the Garrett Road Interchange along Route I-20 in Monroe, LA. The design included the use of low-mast poles and underpass lighting and was coordinated with the local government agencies as well as the electrical utility company in order to simplify future maintenance and to provide desired aesthetics. M&M also provided construction related engineering services including shop drawing and O&M manual review and field inspections.

16. Staff Experience:

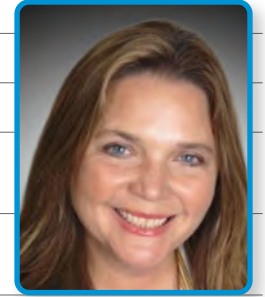
Firm employed by		Michael Baker International, Inc.		
Name	Rosemary Seiwald, PE		Years of relevant experience with this employer	5
Title	Senior Engineer - Electrical		Years of relevant experience with other employer(s)	30
Degree(s) / Years / Specialization		JD / 2006 / Law, University of Tulsa; BS / 1988 / Architectural Engineering, Kansas State University		
Active registration number / state / expiration date		PE No. 47624 / Louisiana / exp. 09/30/27; PE No. 37121 / Colorado / exp. 10/31/27		
Year registered	2002 (CO); 2023 (LA)	Discipline	Electrical	
Contract role(s) / brief description of responsibilities		Electrical & Lighting Design		
Rosemary is an Electrical Engineer with more than 30 years of experience providing designs, design reviews, and quality assurance on a wide range of transportation, structural, and facility projects. She will apply her familiarity with DOTD's facilities and standards from her work on the Barksdale Air Force Base project to support our team with efficient and accurate electrical design reviews.			✓ 30+ years of electrical engineering experience ✓ Extensive experience with DOTD and other state DOTs nationwide	
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).		
08/22 - 05/23		Barksdale AFB Entrance Road and Gate Complex, Barksdale Air Force Base, LA. NAVFAC Southeast. Lead Electrical Engineer. Responsible for power and lighting design for a new Entry Control Facility (ECF) at the north side of the base and will connect with a new state highway being constructed by DOTD. This project extends the DOTD state highway up to a roundabout north of the proposed ECF. The roadway includes travel lanes, medians, shoulders, barriers, fencing and site light per DOTD standards. In addition, the highway will continue from the roundabout to the new ECF and continue until intersects another roundabout and base road. The new ECF and roadway will be designed per Entry Control Facilities/Access Control Points guidelines and standards. The ECF includes a new Gate House, Canopy with Guard Booths, POV, Large Commercial Vehicle Inspection, Overwatch Tower and Visitor Center.		
03/21 - Ongoing		Hartford Line Railroad Stations Design, New Haven, CT to Springfield, MA. Connecticut DOT. Electrical Engineer. Responsible for review and recommendations of subconsultant's electrical grounding system design for new train station. Michael Baker is developing the design for eleven new or upgraded high-speed passenger rail stations from New Haven, Connecticut, to Springfield, Massachusetts. Michael Baker is preparing erosion and sedimentation control and designs for pedestrian bridges and parking facilities that comply with Americans with Disabilities Act standards. Additionally, Michael Baker is preparing permit applications, performing right-of-way and utility coordination, constructability reviews, and construction management, and overseeing landscape design.		
06/21 - 06/21		ARA Aircraft Rescue and Fire Fighting (ARFF) Facility, New Acadiana Regional Airport (KARA), New Iberia, LA. Iberia Parish Airport Authority. Electrical Engineer. Michael Baker provided planning, architectural design, engineering, and design management services for the New Acadiana Regional Airport in Iberia Parish, Louisiana. The airport provides critical services to the off shore oil fields and post hurricane recovery for the region. Michael Baker provided programming, alternative planning concepts, architectural design services and building engineering services associated with the schematic design, design development, and contract documents for the new ARFF Station.		
12/24 - Ongoing		List 15-18 - State Bridge Rehabilitation Program, Statewide, CT. Connecticut DOT. Electrical Engineer. Michael Baker provided final design and construction support services for six existing structures as part of the client's statewide List 15-18 Bridge Rehabilitation Program. Typical tasks include highway geometric design, deck replacement, superstructure and bearing replacement, substructure rehabilitation, load rating, foundation design, utility relocation, environmental permitting, scour mitigation, construction staging, and maintenance and protection of traffic plan preparation.		
01/12 - 10/13		Southeast Wyoming Welcome Center, Cheyenne, Wyoming. Wyoming DOT. Lead Electrical Engineer. Responsible for electrical designs for 27,000 SF welcome center that replaced the existing facility challenged by size and site limitations. New mechanical and electrical systems feature a series of strategies that are designed to minimize the project's resource demand while maximizing the use of on-site resources. Daylight harvesting minimizes electrical demand and solar photovoltaic panels and wind turbines are sources of renewable energy for the site.		



03/21 - Ongoing	New Haven-Hartford-Springfield Rail Station Design, New Haven, CT to Springfield, MA. Connecticut DOT. Electrical Engineer. Responsible for review and recommendations of sub-consultant's electrical grounding system design for new train station. Michael Baker is developing the design for 11 new or upgraded high-speed passenger rail stations from New Haven, Connecticut, to Springfield, Massachusetts. The New Haven-Hartford-Springfield (NHHS) rail project represents a broad partnership among the state of Connecticut, Amtrak, and the Federal Railroad Administration, along with the states of Massachusetts and Vermont. Michael Baker's tasks include preparing erosion and sedimentation, ensuring ADA compliance, preparing permit applications, performing right-of-way and utility coordination, performing constructability reviews, overseeing landscape design, performing construction management, and creating site, station, pedestrian bridge, and parking facility designs.
1997 - 1998	I-25/Circle Drive/ Lake Avenue Interchange, Colorado Springs, CO. Colorado DOT. Electrical Engineer. Provided electrical design for \$50-million reconstruction of existing highway interchange. Design included new lighting for all three roadways, pedestrian overpass lighting, and pedestrian underpass lighting, along with traffic management system conduit design.
07/21 - 09/21	DOE Legacy Management Headquarters Facility, Grand Junction, Colorado. U.S. Army Corps of Engineers, Sacramento District. Electrical Engineer. Responsible for electrical power distribution design for new building and electrical service distribution for the site. Michael Baker is providing design and engineering services to create the design-bid-build (DBB) acquisition package for the construction of a new operations facility and site upgrades to the Department of Energy Office of Legacy Management (DOE-LM) site. The site upgrades include noncontiguous parking areas, a secure GOV parking area, a pedestrian crossing, relocation and improvement of a railroad crossing, and campus-type development. Utility infrastructure enhancements are required to provide independent utility feeds and enhanced service for new and existing buildings. The operations facility is a new three-story building of approximately 36,000 square feet, which also includes a new 95-stall parking lot for POVs. This project incorporates the Department of Energy's requirements for High-Performance Sustainable Design and is designed to a LEED Gold® standard. 7/21/2021 - 9/2/2021

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Celina Sumrall, PE, PTOE		Years of relevant experience with this employer
			5
Title	Transportation Project Manager		Years of relevant experience with other employer(s)
			25
Degree(s) / Years / Specialization		MSCE / 2003 / Civil & Environmental Engineering, University of Mississippi; BSCE / 1995 / Civil Engineering, University of Mississippi	
Active registration number / state / expiration date		PE No. 48429 / LA / exp. 03/31/28; PE No. 14930 / MS / exp. 12/31/27; PTOE No. 5124 / exp. 08/03/27; Traffic Engineering Process & Report Modules 1-3 / No Expiration Date	
Year registered	2001 (MS); 2023 (LA)	Discipline	Civil
Contract role(s) / brief description of responsibilities		Traffic Engineering & MOT	



Celina joined Michael Baker after an extensive career with MDOT. She has experience in the transportation field and project management at multiple levels having served as a materials field engineer, assistant state maintenance engineer, state maintenance engineer, area traffic engineer, and Intelligent Transportation Systems engineer. Prior to her time at the MDOT, she worked for the Mississippi Department of Environmental Quality as an environmental EIT and environmental engineer specializing in air permitting and compliance.

- ✓ Trained in TEPR Modules 1-3
- ✓ 30+ years of roadway, traffic, and environmental engineering experience for state agencies

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).
05/23 - Ongoing	US 371: KCS RR Overpasses HBI, Webster Parish, LA. DOTD. Roadway Engineer. Responsible for the design and development of construction plans for the replacement of 3 bridges at two locations along US 371. First location is the replacement of a 3 span bridge over KCS Railroad in Sibley, LA. Project includes the replacement of the twin bridges for the site at Minden with a single wider structure. The new bridge will be prestressed concrete girder-type and uses LG 63 and LG 36 girders and fulfills KCS/CPKC crash-wall requirements. Michael Baker is currently developing rehabilitation plans for the US 371 bridge site over KCS railroad at Sibley.
09/25 - Ongoing	Washington Avenue State Highway 609 Gateway Project, Jackson County, MS. Jackson County Board of Supervisors. Traffic Engineer. Provided assistance on the traffic signing and traffic stripe. Michael Baker is providing comprehensive engineering and consulting services for the Washington Avenue State Highway 609 Gateway Project in Jackson County, Mississippi. The team is delivering improvements along a 2.75-mile corridor from US Highway 90 to Interstate 10, focusing on enhancing safety, mobility, and aesthetics for motorists and pedestrians.
04/24 - 07/24	SR 25 - Grants Ferry to SR 471. MDOT. Roadway & Traffic Engineer. Served as traffic engineer responsible for evaluating traffic signs, signals, and ITS components along SR 25. Supported design efforts related to highway widening from four to six lanes, including modifications to four existing signals and design of one new signal. Contributed to interchange redesign incorporating roundabouts at SR 471 exit ramps. Also worked on the signal, intelligent transportation services (ITS), and signing portions of the project.
10/24 - Ongoing	MDOT Railroad Diagnostic Reviews. MDOT. Project Manager. Served as project manager and traffic engineer for statewide railroad diagnostic surveys. Responsible for coordinating and executing field assessments of approximately 140 at-grade intersection crossings for MDOT. Oversaw data collection, safety evaluations, and reporting.
10/24 - Ongoing	SR 589 at Purvis Oloh Road. MDOT. Project Manager. Served as project manager overseeing feasibility study and preliminary conceptual design for an intersection improvement project. Responsible for managing scope, schedule, and coordination of technical deliverables.
11/21 - 06/22	Turning-Movement, Roundabout, and Road-Volume Counts, Statewide, MS. MDOT. Assistant Project Manager. Responsible for coordination of scheduling, data collection, preparation and data processing, QC/QA, report preparation, budget management, client coordination, and road volume traffic counts. Michael Baker performed turning movement, roundabout, and road volume traffic counts throughout the state. Michael Baker's services also included intersection delay studies for specific intersections and report preparation.

07/21 - 03/22	I-59 and US-11 Interchange Feasibility Study, Forrest County, MS. MDOT. Traffic Engineer. Assisted the Project Manager and traffic modeling team with traffic counts, traffic queue analysis, field observations. and any other traffic field operations as needed during the course of the project. Michael Baker prepared a feasibility study for the I-59 and US-11 Interchange, located in Forrest County, Mississippi, near the southwest boundary of Hattiesburg. The feasibility study included desktop and field data collection, traffic analysis, safety analysis, environmental and planning analysis, conceptual engineering design, and planning level cost estimates, as well as agency coordination and stakeholder outreach as required to successfully deliver 3 interchange concepts.
05/23 - 02/24	U.S. 90 Ocean Springs Intersection Feasibility Study, Ocean Springs, MS. City of Ocean Springs. Transportation Engineer. Performed the safety analysis and report for the project. Collaborated with the other traffic and planning engineers to develop the recommendations for the study. Michael Baker completed an intersection feasibility study for the U.S. Highway 90 (U.S. 90) intersections with Washington Avenue and Martin Luther King/Vermont Avenue for the City of Ocean Springs, Mississippi. The goal of the study was to deliver multi-modal intersection improvement concepts for each study location. The need for the study was due to the number of pedestrians, cyclists, and golf cart users traveling to the popular tourist area of downtown Ocean Springs.
10/22 - 10/22	U.S. 51 - Lake Harbor Intersection Improvements, Ridgeland, MS. City of Ridgeland. Traffic Engineer. Prepared the traffic signal adjustments related to the addition of a turn lane at the intersection of US 51 and Lake Harbour Drive. Michael Baker provided comprehensive services for an environmental study and intersection improvements at the U.S. 51 and Lake Harbor Drive intersection to enhance safety, traffic flow, and overall functionality. The team conducted a thorough topographic survey and gathered precise data on existing conditions to inform design decisions. Environmental considerations included conducting high-level field reconnaissance to assess potential hazardous material sites as well as a threatened and endangered species survey and coordinated clearance with the U.S. Fish and Wildlife Service.
09/23 - 04/24	S.R. 15/S.R. 485 Feasibility Study, Jackson, MS. MDOT. Project Manager. Serving at the project manager and the traffic engineer for the project to develop conceptual roundabout plans and a feasibility report to support the installation of a roundabout at this location. Michael Baker prepared a transportation feasibility study for the intersection of State Highway 15 and State Highway 485 to determine the constructability of a roundabout at the intersection in Neshoba County, Mississippi. The key components of the project included preliminary design, field survey, and the feasibility study with a conceptual roundabout design. Tasks also included topographic study, traffic analysis, cost-benefit analysis, environmental studies, and roadway plan development.

16. Staff Experience:

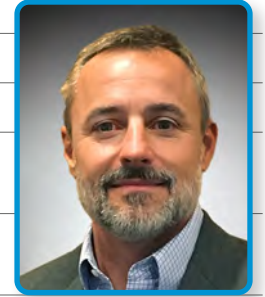
Firm employed by		Michael Baker International, Inc.		
Name	Carla Dietrich, PE, PTOE		Years of relevant experience with this employer	27
Title	Senior Transportation Engineer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization			BS / 1997 / Civil and Environmental Engineering, Carnegie Mellon University	
Active registration number / state / expiration date			PE No. 35480 / Louisiana / 09/30/2026; PTOE No. 2468 / 11/24/2026; Traffic Engineering Analysis Process & Report Modules 1-3 / No Expiration Date	
Year registered	2010	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Traffic Engineering & MOT	
Carla is experienced in traffic engineering and transportation planning studies. She has served as a traffic task manager on various projects including conceptual engineering studies, corridor studies, feasibility studies, interchange justification reports, traffic impact studies, Vehicle Miles Traveled (VMT) assessments, and traffic analysis in support of environmental documents. She is knowledgeable in the areas of traffic signalization, safety, complete streets, access management, VMT, bicycle and pedestrian design, and context sensitive solutions. Her technical expertise includes crash analysis, traffic simulation, capacity analysis including roundabouts and coordinated signal systems, queuing analysis, and trip generation analysis.			✓ 20+ years of experience developing traffic forecasting, capacity analyses, and traffic simulations ✓ Trained in TEPR Modules 1-3 ✓ Experience providing traffic engineering services on multiple DOTD projects	
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).		
04/03 -04/10		I-69, Section of Independent Utility No. 15, U.S. 171 to I-20, Bossier, Caddo, and DeSoto Parishes, LA. DOTD. Traffic Engineer. Responsible for the Point of Access Studies for the proposed I-69 Interchanges with I-20 and I-49. Studies to address FHWA requirements. Michael Baker conducted a preliminary engineering and environmental study for I-69, Section of Independent Utility 15. Michael Baker's services included project management, environmental investigations, preliminary roadway engineering, geographic information system environmental mapping and analysis, global positioning system survey and digital orthophotography; conceptual bridge design, traffic demand modeling and traffic forecasting, preparation of a corridor preservation memorandum of agreement, preparation of draft and final environmental impact statements (EIS) and record of decision, and stakeholder outreach.		
08/03 - 04/05		U.S. 82 from U.S. 49N to MS 7N Planning/Traffic Study, Greenwood, Leflore County, MS. MDOT. Traffic Engineer. Responsible for traffic analysis of the U.S. 82 corridor from U.S. 82 Bypass to U.S. 49. Analysis included the evaluation of multiple alternatives to address projected deficiencies. Michael Baker provided professional and engineering services performing a traffic study of possible alternatives for the reconstruction of the existing U.S. Highway 82 Bypass in Greenwood from U.S. 49Nto MS 7N.		
10/17 - 09/19		New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. DOTD. Traffic Engineer. Provided traffic engineering support. Michael Baker is providing environmental and engineering services to develop an environmental impact statement for the New Orleans Rail Gateway, the fourth-largest freight and passenger rail gateway in the United States. Michael Baker's services include project management, review of previous studies, environmental resources investigations, geographic information system development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination, and extensive public outreach.		
09/21 - Ongoing		New Orleans Rail Gateway - Avondale PEL Study, Jefferson Parish, LA. DOTD. Traffic Engineer. Provided traffic operations analysis oversight. Michael Baker is providing operations, engineering, and environmental studies and preparing a planning and environmental linkages (PEL) study to evaluate the consolidation, road-over-rail grade separation, or closure of four at-grade highway-rail crossings (Live Oak Boulevard, Willswood Lane, George Street, and Avondale-Garden Road). For the project, Michael Baker is performing project management, solicitation of views, secondary-source environmental resources inventory, geographic information system (GIS) mapping, freight rail operations forecasting and crossing occupancy time analyses, roadway traffic and crash analyses, purpose and need, roadway/bridge conceptual design, cost estimates, alternatives analyses, stakeholder and agency coordination, and public outreach.		

05/20 - Ongoing	New Orleans Rail Gateway - Jefferson Highway Rail Crossing Relocation EA, Jefferson Parish, LA. DOTD. Traffic Engineer. Provided traffic engineering QC support. Michael Baker is providing operations, engineering and environmental studies and preparing an environmental assessment (EA) for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90) in Jefferson Parish, between the Ochsner Health Foundation Hospital and Monticello Avenue. For the project, Michael Baker is performing solicitation of views (SOV) including Native American government-to-government coordination through FRA, environmental resources investigations, geographic information system (GIS) mapping, freight rail operations forecasting and crossing occupancy time analyses, roadway traffic and crash analyses, rail and roadway/bridge conceptual design, cost estimates, alternatives analyses, stakeholder and agency coordination, and public outreach.
07/02 - 12/02	North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, LA. DOTD. Civil Associate. Responsible for preparing Point of Access Study for the proposed North-South Expressway Interchange with I-220 that included traffic analysis and development of conceptual signing plan. Study addressed FHWA requirements. Michael Baker conducted a preliminary engineering and environmental study of the North-South Expressway in Caddo Parish, Louisiana for the DOTD. The proposed highway will be an interstate facility on new location, approximately 56 kilometers (35 miles) in length, between I-220 in Shreveport, Louisiana, and the Arkansas state line.
05/08 - 05/10	East-West Corridor Environmental Assessment, Bossier Parish, LA. DOTD. Traffic Engineer. Responsible for the traffic analysis associated with the Environmental Assessment and Purpose and Need Statement. Coordinated traffic data collection program and oversaw traffic analysis of Existing, No-Build, and Build conditions for two alternative alignments. Prepared traffic technical report. Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard. The purpose of the new facility was to alleviate congestion and reduce travel delays along the other roadways that link the rapidly growing residential areas of Bossier Parish with the Shreveport and Bossier City employment centers.
09/13 - 09/13	FAY-435 Preliminary Engineering, Alternatives Evaluation, and Final Design, Fayette County, OH. Ohio DOT, Central Office. Traffic Engineer. Provided traffic engineering support and quality control. Michael Baker provided engineering and design services for the FAY-435 Corridor, which has an interchange with I-71 and serves as the linkage to FAY-35, a major east-west limited access roadway in central Ohio. The corridor experiences heavy congestion due to the high truck volumes and presence of multiple commercial driveways. Drainage issues exist, and the pavement is in poor condition due to the traffic. Michael Baker performed a preliminary engineering and alternatives evaluation that included traffic analysis, safety analysis, drainage analysis, and pavement studies. Michael Baker developed final plans for stormwater systems, pavement, signing, striping, intersections, bridge replacement, and maintenance of traffic.
05/10 - 02/12	Donora-Webster Bridge Replacement Alternatives Analysis, Borough of Donora, PA. Pennsylvania DOT, Central Office. Transportation Engineer. Task manager for the traffic engineering component of the Donora-Webster Study. Responsible for overseeing data collection program, highway capacity analysis, and safety analysis. Michael Baker provided environmental and preliminary engineering services to analyze alternatives for the replacement of the historic Donora-Webster Bridge. Services included project management; water resources, threatened and endangered species, and historic and archaeological resources investigations; a Level 2 categorical exclusion evaluation and a U.S. Coast Guard environmental assessment; traffic analyses; engineering alternatives development, impact analysis, and preferred alternative identification; and the planning and implementation of a proactive public involvement program.
07/15 - 03/16	S.R. 304 and McIngvale Road Interchange Environmental Assessment and Phase A Right-of-Way Plans, DeSoto County, Mississippi. MDOT. Traffic Engineer. Responsible for managing traffic analysis task including capacity analysis, queue analysis, and documentation of results. Michael Baker performed an environmental assessment and prepared Phase A right-of-way plans for a proposed interchange at S.R. 304 and McIngvale Road. Michael Baker's services included data collection and analysis, traffic impact analyses, alternatives analysis, preparation of preliminary and final right-of-way plans, public involvement, and preparation of environmental assessment documentation.
10/09 - 04/10	West Ohio Street Bridge Replacement, Pittsburgh, PA. City of Pittsburgh. Traffic Engineer. Responsible for management of traffic engineering task. Michael Baker provided engineering services for the replacement of the West Ohio Street Bridge. Michael Baker's services included site investigation, preliminary bridge and roadway design, alternatives analysis, preparation of environmental and Section 4(f) analysis and documents, Section 106 historic resource analysis and documents, traffic studies, utilities coordination, public involvement, and final design.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	J. Brooks Miller, Jr., PE, PTOE		Years of relevant experience with this employer	27
Title	Surface Transportation Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS / 1998 / Civil Engineering, Mississippi State University; BS / 1998 / Civil Engineering, Mississippi State University		
Active registration number / state / expiration date		PE No. 34472 / Louisiana / exp. 09/30/27; PE No. 15573 / MS / exp. 12/31/26; PTOE No. 3774 / exp. 11/21/26; Traffic Engineering Process & Report Modules 1-3 / No Expiration Date		
Year registered	2002 (MS); 2009 (LA)	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Traffic Engineering & MOT		
Brooks brings more than 27 years of experience in designing and managing roadway and traffic design projects. He has gained valuable planning, roadway and traffic related experience over the last several years working on numerous DOT projects. He has served as project manager on numerous high-profile highway design and rehabilitation projects involving design coordination, plan development, signing and pavement marking details development, traffic signal design, community outreach, contractor coordination and issue resolution, and intricate MOT and construction phasing design.				✓ 25+ years of transportation and traffic design experience, including numerous bridge projects ✓ MOT & Roadway Manager for ALDOT's I-10 Mobile River Bridge and Bayway Project
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 - Ongoing	Owner's Project Manager for I-10 Mobile River Bridge and Bayway Project. Alabama DOT. MOT and Roadway Manager. Michael Baker is serving as the owner's representative for the Mobile River Bridge and Bayway Project. This is to provide support services to ALDOT to ensure compliance of the Design-Builder's design, construction, contract documents, construction engineering and inspection, and testing.			
05/06 - 02/11	Reconstruction of I-55 from North of Old Agency Road to South of S.R. 463, Madison County, MS. MDOT. Civil Engineer. Responsibilities included roadway design, plan/profile sheets, form grades, asphalt pavement, pavement marking details, permanent signing details, and earthwork quantities. Michael Baker provided engineering services for the reconstruction of three miles of I-55 from Old Agency Road to S.R. 463. The reconstruction created a split-diamond interchange with frontage roads and several bridges and retaining walls. A new four-lane boulevard was constructed as the southern leg of the interchange, and an existing two-lane road was reconstructed into a four-lane boulevard as the northern leg. Additional bridges and retaining walls were also constructed along these roads. Michael Baker provided field surveys, digital orthophotography mapping, preliminary and final roadway, bridge, and retaining wall design; hydraulics and hydrology; maps and deeds; signalization, intelligent transportation system, and lighting design; construction phase services; and quality control/quality assurance.			
01/13 - 07/14	U.S. Highway 49 Improvements between Florence and the Scales Area, Rankin County, MS. MDOT. Technical Manager. Responsible for traffic signal design, ITS, and sign and pavement marking. Michael Baker is providing engineering services for roadway and bridge construction on U.S. 49 between Florence and the Scale Area just south of I-20. Michael Baker's services include the development of detailed design plans for bridges and roadway, including lighting, traffic control, signing, signalization, and intelligent transportation systems.			
05/19 - 09/19	SR-6 (US-82) Widening and Additional Lanes from SR-14 to US-31 in Prattville, AL. Alabama DOT. Project Manager. Responsible for roadway and drainage design for Final Construction Plans to the client for a 3-mile highway widening project on US-82. Project included the replacement of 2 bridges. A hydraulic bridge over Autauga Creek and a second bridge over a Norfolk Southern Railroad line. The project also included the design for asphalt paving with a concrete paving alternate.			
08/06 - 06/08	Jackson Mobility Study Needs Analysis, Hinds, Rankin and Madison Counties, MS. MDOT. Civil Engineer. Responsibilities included alignment studies, traffic studies, and environmental impact analysis of each concept key corridors in the Jackson Mobility Study. The project consisted of evaluating arterial through corridors (and other arterial streets) in the greater Jackson, MS area (Hinds, Rankin and Madison Counties). Predicted long range highway capacity problems were identified. A strategy and financial plan was developed to address many of the concepts.			





02/10 - 03/14	I-15 Corridor Expansion, Utah County, UT. Utah DOT. Civil Engineer. Served as the Maintenance of Traffic Manager from February 2011 to project completion. Responsibilities include providing maintenance of traffic (MOT) and construction phasing design. Coordinates and resolves traffic issues with owners, contractors and local agency stakeholders. Responsible for submitting Requests and Notices of Closures with UDOT, conducting Technical Workgroup meetings, and handling MOT design changes during construction. Served as the Maintenance of Traffic (MOT) Design Lead from project startup to February 2011. Provided the maintenance of traffic and construction phasing design for the four-mile segment of I-15, including three full interchanges. Michael Baker provided design services for a four-mile segment of the I-15 Corridor Expansion project, the largest road construction project in Utah history. Michael Baker's services included the design of three full interchanges, highway design, structural design, accelerated bridge construction design, design management, maintenance and protection of traffic management, drainage design, and construction phasing.
05/07 - 08/12	I-269 from East of I-55 to North of S.R. 305, DeSoto County, MS. MDOT. Project Manager. Responsible for the project management, budget setup, plan design and detail, quantity calculations, QC/QA, and preliminary and final submittal of roadway design and signal plans. Michael Baker provided engineering services for I-269 from east of I-55 to north of S.R. 305. Michael Baker's services included detailed mapping from aerial photography, field surveys, traffic analysis, the preparation of final right-of-way plans, and preparation of final construction plans.
09/13 - 08/16	SR 15 and Lamey Bridge Road Roundabout, Harrison County, MS. MDOT. Project Manager. Responsibilities include project management, budget setup, roadway plan design and detail, QC/QA, and preliminary and final submittal of Phase A Final Right-of-Way plans. Michael Baker provided engineering and environmental services for a proposed roundabout at the intersection of SR 15 and Lamey Bridge Road. Michael Baker's services included a Phase I archaeological survey, a categorical exclusion, a traffic analysis and impact study, and development of Phase A final right-of-way plans.
07/15 - 08/19	SR 304 and McIngvale Road Interchange Environmental Assessment and Phase A Right-of-Way Plans, DeSoto County, MS. MDOT. Project Manager. Responsible for project oversight. Michael Baker is performing an environmental assessment and preparing Phase A right-of-way plans for a proposed interchange at SR 304 and McIngvale Road. Michael Baker's services include data collection and analysis, traffic impact analyses, alternatives analysis, preparation of preliminary and final right-of-way plans, public involvement, and preparation of environmental assessment documentation.
12/12 - 12/13	U.S. 61 at Eagle Nest Intersection Improvements, Coahoma County, MS. MDOT. Civil Engineer. Responsible for roadway and drainage design and submitting final Right-of-Way plans to the client. Michael Baker developed Phase A: final right-of-way plans for improvements at the intersection of U.S. 61 with Eagle Nest Road in Coahoma County. Eagles Nest Road will be a channelized intersection and realigned to intersect at, or close to, a 90-degree angle to U.S. 61. Michael Baker provided all field survey requirements for the project, including a property map.
10/08 - 01/09	Contra-Flow Analysis for I-55 and I-59, Lincoln & Pearl River Counties, MS. MDOT. Project Manager. Responsible for the project management, budget setup, plan design and detail, quantity calculations, QC/QA, and submittal of a traffic study involving the different methods of Contra-Flow being used in Mississippi for hurricane evacuation. Michael Baker performed an analysis of the contra-flow lane alternatives for both Interstate 55 (I-55) and Interstate 59 (I-59). The analysis included brief research of appropriate analysis methodology/software, analysis using HCS+ software, along with the Highway Capacity Manual (HCM) methodologies, to determine capacity, queue length, and delay times. Synchro7 software was used for simulation purposes.
07/22 - Ongoing	SR 35 Widening and Additional Lanes from CR-62 to CR-124 through the Town of Section, Jackson County, AL. Alabama DOT. Project Manager. Michael Baker provided engineering services to widen and add lanes to SR 35 through the Town and Section. Michael Baker's services included the preparation of right-of-way plans, stormwater design, floodplain studies, erosion and sediment control plans, final design, cost estimates, and traffic control plans.
08/18 - Ongoing	I-65 Butler County NB/SB Rest Area Replacements, Greenville, AL. Alabama DOT. Transportation Engineer. Responsible for technical management. Michael Baker has been awarded professional design services contract to support the full replacement of the north and south bound Rest Areas at I-65 at Greenville/Butler County. The project will include design and documents for closure and demolition of existing sites and buildings. Roadwork and parking lots require expansion but will be evaluated for the most appropriate balance between full replacement and overlay of existing surfaces. Utilities will be demolished to an extent to best minimize maintenance-related concerns. Buildings developed under the client's prototype design phase will be located on the site to best accommodate traffic flow, pedestrians, and maintenance access.
08/18 - Ongoing	Bush Lane and Carol Plantation Road Resurfacing, Restoration, and Rehabilitation, Mobile, AL. Mobile County Engineering Department. Civil Engineer. Responsible for the QC and assisted in the design and development of roadway plans to reclaim the existing paved road (RRR) on Bush Lane and the paving of a portion of the shoulder and resurfacing the paved road on Carol Plantation Road.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Robert Jewell, PE		Years of relevant experience with this employer	19
Title	Project Engineer / Branch Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering		
Active registration number / state / expiration date		PE No. 38579 / LA / exp. 09/30/26; Traffic Control Supervisor / LA / exp. 08/23/28; DOTD Flagger / LA / exp. 07/31/29		
Year registered	2013	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Geotechnical Engineering		
Robb serves as the manager of our Baton Rouge office and has over 19 years of experience with design and analyses of countless types of foundations including shallow, embankment settlement analysis, deep foundations (pile and drilled shafts), LRFD design, FHWA & GEC design, slope stability (embankment and excavation) and earth retaining structures. He has managed and coordinated many geotechnical field investigations, including shallow and deep borings, CPT soundings, and performed analyses and prepares design recommendation reports for DOTD projects. Robb has extensive experience in construction phase testing and oversight including dynamic and static testing, pile integrity testing, cross hole sonic logging, settlement monitoring, and geotechnical instrumentation. In particular, he has over 15 years of experience performing, analyzing, and reporting for PDA testing.				✓ 19+ years of geotechnical and foundational analysis and design experience ✓ 15+ years of experience performing, analyzing, and reporting for PDA testing
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).		
07/23 - Ongoing		MRB South GBRL: LA 1 to LA 30 Connector, West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA. DOTD. Project Manager. The project consists of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Mr. Jewell managed supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. He helped oversee the preliminary engineering analyses which included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted..		
11/21-Ongoing		US 371 KCS Railroad Overpasses HBI, Webster Parish, LA. DOTD. Project Manager. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.		
07/21 - Ongoing		I-10: LA 415 to Essen Lane on I-10 & I-12 (CMAR), Baton Rouge Parish, LA. DOTD. Project Manager. The project consists of a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles. Mr. Jewell currently oversee all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. Mr. Jewell helped develop the Geotechnical Data reports, memorandums, and Design reports for this project..		
03/19 - 07/20		I-10 Widening (LA 415 to Howard St), East Baton Rouge Parish, LA. DOTD. Project Engineer. Comanaged all aspects of the geotechnical investigation in support of the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on westbound lanes along I-10 between LA 415 and Howard Street spanning approximately 1 mile. The geotechnical investigation will include 58 deep borings and 11 cone penetrometer (CPT) soundings, field resistivity testing, and associated laboratory testing and the preparation of a geotechnical data report.		



04/21 - Ongoing	Rural Bridge Initiative Phase II, West Feliciana, East Feliciana, Livingston, and St. Bernard Parishes, LA. DOTD. Project Manager. The project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, mainly over small rivers, and creeks. Mr. Jewell oversees all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations.
10/18 - 11/21	I-20 Interchange Improvement and Barksdale Air Force Base Access Road, Bossier Parish, LA. Project Manager. This was a Design-Build project which provides direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and constructing an interchange and access road from I-20 in Bossier City, Louisiana. Mr. Jewell managed and oversaw the preparation of the preliminary design and planning report. Mr. Jewell also oversaw the field construction services consisting of PDA monitoring, bi-directional load cell load tests, and settlement monitoring. The PDA program consisted of monitoring PPC piles during initial drive and restrikes to allow for evaluation of setup and early acceptance of pile resistances.
10/15-10/21	Pecue Lane I-10 Interchange, East Baton Rouge Parish, LA. Project Engineer. This project consists of twin bridges with MSE wall abutments for both bridges crossing Interstate I-10, a bridge crossing Ward's Creek, and on/off-ramps in south Baton Rouge. Mr. Jewell helped perform analyses including settlement estimates with recommendations for monitoring, driven pile and drilled shaft design including down drag considerations, MSE Wall design, slope stability and pavement section recommendations; all completed according to DOTD standards. Mr. Jewell is currently overseeing the construction phase which includes PDA monitoring, static load testing, and settlement monitoring.
07/15 - Ongoing	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange), Lafayette Parish, LA. DOTD. Project Manager. The project consists of construction of 5 miles of freeway consisting of a 3.5-mile elevated structure from I-10 to the Airport in Lafayette, LA. Mr. Jewell oversaw the completion of the Phase I geotechnical investigation, which included 116 deep and shallow soil boring, and 15 CPT soundings, and laboratory testing program per DOTD guidelines. Mr. Jewell oversaw the completion of the Geotechnical Data Report and assisted with technical reviews pertaining to selection of design reaches, geotechnical design of pile and drilled shaft foundations, drivability, slope stability, earth retaining structures, settlement analyses and construction testing program recommendations, including an advanced test pile program. He is currently overseeing development of the Phase 2 field and laboratory program for each segment..
04/14 - Ongoing	I-12 to Bush Segment 2, LA 3241 (LA 36-LA435), St. Tammany Parish, LA. DOTD. Project Manager. Mr. Jewell oversaw and coordinated the geotechnical investigation which included drilling 32 deep soil borings, 10 culvert borings, and 88 shallow roadway borings, sampling, and laboratory testing along the alignment which includes two bridges: LA 435 over Bayou Lacombe Tributary and LA 36 over Bayou Lacombe Tributary 2. He assisted in developing the geotechnical analyses and design recommendation report which included pile foundations for the bridge structures and shallow foundation design for the culverts. Mr. Jewell oversaw the construction phase which included PDA testing and settlement monitoring.
10/09 - Ongoing	I-20 Mississippi River Bridge Review, Vicksburg, MS. DOTD. Project Engineer. Mr. Jewell assisted in several aspects of engineering for this multi-million-dollar, high risk, high technical needs, high visibility project consisting of investigating movement of the I-20 Bridge in Vicksburg, MS. This project consisted of a comprehensive laboratory testing program and refinement of the geotechnical site characterization for the bank/bluff where there was evidence of shifting creating movement in the bridge structure. Mr. Jewell helped managed the field investigations and instrumentation programs, along with review of the field data and engineering reporting.

16. Staff Experience:

Firm employed by		Ardaman & Associates, Inc.	
Name	Megan Bourgeois, PE		Years of relevant experience with this employer
Title	Project Engineer / Assistant Branch Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization	BS / 2006 / Civil Engineering		
Active registration number / state / expiration date	PE No. 36725 / LA / 03/31/2028		
Year registered	2011	Discipline	Civil
Contract role(s) / brief description of responsibilities	Geotechnical Engineering		



Megan has more than 18 years of experience with countless types of foundation design including shallow foundations, embankment settlement analysis, pile and drilled shaft foundation analysis, LRFD design, slope stability (embankment and excavation) and pump stations. She also has extensive experience with geotechnical instrumentation, installation and monitoring, and construction phase testing and laboratory management. She has managed numerous geotechnical investigations and design evaluations, managed laboratory testing programs, while also serving as Ardaman's program manager for many DOTD projects for bridges and roadways throughout Louisiana. Ms. Bourgeois also serves as the director of Ardaman's geotechnical engineering laboratory in Baton Rouge. In this role, she supervises the laboratory manager, oversees testing, provides guidance to laboratory staff, and ensures appropriate protocol is followed and deadlines are met in addition to providing training material and maintaining all laboratory certifications, including AMRL, CCRL, DEQ & USACE.

- ✓ 15+ years in geotechnical design of major foundational elements for major river-crossing bridges and in LA soils
- ✓ Extensive experience on Mississippi River crossings at Vicksburg, Baton Rouge, and also the Calcasieu River
- ✓ 18+ years of geotechnical work for DOTD

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/23 - Ongoing	MRB South GBR: LA 1 to LA 30 Connector. DOTD. Project Engineer. The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted
07/21 - 01/22	I-10 Calcasieu River Bridge, Calcasieu Parish, LA. DOTD. Project Manager. Managed all aspects of this project pertaining to coordination of fieldwork including 37 deep soil borings, 39 ECPTs and 13 geophysical survey transects. A majority of the soil borings were completed from a barge over deep water, some from a marsh buggy over shallow water and thick marsh grass. Ms. Bourgeois also managed and oversaw the laboratory testing program and processing and analyzing of the ECPT and ER data. She also assisted with development of a geotechnical database and preparation and submittal of a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under an extremely strict deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to various other interchanges
04/21 - Ongoing	Rural Bridge Initiative Phase II, West Feliciana, East Feliciana, Livingston, St. Bernard Parishes, LA. DOTD. Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, over various size rivers and creeks.
07/21 - Ongoing	I-10: LA 415 to Essen Lane on I-10 and I-12 (CMAR), Baton Rouge Parish, LA. DOTD. Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soilstructure interaction with existing structures and load testing recommendations. This is a CMAR project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles.

10/15 - 10/21	Pecue Lane I-10 Interchange, East Baton Rouge Parish, LA. Project Manager. This project consists of twin bridges with MSE wall abutments for both bridges crossing Interstate I-10, a bridge crossing Ward's Creek, and on/off-ramps in south Baton Rouge. Ms. Bourgeois managed all aspects of the project that included field investigations, laboratory testing, and engineering design. Ms. Bourgeois performed analyses including settlement estimates with recommendations for monitoring, driven pile design including down drag considerations, MSE Wall design, slope stability and pavement section recommendations; all completed according to DOTD standards. She is currently assisting with the field construction monitoring.
10/09 - Ongoing	I-20 Mississippi River Bridge Review, Vicksburg, MS. DOTD. Project Manager. Manages this multi-million dollar, high risk, high technical needs, high visibility project consisting of investigating movement of the I-20 Bridge in Vicksburg, MS. She managed a highly technical team including academia, experts, including internationally recognized geotechnical engineers, geohydrologists, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and personally oversaw a comprehensive laboratory testing program and was involved in refining the geotechnical site characterization for the bank/bluff where there was evidence of shifting creating movement in the bridge structure. The specialized testing, she personally performed or managed included x-ray diffraction, x-ray scanning of unextruded samples to identify existing shearing planes and stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation program for this project including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, Ms. Bourgeois performed seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures including design and evaluation of large foundation structures and developed technically feasible solutions to mitigate ground movement. She co-authored the geotechnical analysis and design report.
	I-10 Widening (LA 415 to Howard St), East Baton Rouge Parish, LA. Project Manager. Managed all aspects of the geotechnical investigation in support of the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on Westbound lanes along I-10 between LA 415 and Howard Street spanning approximately 1 mile. The geotechnical investigation included 58 deep borings and 11 cone penetrometer (CPT) soundings, electrical resistivity imaging along the entire alignment, laboratory testing and the preparation of a geotechnical data report.
02/20 - Ongoing	Design Support Services, LA 23, Belle Chasse Bridge and Tunnel, Plaquemine Parish, LA. DOTD. Project Engineer/Laboratory Director. Ardaman's scope consists of review and acceptance of all geotechnical services including technical design reports, field documentation, drawings, and RFI's. In addition, Ardaman performs acceptance verification sampling and testing during the construction for soils and concrete. Ms. Bourgeois assisted in review and acceptance of geotechnical services as well served as quality control and review of all acceptance verification sampling and testing during construction.
05/06 - 12/11	LA 1 - Phases 1 & 2, Lafourche Parish, LA. DOTD. Assistant Project Engineer. This project is the second phase of the 17-mile elevated highway spanning from Golden Meadow to Fourchon. Ms. Bourgeois directed the laboratory testing program to ensure strict adherence to DOTD standards and managed the drilling operations which included deep borings and CPT soundings in the coastal marshes via airboat-mounted equipment. She oversaw the completion of over 70 soil boring logs and evaluated and presented approximately 300 CPT sounding logs for use in design of pile foundations.
10/18 - 06/21	Chef Menteur Pass Bridge and Approach, Orleans Parish, LA. DOTD. Project Manager. Managed and oversaw all aspects of an extensive field investigation program which included 37 deep soil borings, including borings to depths of over 200 feet in over 80 feet of high flow water. Ms. Bourgeois also managed a laboratory testing program to provide geotechnical characterization data for use in design of deep foundations and embankments, oversaw the field resistivity (geophysical survey) testing program, and developed the data report.
2014 - 2015	Iatt and Nantachie Lake Dams Evaluation and Remediation, Grant Parish, LA. DOTD. Project Manager. Served as project manager for the project that included a geotechnical engineering evaluation of the earthen dams for two lakes in Grant Parish for slope stability issues. Study included initial site reconnaissance, review of available design, construction, inspection and repair documents, collection of additional field and laboratory data and engineering analyses to develop recommendations for repairs and long-term geotechnical performance monitoring.

16. Staff Experience:

Firm employed by		NTB Associates, Inc.	
Name	Bryan Bunch, PLS		Years of relevant experience with this employer
Title	Executive Vice President		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization	BS / 1988 / Survey and Land Information Systems, University of Arkansas		
Active registration number / state / expiration date	PLS No. 5014 / Louisiana / exp. 03/31/2028		
Year registered	2009	Discipline	Professional Land Surveyor
Contract role(s) / brief description of responsibilities	Survey Lead		



Bryan will serve as our team's Survey Manager assisting Shalin in survey staff management, processing, and preparation of deliverables for surveying and mapping services. He brings more than 30 years of overall experience, with more than a decade of that time providing surveying services to DOTD and numerous LPAs.

- ✓ 10+ years of Louisiana-focused surveying, right-of-way, and utility coordination experience
- ✓ Extensive experience providing similar services to DOTD

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).
08/25 - 03/26	H.016413.5 I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA. DOTD. Assistant Survey Project Manager. Assisting in staffing, coordination, and QA/QC for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of SUE for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.
11/25 - 03/26	H.015724 Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA. DOTD. Assistant Survey Project Manager. Assisted in staffing, coordination, and QA/QC for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating and utility coordination services in support of rehabilitation and design for roadway reconstruction.
01/23 - 03/26	Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA. DOTD. Survey Project Manager. Directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmie Davis Bridge across the Red River.
09/20 - 03/26	Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58, LA. DOTD. Survey Project Manager. Directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a subconsultant.
09/20 - 03/26	Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62, LA. DOTD. Survey Project Manager. Directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a subconsultant.
08/22 - 03/26	Surveying & SUE Services, Various Parishes, LA. Delta Utilities / Centerpoint Energy. Quality Control Surveyor. Assisting in staffing, coordination, and QA/QC for topographic surveys, property surveys, surveys in support of SUE, title takeoffs, boundary and right-of-way calculations, CADD drawings, and plats for maintenance and construction projects. To date, NTBA has worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.
07/23 - 03/26	IJA Off-System Bridge Program, District 62, LA. DOTD. Quality Control Surveyor. Assisted in staffing, coordination, and QA/QC for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal description preparation, and preliminary and final right-of-way mapping in support of bridge replacements.

12/24 – 05/25	Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes. DOTD. Assistant Project Manager. Assisted in staffing, coordination, and QA/QC for Static GPS Control surveys, topographic surveys, and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.
12/17 – 11/24	I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA. DOTD. Survey Project Manager. Directed field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.
04/22 – 04/23	I-20 Monkhouse to I-49, Caddo Parish, LA. DOTD. Survey Project Manager. Directed field crews, file processing, drafting, and submittals for Static GPS Control, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL C & D subsurface utility services, drainage map preparation, and Mobile Laser Scanning for interstate rehabilitation.
12/20 – 03/22	LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA. DOTD. Assistant Project Manager. Assisted in the management of field crews and technicians for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility designating for bridge repair/ rehabilitation.
12/20 – 03/21	LA 6: Youngs Bayou Bridge Rehab, Natchitoches Parish, LA. DOTD. Assistant Project Manager. Assisted in staffing, coordination, and QA/QC for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for bridge rehabilitation.
05/15 – 12/20	Walter O. Bigby Carriageway (N. Pkwy Ext.) Bossier Parish, LA. City of Bossier. Quality Control Surveyor. Supervised south LA field crews and technicians for Static GPS Control surveys, topographic, property, and hydrographic surveying services, and QL A, B, C, and D subsurface utility designation/locating for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.
05/16 – 06/18	LA 675 & LA 87 Improvements in New Iberia, Iberia Parish, LA. DOTD. Project Manager. Directed field crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection as a subconsultant.
07/16 – 03/17	Bayou Fountain, Route LA 327 Spur (Gardere Lane) East Baton Rouge Parish, LA. DOTD. Survey Project Manager. Directed field crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, surveys in support of QL B, C, and D subsurface utility designating, and drainage map preparation for roadway rehabilitation.
10/15 – 07/16	MacArthur Interchange Completion (Phase II) Route US 90-Z, Jefferson Parish, LA. DOTD. Subconsultant Project Manager. Directed field crews, file processing, drafting, and submittals for topographic surveying services as a subconsultant.
04/15 – 02/16	I-20 (Airline Drive to I-220) Route I-20, Bossier Parish, LA. DOTD. Assistant Project Manager. Supervised south LA crew members and technicians for topographic surveying services.
04/15 – 09/15	LA 3094: Hearne Ave. Bridge Rehab, Route LA 3094, Caddo Parish, LA. DOTD. Quality Control Surveyor. Assisted in staffing, coordination, and QA/QC for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, drainage map preparation, and surveys in support of QL B subsurface utility designating for bridge rehabilitation.
02/14 – 03/15	Earhart Expressway Extension to US 61, Route LA 3139, Jefferson Parish, LA. DOTD. Subconsultant Project Manager. Directed survey crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for an overpass connection, relocation of existing lanes, and construction of additional lanes as a subconsultant.
07/12 – 01/14	I-10 Loyola Ave. to Williams Blvd., Jefferson Parish, LA. DOTD. Subconsultant Project Manager. Directed survey crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for interstate rehabilitation as a subconsultant.

16. Staff Experience:

Firm employed by		NTB Associates, Inc.		
Name	Amy K. Schulze, PE, CFM		Years of relevant experience with this employer	7.5
Title	Sr. Project Engineer		Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization		BS / 1998 / Civil Engineering, Ohio Northern University; Electro-Magnetic Locating Instruments Certified; Certificate of Locating Competency/ #WA2028 (Staking University)		
Active registration number / state / expiration date		PE No. 30295 / Louisiana / exp. 03/31/2027; CFM No. US-16-08839		
Year registered	2002	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		Subsurface Utility Engineering		
Mrs. Amy Schulze, PE, CFM will serve as the SUE Project Engineer/ Manager during this contract. She will supervise and manage any required subsurface utility designating/ locating services. Amy has nearly 30 years of SUE experience.			✓ 25+ years of experience providing SUE and utility coordination services for DOTD and various LPAs	
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).			
06/25 – 03/26	Upper Ward Creek Clearing & Snagging Project. East Baton Rouge Parish, LA. SUE Project Manager. Managed QL C, B, and D surface utility designating, utility coordination services, and surveys in support of SUE for flood reduction and associated channel-improvement work.			
11/25 – 03/26	Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA. DOTD. SUE Project Manager. Coordinated for surveys in support of SUE, QL B, C, & D utility designating, and utility coordination services in support of rehabilitation and design for roadway reconstruction.			
01/22 – 03/26	Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA. DOTD. SUE Project Manager. Coordinated for surveys in support of SUE, QL A, B, C, & D utility designating/ locating, and utility coordination services for the design-build project to replace the Jimmie Davis Bridge across the Red River.			
04/21 – 03/26	Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62, LA. DOTD. SUE Project Manager. Managed for QL C & D subsurface utility services and surveys in support of SUE for 21 bridge and culvert replacements as a subconsultant.			
08/21 – 03/26	Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58, LA. DOTD. SUE Project Manager. Managed for QL C & D subsurface utility services and surveys in support of SUE for 34 bridge and culvert replacements as a subconsultant.			
08/22 – 03/26	Delta Utilities/ CenterPoint Energy Survey & SUE Services. Delta Utilities / CenterPoint Energy. SUE Project Manager. Managed QL B, C, & D subsurface utility designating services and surveys in support of SUE in various parishes throughout Louisiana to assist with utility relocation activities. To date, NTBA has worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.			
08/20 – 03/25	Baton Rouge North Airpark Utility Corridor Phase 2. Baton Rouge, LA. SUE Project Manager. Managed QL B, C, & D subsurface utility designating and surveys in support of SUE at the Baton Rouge Metropolitan Airport. Surveys were performed to locate subsurface utilities within the designated limits. As part of Q LB designating, 4-way sweeps of the area were also performed to confirm that no other utilities exist within the project area.			
01/25 – 02/25	Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes. DOTD. SUE Project Manager. Managed QL D subsurface utility record research services and surveys in support of SUE for preliminary designs of box culvert initiative projects.			
04/18 – 11/24	I-10: LA 415 to Essen Lane, West & East Baton Rouge Parishes, LA. DOTD. SUE Project Manager. Managed QL B, C, and D subsurface utility designating as well as for surveys in support of SUE for approximately 13 miles of roadway.			
06/24 – 08/24	St. Tammany Parish Government Carroll Road Survey & SUE. St. Tammany Parish, LA. SUE Project Manager. Managed QL B, C, and D utility designating services and surveys in support of SUE throughout the approximately 1.5 miles of the project corridor of Carroll Road including all surface streets, drainage ways, and 2 major intersections within and surrounding the project corridor.			





06/24 – 08/24	Ascension Parish Government LA 73 to LA 30 Roundabout. <i>Ascension Parish, LA. SUE Project Manager.</i> Managed for QL B, C, and D subsurface utility designating services and surveys in support of SUE for the intersection improvements for the design of a new roundabout as a subconsultant to GEC, Inc.
02/20 – 07/24	MOVEBR Bluebonnet Blvd. (Perkins – Picardy). <i>East Baton Rouge Parish, LA. SUE Project Manager.</i> Managed for QL A, B, C, and D subsurface utility designating/locating and surveys in support of SUE throughout the approximately 1.5 miles of the project corridor.
02/21 – 02/24	IDIQ Contract for SUE Services, I-10, Task Orders 1, 2, 4, & 5, East Baton Rouge Parish, LA. <i>DOTD. SUE Project Manager.</i> Directed QL B, C, D subsurface utility designating services and surveys in support of SUE for four task orders for several additional areas around the I-10 corridor in conjunction with the on-going design-build contract.
06/22 – 04/23	I-20 Monkhouse to I-49, Caddo Parish, LA. <i>DOTD. SUE Project Manager.</i> Directed QL C & D subsurface utility services and surveys in support of SUE for interstate rehabilitation.
08/21 – 08/21	LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA. <i>DOTD. SUE Project Manager.</i> Directed QL C & D subsurface utility services and surveys in support of SUE for bridge repair/ rehabilitation.
12/20 – 03/21	LA 6: Youngs Bayou Bridge Rehab, Natchitoches Parish, LA. <i>DOTD. SUE Project Manager.</i> Assisted in the review of survey and utility data for topographic surveying services for bridge rehabilitation.
04/18 – 12/20	Walter O. Bigby Carriageway (N. Pkwy Ext.) <i>Bossier Parish, LA. SUE Project Manager.</i> Managed QL A, B, C, and D subsurface utility designating/locating services in support of surveys and right-of-way mapping for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.
07/19 – 02/20	I-10: Loyola Interchange, Kenner, Jefferson Parish, LA. <i>DOTD. SUE Project Manager.</i> Managed QL B, C, and D subsurface utility designating services and surveys in support of SUE for approximately 5 miles.
12/18 – 01/20	LA 951: Roadway Washout Repairs, East Feliciana Parish, LA. <i>DOTD. SUE Project Manager.</i> Managed QL A, B, C, and D subsurface utility designating/locating and surveys in support of SUE for approximately 2,600 feet of roadway.
12/18 – 03/19	West End Subdivision, Phase B125. <i>City of New Orleans. SUE Project Manager.</i> Managed QL B, C, and D subsurface utility designating along with surveys in support of SUE for preliminary and final design services for FEMA-eligible street repairs.
06/18 – 10/18	I-10: Williams Blvd. to Veterans Blvd., Jefferson Parish, LA. <i>DOTD. SUE Project Manager.</i> Managed QL B, C, and D subsurface utility designating and surveys in support of SUE for approximately 2 miles for interstate rehabilitation as a sub to GEC, Inc.
09/15 – 04/18	City of Zachary Developmental Projects. <i>Zachary, LA. City Planner/Floodplain Manager.</i> Provided QL C and D subsurface utility services for various development projects within the city limits. Coordinated utility relocation services.
08/04 – 08/15	City of Baton Rouge/Parish of East Baton Rouge. <i>Baton Rouge, LA. Chief of Wastewater Operations and Maintenance.</i> Provided QL C and D subsurface utility services in conjunction with several Sanitary Sewer Overflow (SSO) projects. Coordinated QL B services when necessary. Coordinated utility relocation services and prepared utility relocation agreements.
10/02 – 04/04	Off-System Bridge Project, Rapides Parish, LA. <i>DOTD. Project Engineer.</i> Provided QL C and D subsurface utility services in conjunction with the design of seven bridge locations. Coordinated utility relocation services.

16. Staff Experience:

Firm employed by		NTB Associates, Inc.	
Name	Daniel Brooks		Years of relevant experience with this employer
			1
Title	SUE Coordinator		Years of relevant experience with other employer(s)
			33
Degree(s) / Years / Specialization		ITI Technical College / 1994 / Electrical Technology	
Active registration number / state / expiration date		N/A	
Year registered	2021	Discipline	Certificate of Locating Competency
Contract role(s) / brief description of responsibilities		Utility Coordination	



Daniel will serve as our team's SUE Coordinator during this contract. He will supervise and manage field operations and process data for subsurface utility designating/ locating. Daniel is highly experienced in meeting with utility companies to discuss known conflicts of existing utility facilities and coordinating the resolution.

- ✓ 30+ years of focused utility coordination experience, serving DOTD and various LPAs
- ✓ ATSSA Certified Flagger

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).
11/25 - 03/26	Upper Ward Creek Clearing & Snagging Project, East Baton Rouge Parish, LA. SUE Coordinator. Assisting with designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL C, B, and D surface utility designating, utility coordination services, and surveys in support of SUE for flood reduction and associated channel-improvement work.
08/25 - 03/26	I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA. DOTD. SUE Coordinator. Assisting with the designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL C & D subsurface utility services and surveys in support of SUE for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.
11/25 - 03/26	Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA. DOTD. SUE Coordinator. Assisting with the designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL B, C, & D utility designating, utility coordination services, and surveys in support of SUE in support of rehabilitation and design for roadway reconstruction.
02/25 - 03/26	Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA. DOTD. SUE Coordinator. Assisting with designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL A, B, C, & D utility designating/locating, and utility coordination services, and surveys in support of SUE for the design-build project to replace the Jimmy Davis Bridge across the Red River.
02/25 - 03/26	Bossier HP Phase 2 SUE Services, Bossier Parish, LA. Delta Utilities / CenterPoint Energy. SUE Coordinator Assisting with QL B, C, & D subsurface utility designating services, performing QA/QC on field work, and reviewing data collected from field crews for QL B subsurface utility designating services and surveys in support of SUE as part of a construction project.
02/25 - 05/25	Box Culvert Initiatives, Task Orders 2-4, Bienville & St. Landry Parish, LA. DOTD. SUE Coordinator. Supervised the designating field crew and performing QL D subsurface utility record research based on existing records to identify potential utility relocations in support of topographic surveys for the preliminary designs of box culvert initiative tasks.
02/25 - 04/25	Baton Rouge North Airpark Utility Corridor Phase 2. City of Baton Rouge. SUE Coordinator. Supervised QL B, C, & D subsurface utility designating collecting all records, reviewing submittals, and QA/QC all field data for SUE and surveying services at the Baton Rouge Metropolitan Airport. Surveys were performed to locate subsurface utilities within the designated limits. As part of Q LB designating, 4-way sweeps of the area were also performed to confirm that no other utilities exist within the project area.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	Thomas Jackson "TJ" Holliday			Years of relevant experience with this employer	15
Title	Environmental Planning Manager			Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization			BS / 1998 / Biology		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Environmental Lead		
TJ is an environmental specialist with experience involving various levels of environmental assessments (EAs) and other issues related to the National Environmental Policy Act (NEPA). His responsibilities have included studies for wetlands, floodplains, water quality, coastal resources, threatened and endangered species, cultural resources, hazardous materials, noise and air quality, and community impacts. His primary project duties have included project management, data collection and analyses, mapping and aerial photo interpretation, document preparation, public outreach, agency coordination, and regulatory permitting and compliance.				✓ Biologist with 25+ years performing environmental assessments, wetland delineations and threatened/endangered species surveys, and NEPA compliance ✓ Performed a wide range of environmental services for major bridge projects, such as the Rio Hondo Lift Bridge	
Experience dates (mm/yy-mm/yy)		Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/10 – Ongoing		Natural Environment Master for Wetland and Other Waters Assessments and T/E Species Surveys for Roadway and Bridge Improvements, Statewide, MS. MDOT. Environmental Lead. Responsible for environmental studies and reporting. Under three consecutive three-year contracts, Michael Baker has conducted listed species surveys and assessments of potential impacts to wetlands and other waters related to the replacement of bridges and construction of other improvements along various roadways throughout the state. Services include data collection and analysis, site investigations, wetland delineations, and report preparation.			
02/13 - 10/13		New Orleans Rail Gateway Environmental Impact Statement, Jefferson and Orleans Parishes, LA. DOTD. Environmental Specialist. Conducted field studies and documented findings for wetlands and hazardous materials. Assisted with preliminary engineering and NEPA/environmental studies for at-grade highway-rail crossing consolidation and grade separation studies of Jefferson Highway (U.S. 90) and the NOPB and KCS rail lines. Michael Baker is providing operations, engineering and environmental studies and preparing an EA for improvements to two at-grade highway-rail crossings along Jefferson Highway (US 90).			
04/22 - Ongoing		LA 30: EBR PL – I-10, East Baton Rouge, Iberville, and Ascension Parishes, LA. DOTD Headquarters. Environmental Specialist. Responsible for the Environmental Assessment (EA) of the widening of LA 30 from a 2-lane roadway to 4-lane roadway. Project limits is roughly 14 miles from the East Baton Rouge/Iberville Parish line to the terminus at I-10 interchange. Project is currently in Part 1 of the EA which main focus on traffic count/study/analysis along with some early environmental field screening, initial geometric improvements at existing 5 intersections, SUE services, and development of existing hydraulic flows for existing 6 bridge/culvert structures. Additional responsibilities include oversight of existing alignments along with existing right-of-way lines. Additional coordination required is with DOTD new Mississippi River Bridge Environmental on-going project. Addition 7 miles of project has recently been added to the project to include LA 30 from Brightside/ Lee Drive Intersection to the East Baton Rouge/Iberville Parish line. Project challenges are the number of industrial pipelines that parallel LA 30 on both sides of the roadway along with railroad on the west side of LA 30 from Brightside Intersection to just south of East Iberville High School.			
10/22 - Ongoing		Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program – District 07, LA. DOTD. Environmental Lead. Oversaw the research by the environmental team for environmental constraints that could serve as a roadblock for the replacement of a bridge structure. The information gathered allowed the engineers to make decisions on which bridges structures should move forward in design based off these environmental constraints. The constraints included but not limited to the following: Archaeological Sites, NRHP, Pre-1971 La HBI, 71-85 NRHP, Tribal Lands, Wetlands, Scenic Stream, Levee Permit, Coastal Zone, T&E Species, Section 4(f) and 6(f) lands, Navigable Waterway, UST or Contaminated Sites, Potential Mitigation Cost, and Additional Environmental Permits. Currently, Michael Baker has submitted stamped final plans for two projects (4 bridges/culverts) while other six projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.			



08/22 - Ongoing	Barksdale AFB Entrance Roads, Bossier Parish, LA. NAVFAC. Environmental Lead. Responsible for the development of construction plans for new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with new 4-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Additional responsibilities include coordination with the DOTD I-20/I-220 Project Manager and Design Build Owner Verification Managers along with overseeing new roadway design that meets DOTD Design requirements. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange. Project includes the addition of street lighting in accordance with DOTD lighting guidelines. Additional responsibility is the coordination with DOTD for a project permit with District 04.
01/14 - 03/15	Rio Hondo Lift Bridge Environmental Services, Cameron County, Texas. Texas DOT. Environmental Specialist. Responsible for the completion of a Categorical Exclusion (CE) Document. Completed field studies and coordinated a USCG navigation permit, as well as a Section 404 permit. Michael Baker is providing environmental services for the rehabilitation of the FM 106 lift bridge over the Arroyo Colorado River. The firm's services include completion of the environmental scoping checklist, project coordination checklists, biological and water resources field surveys, environmental documentation, and public involvement including a Public Hearing. Our team assisted TxDOT with agency coordination, specifically the U.S. Coast Guard, U.S. Fish and Wildlife Service, Texas Historic Commission and the Texas Parks and Wildlife Department, regarding specific bridge rehabilitation and design elements. Built in the early 1950s, the historic bridge is one of four movable bridges in the State of Texas. It spans the Arroyo Colorado, a navigable waterway that provides a route for ships and barge traffic coming inland from the Gulf.
01/10 - 04/13	S.R. 16 from S.R. 15 to S.R. 19 Bridge Design, Neshoba County, Mississippi. MDOT. Environmental Specialist. Responsible for field surveys to identify wetlands and other waters of the U.S. and preparation of a jurisdictional findings report for 404 permitting process. Michael Baker provided engineering services for improvements to 10 miles of S.R. 16 from S.R. 15 to S.R. 19. Michael Baker's services included the Phase A preliminary bridge plans for eight bridges, including hydraulic design for three bridges and a railroad crossing bridge, and stream and wetland delineation.
04/15 - 07/15	Neches River Railroad Crossing Environmental Assessment/Geometric Schematic, Jefferson and Orange Counties, TX. Texas DOT. Environmental Specialist. Assisted with environmental field studies, document preparation, and provided QA/QC of the environmental document. Michael Baker prepared a geometric design schematic (30% plans, specifications, and estimate [PS&E]) and an Environmental Assessment (EA) for a new rail crossing of the Neches River in Beaumont. Michael Baker identified a purpose and need for the proposed project; developed four alternative alignments and four bridge options for the proposed crossing; and analyzed potential environmental issues, including extensive wetlands, historic and Section 4(f) resources, low income and minority neighborhoods, and a Superfund site, among others. The team also facilitated several stakeholder meetings; developed preliminary designs, cost estimates, and right-of-way requirements for each alignment; and recommended a "preferred alignment" and bridge type.
05/18 - 11/18	I-30 Crossing Design-Build, North Little Rock, and Little Rock, Arkansas. Arkansas DOT. Environmental Manager. Michael Baker provided engineering services for the 7.3-mile interstate widening and reconstruction project to improve I-30 from I-530 to I-40 and I-40 from Highway 365 to Highway 67/167. The project area included the Arkansas River Bridge and the confluences of multiple interstates in Little Rock and North Little Rock. Michael Baker's design efforts included reconstruction of mainlines, ramps, frontage roads, and cross streets to add capacity and correct inadequate design elements; pavement design; retaining walls; major drainage structures; large guide signs; relocation of existing utilities; and aesthetics.
05/10 - 02/13	S.R. 607 Improvements from Texas Flat Road to I-59, Hancock and Pearl River Counties, Mississippi. MDOT. Environmental Specialist. Responsible for wetland and other waters of the U.S. delineation and reporting. Michael Baker provided engineering services for the widening of S.R. 607 to four lanes from Texas Flat Road to I-59, including the reconstruction of a bridge over Alligator Branch and the replacement of two bridges over Second Alligator Branch and Indian Camp Creek.
03/18 - 07/18	Jackson County Bridges, Mississippi. Jackson County Road Department. Environmental Lead. Michael Baker assisted the Jackson County Road Department with Section 404 permit coordination for multiple bridge replacement and roadway improvement projects within the County. The project included four sites located along Old Fort Bayou Road, Juniper Drive, and Solomon Road. Michael Baker's services included data collection and analysis for wetlands and other waters of the U.S. and threatened and endangered species. The projects required coordination with the Mobile District US Army Corps of Engineers (USACE), US Fish and Wildlife Service (USFWS), MS Department of Marine Resources (MDMR), MS Department of Environmental Quality (MDEQ), and the MS Department of Archives and History (MDAH).
02/11 - 06/11	Wetlands Delineation for S.R. 7 and S.R. 8 Bridge Replacements, Marshall, Benton, and Calhoun Counties, Mississippi. MDOT. Environmental Specialist. Conducted wetland and other waters assessments for a bridge replacement and road improvements along S.R. 7 in Marshall and Benton Counties and S.R. 8 in Calhoun County. Prepared jurisdictional findings report for submittal to USACE for 404 permit evaluations. Michael Baker performed wetland assessments and delineations for the replacement of the bridges on S.R. 7 in Marshall and Benton counties and S.R. 8 in Calhoun County. Michael Baker's services included data collection and analysis, field investigations, wetland delineations and assessments, and report preparation.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.			
Name	Elizabeth Brock			Years of relevant experience with this employer	7
Title	Environmental Specialist			Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization			BS / 2010 / Environmental Science		
Active registration number / state / expiration date			N/A		
Year registered	N/A		Discipline	N/A	
Contract role(s) / brief description of responsibilities			Environmental Support		
Elizabeth is highly experienced in natural resources investigation and related GIS mapping, and in performing Environmental Site Assessments (ESAs), wetland delineations and evaluations, and Joint Permit Applications. She has conducted Phase I ESAs for projects pursuant to ASTM Standard E1527-13, which involves site inspections, land records reviews, aerial photograph analyses, topographic and geologic reviews, and technical report preparation. In addition, she completes technical reports for review by the USACE for Section 404 permitting purposes.				✓ Highly familiar with conducting wetlands evaluations and delineations in compliance with USACE and related standards ✓ Experienced in performing construction compliance monitoring	
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).			
09/23 – 09/23		Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program – District 07, Louisiana. DOTD. Environmental Specialist. Supported research on environmental constraints that could serve as a roadblock for the replacement of a bridge structure. The information gathered allowed the engineers to make decisions on which bridges structures should move forward in design based off these environmental constraints. Currently, Michael Baker has submitted stamped final plans for two projects (4 bridges/culverts) while other six projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.			
08/22 - Ongoing		Barksdale AFB Entrance Roads, Bossier Parish, Louisiana. NAVFAC. Environmental Scientist. Responsible for the procurement of environmental permits for the new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with new 4-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Additional responsibilities include coordination with the U.S. Army Corps of Engineers and Bossier Parish Engineering Department. The project was broken into two separate construction plans (Rough Grade and Final Design) and required additional coordination with DOTD and USACE. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange.			
03/19 – 06/19		Saline and Caddo River Bridges Design Services, Pike, Howard, and Sevier Counties, AR. Arkansas DOT. Environmental Specialist. Responsible for environmental services. Michael Baker provided roadway and bridge design for the replacement of three bridges in Sevier, Pike, and Howard counties in Arkansas. Individual sites on the project include Highway 70 over the Caddo River, Highway 70 over the Saline River, and Highway 278 over the Saline River. Michael Baker provided plans for the replacement of the bridges and approaches and hydraulic and geotechnical studies and completed the environmental clearance documentation at all locations.			
10/19 – 11/19		S.R. 27 over Big Black River Replacement Project, Warren and Hinds Counties, MS. MDOT. Environmental Specialist. Responsible for conducting environmental investigations necessary to prepare the Wetland Delineation in support of the proposed project to replace the existing bridge (Bridge # 117.9) over Big Black River along S.R. 27, in Hinds and Warren County, Mississippi. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the replacement of the bridge on S.R. 27 over Big Black River. For the project, Michael Baker reviewed the project plans for the bridge replacement site as well as aerial photography and other mapping of the project area. Michael Baker conducted field investigations in the project area to locate, identify, and delineate wetlands and waters of the United States in accordance with the USACE 1987 Wetland Delineation Manual and 2010 Regional Supplement guidance. It also mapped jurisdictional wetland areas and prepared technical reports.			



11/22 – Ongoing	Runway 31 Approach Obstruction and Acquisition, Hammond, LA. <i>City of Hammond.</i> Environmental Scientist. Responsible for environmental services. Michael Baker provided professional services associated with the development and submittal of the necessary NEPA Documentation in the form of a short form Environmental Assessment for the Runway 31 Approach Obstruction Mitigation project at Hammond Northshore Regional Airport.
11/21 – Ongoing	Heart of Georgia Taxiway A Rehabilitation Categorical Exclusion, Eastman, GA. <i>Heart of Georgia Regional Airport Authority.</i> Environmental Scientist. Assisting with environmental services, which includes review for wetland impacts in support of preparation of NEPA documentation. Michael Baker provided engineering and environmental services for the rehabilitation of Taxiway A for Runway 02-20, which has a length of 6,500 feet and a width of 50 feet. Rehabilitation will include milling of the existing surface, crack/joint sealing, placement of new HMA surface, and pavement markings.
09/19 – 11/19	S.R. 12 over Moccasin Creek Bridge Replacement Project, Lexington, MS. <i>MDOT.</i> Environmental Scientist. Responsible for conducting environmental investigations necessary to prepare the Wetland Delineation in support of the proposed project to replace the existing bridge (Bridge # 69.2) over Moccasin Creek along S.R. 12 in the city of Lexington in Holmes County, Mississippi. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the replacement of a bridge over Moccasin Creek on S.R. 12. For the project, Michael Baker reviewed the project plans for the bridge replacement site as well as aerial photography and other mapping of the project area. Michael Baker conducted field investigations in the project area to locate, identify, and delineate wetlands and waters of the United States in accordance with the USACE 1987 Wetland Delineation Manual and 2010 Regional Supplement guidance. Additionally, Michael Baker provided wetland mapping and a technical report.
09/21 – 08/22	I-59 and US-11 Interchange Feasibility Study, Forrest County, Mississippi. <i>MDOT.</i> Environmental Scientist. Responsible for GIS services and assisted with the environmental services. Michael Baker prepared a feasibility study for the I-59 and US-11 Interchange, located in Forrest County, Mississippi, near the southwest boundary of Hattiesburg. The feasibility study included desktop and field data collection, traffic analysis, safety analysis, environmental and planning analysis, conceptual engineering design, and planning level cost estimates, as well as agency coordination and stakeholder outreach as required to successfully deliver 3 interchange concepts.
03/19 – 01/21	Lemoyne Boulevard Erosion Control, St. Martin, Mississippi. <i>Jackson County Board of Supervisors.</i> Environmental Scientist. Responsible for assisting with environmental services. Michael Baker provided professional services associated with performing a detailed drainage study for new erosion control improvements to an existing open channel drainage way located north of Lemoyne Boulevard in the St. Martin Community. The purpose of the drainage and erosion control study was to provide recommendations to the stormwater drainage channel to address channel re-alignment and implement new erosion control measures to mitigation channel migration and sedimentation of channel banks and bottom.
08/20 – 11/20 01/22 – 02/22	S.R. 601 Canal Road Wetlands Assessment, Harrison County, MS. <i>MDOT.</i> Environmental Scientist. Responsible for conducting environmental investigations necessary to prepare the Wetland Delineation in support of the proposed project in the City of Gulfport in Harrison County, Mississippi. Michael Baker provided engineering services to assess potential impacts to wetlands and other waters resulting from the construction of a new road to connect southern Gulfport to I-10. For the project, Michael Baker compiled and analyzed preliminary information regarding the project sites, including color infrared aerial photography, soil surveys, design plans for the roadway, and other readily available information. We then performed site investigations to delineate wetlands and other waters of the United States, completed data forms, and took representative photographs of identified resources
04/19 – 08/19	Bush Lane and Carol Plantation Road Resurfacing, Restoration, and Rehabilitation, Mobile, AL. <i>Mobile County Engineering Department.</i> Environmental Specialist. Responsible for assisting with environmental services. Michael Baker is performing engineering services for a resurfacing, restoration, and rehabilitation project on Bush Lane and Carol Plantation Road. Michael Baker is developing reports, plans, and calculations to support 50%, 90%, and 100% design review submissions. Major items of work include preliminary and final design plans; safety audit; preliminary and final cost estimates; and construction administration.
08/19 – 09/19	Padgett Switch Road Resurfacing, Restoration, and Rehabilitation (RRR), Mobile County, AL. <i>Mobile County Engineering Department.</i> Environmental Scientist. Assisted with environmental services. Michael Baker provided engineering services for the rehabilitation of Padgett Switch Road from Highway 90 to Half Mile Road. Michael Baker's services include design, bidding-phase support, and construction services for grading, drainage, base, and paving of the roads. The project was funded by the 2016 Pay-As-You-Go funding program.

16. Staff Experience:

Firm employed by Michael Baker International, Inc.

Name	Timothy Zinn			Years of relevant experience with this employer	31
Title	Architectural Historian			Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization			MA / 1996 / Historic Preservation; BS / 1986 / Accounting/Computer Science		
Active registration number / state / expiration date			Architectural Historian (36 CFR61) Qualified; Historian (36 CFR61) Qualified		
Year registered	1996	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Environmental Services (Archaeology)		



Timothy is the Historic Preservation Department Manager for Michael Baker's headquarters in Pittsburgh. He serves as both principal investigator and project and task manager for cultural resources investigations across the country in compliance with Section 106 of the National Historic Preservation Act, NEPA, and other state and federal laws governing cultural resources. He is skilled in the preparation of National Register of Historic Places (NRHP) nominations, historic resources surveys, state inventory forms, NRHP eligibility determinations, criteria of effect and adverse effect evaluations, MOAs and MOUs, programmatic agreements, public involvement coordination, archival records research, deed research, and Historic American Buildings Survey and Historic American Engineering Record documentation. For 13 years, Timothy was an instructor at the University of Pittsburgh within the Department of Anthropology where he taught a course on Cultural Resources Law and Practice.

- ✓ Certified Architectural Historian with a Masters' in Historic Preservation
- ✓ Worked with our Baton Rouge team on DOTD projects such as the I-69 SIU No. 15 and the North-South Expressway Location & Environmental Study

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).
04/01 - 04/16	I-69, Section of Independent Utility No. 15, U.S. 171 to I-20. DOTD. Architectural Historian. Responsible for reviewing cultural resources compliance reports, and Louisiana Historic Resource Survey Forms prepared by subconsultants.
02/21 - Ongoing	U.S. 51 Cairo Bridge Replacement, Wickliffe, Kentucky and Cairo, IL. Kentucky Transportation Cabinet. Architectural Historian. Supported the Section 106 process, which was a primary focus of the project due to the replacement of this US 51 historic National Register eligible structure. Additionally, the Area of Potential Effects encompassed numerous historic resources within the city of Cairo. Michael Baker is providing preliminary engineering and environmental services to replace the National Register-eligible, 82-year-old U.S. 51 Cairo Bridge. This vital connection, which stands at over a mile long with a cantilever truss and approach spans, is located between Wickliffe, Kentucky, and Cairo, Illinois, near the confluence of the Ohio and Mississippi Rivers. The goal of the project is to provide a constructible and affordable structure that will improve safety and the substandard load capacity of the geometrically deficient historic bridge caused by narrow lane widths, lack of shoulders, and tight curve of the existing bridge and its approaches.
08/1997 - 09/2005	North-South Expressway, Location and Environmental Study, EIS/ROD, Caddo Parish, LA. DOTD. Architectural Historian. Responsible for reviewing cultural resources compliance studies and Louisiana Historic Resource Inventory forms prepared by subconsultants. Michael Baker conducted a preliminary engineering and environmental study of the North-South Expressway in Caddo Parish, Louisiana for the DOTD. The proposed highway will be an interstate facility on new location, approximately 56 kilometers (35 miles) in length, between I-220 in Shreveport, Louisiana, and the Arkansas state line.
10/08 - 06/12	Phase I and Phase II Archaeological Investigations within the Van Metre Ford Bridge Replacement Project Area. Legion Design/Campbell & Associates Inc. Project Manager. Responsible for delineating an architectural area of potential effects, conducting an intensive-level historic resources survey, conducting background research on the project area and property-specific research for surveyed properties, preparing West Virginia Historic Property Inventory forms, determination of eligibility report, and determination of effects report. The proposed project consists of the construction of a replacement bridge adjacent to the existing 1832 Van Metre Ford Bridge over Opequon Creek.

05/08 - 05/11	East-West Corridor Environmental Assessment, Bossier Parish, Louisiana. DOTD. Architectural Historian. Assisted with the preparation of Louisiana Historic Resource Inventory Forms and a Determination of Eligibility Report. Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard.
02/05 - 03/07	I-69 Tier 2 Section 5 - EIS and Engineering Services, Bloomington, IN. Indiana DOT. Historian. As Historic Properties Task Manager, responsible for identification and evaluation of above ground resources and for the preparation of Indiana Historic Sites and Structures Inventory Forms. Coauthored a Historic Properties Report, a Determination of Eligibility Report for review by the Keeper of the National Register, and an Identification of Effects Report. Michael Baker provided Tier 2 environmental and engineering services for one of six sections of the planned I-69 corridor. Section 5 is located in Monroe and Morgan Counties. Services included National Environmental Policy Act (NEPA) Environmental Impact Statement studies and documentation, engineer's report, and public involvement. Throughout this process, complex matters related to traffic, hydraulics, geotechnical conditions (including karst features), and structural requirements were identified. Through the minimization efforts used between the publication of the Draft and Final environmental impact statement EIS, including evaluation of the existing pavement, the continued use of an existing partial interchange, and engineered solutions to minimize right-of-way requirements, Michael Baker's team was able to identify a potential reduction of \$152 million in project costs.
05/02 - 04/21	Route 52 Causeway Replacement Project, Ocean City and Somers Point, NJ. New Jersey Department of Transportation (NJDOT). Architectural Historian. Responsible for editing written and photographic documentation for Historic American Engineering Record (HAER) recordation of World War Memorial Bridge and comparative bridge study.
08/00 - 09/00	Market Street Bridge Replacement - Phases I and II Archaeological Field Investigations, City of Williamsport & Borough of S. Williamsport, Lycoming County, PA. Pennsylvania DOT, District 3-0. Architectural Historian. Responsible for identifying and recording historic resources. Also responsible for preparing Pennsylvania Historic Resource Survey Forms for selected resources. The Market Street Bridge Replacement project consisted of Phase I and Phase II archaeological investigations. The urban setting of the project presented several challenges to the cultural resource effort which, spanning the Susquehanna River, required the definition of two, non-contiguous Areas of Potential Effect (APE), as well as separate APEs for archaeological resources and historic structures.
03/1996 - 07/1996	HABS/HAER Documentation for Overbrook Trolley Line, Stage II LRT Corridor, Pittsburgh, PA. Pittsburgh Regional Transit. Project Manager. Responsible for recording the National Register eligible Overbrook Trolley Line and four associated historic bridges according to HAER standards. Michael Baker's Cultural Resources Section assembled HAER information on the Port Authority of Allegheny County's Overbrook streetcar line, which included four historic bridges.
01/02 - 09/05	Hickory Street Bridge, S.R. 3005, Section B00, (over the Allegheny River), Warren, PA. Penn DOT, District 1-0. Architectural Historian. Responsible for conducting a historic resources survey, prepared Pennsylvania Historic Resource Survey Forms for surveyed resources, and was principal author of Determination of Eligibility Report. Also provided context sensitive design solutions for the design of the replacement structure. FHWA awarded Michael Baker's design with the 2006 Transportation and Historic Preservation Excellence Award for context sensitive solutions in a historic setting.
08/09 - 09/09	Birdsboro Bridge Replacement (S.R. 0082, Section 10B), Berks County, PA. Pennsylvania DOT. Historian. Participated in review of cultural resources studies and reports. Michael Baker performed an alternatives study, preliminary design, and final design of a bridge replacement for a 1,100-foot multispan concrete arch bridge over the Schuylkill River and Norfolk Southern Railway.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Andrew Frishkorn, PG		Years of relevant experience with this employer	37
Title	Waste Management Technical Manager		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		Graduate Studies / Hydrology, University of Virginia; BS / 1984 / Geology/Chemistry, Juniata College		
Active registration number / state / expiration date		PG. No. 37 / LA / 08/11/2026		
Year registered	2014	Discipline	Professional Geologist	
Contract role(s) / brief description of responsibilities		Environmental Services (Hazardous Materials)		
Andrew has diverse educational and practical experience related to geological, hydrogeological, solid, and hazardous waste investigations under a variety of geological settings and regulatory conditions. He has been responsible for development and/or implementation of hazardous waste and/or hydrogeological investigations and Phase I Environmental Site assessments (ESAs) throughout the United States, including Louisiana. These projects have been conducted to meet the requirements of state and federal regulatory programs (e.g., RCRA and CERCLA) for a variety of steel, chemical, energy, transportation, manufacturing, military, and other governmental clients.				 ✓ 30+ years performing Phase I Environmental Site Assessments ✓ Hazardous Waste Management Expert
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).			
08/08	700-08-0130: East-West Corridor Environmental Assessment, EA/FONSI, Bossier Parish, Louisiana. Northwest Louisiana Council of Governments (NLCOG). Geologist. Provided senior technical consultation concerning hazardous waste issues. Michael Baker provided preliminary engineering and National Environmental Policy Act and environmental documentation for a new eight-mile, two-lane urban collector with right-of-way clearance for possible expansion to a four-lane boulevard. The purpose of the new facility was to alleviate congestion and reduce travel delays along the other roadways that link the rapidly growing residential areas of Bossier Parish with the Shreveport and Bossier City employment centers.			
03/22 - Ongoing	Frankstown Road Improvements. Pennsylvania DOT – District 09. Task Manager. Performed Phase I, II and III environmental site assessments (ESA) to support upgrades to a highway in Altoona PA. The work included performance of a Phase I ESA for multiple parcels along a roughly 0.8-mile section of Frankstown Road. Based on the results of the Phase I ESA, a geophysical survey and environmental testing program were developed. Soil borings were drilled to characterize the material to be excavated during construction. Contract specifications were prepared for excavation, management, and disposal of contaminated materials. Cost estimates were developed for waste management items.			
06/16 – 07/21	Highland Park Interchange Improvements. Pennsylvania DOT – District 09. Task Manager. Responsible for development and implementation of a Phase I & Phase II ESAs, a Sampling and Analysis Plan (SAP), Health and Safety Plan (HASP), subcontractor procurement and oversight of sampling. Based on the results of sampling special provisions were prepared to support the contract documents. Cost estimates were developed for waste management items. Mr. Frishkorn provided technical review of contractor submittals including their HASP, SAP, waste management plan (WMP) and excavation work plan during construction. Michael Baker performed alternatives analysis, preliminary through final design and construction support services.			
02/21 - Ongoing	Sherman Minton Corridor Project: Phase I Design-Build Procurement Support, New Albany, IN. Indiana DOT. Technical Specialist. Responsible for providing technical review of the project Environmental Management Plan and Hazardous Materials Management Plan and Health. He provided periodic consultations on waste management issues identified during construction. Michael Baker provided preliminary engineering support and environmental services for the design-build rehabilitation of the Sherman Minton Bridge in New Albany, Indiana. Services include project management, agency coordination, environmental documentation, preliminary engineering and design, and utility coordination.			

05/21 – Ongoing	Salina Bridge Final Design, Bell Township and, Kiskiminetas Township, Pennsylvania. <i>Pennsylvania DOT – District 12.</i> Task Manager. Responsible for development and implementation of a residential well sampling program for properties near the bridge, development of waste management special provisions, dewatering quantity estimates, waste management cost estimates and performance of a Phase I ESA for an expanded project footprint including an approximately 0.4-mile section of Main Street. The residential sampling involved interviews and scheduling with local residents and their legal representation. This work was a continuation of hazardous and residual waste work conducted during preliminary design that included performance of a Phase I and Phase III ESA. Also responsible for development and implementation of a health and safety plan and sampling and analysis plan that was implemented during preliminary design in conjunction with geotechnical drilling to control costs. The preliminary design sampling included soil and groundwater characterization in the vicinity of a former industrial facility and active railroad. Michael Baker provided environmental and engineering services for the replacement design of the Salina Bridge, which carries S.R. 1060 over the Kiskiminetas River and Norfolk Southern Railway in Bell Township, Westmoreland County, and Kiskiminetas Township, Armstrong County, Pennsylvania.
09/21 – 03/23	I-80 Brookville East, Brookville, Pennsylvania. <i>PennDOT – District 10.</i> Task Manager. Responsible for development and implementation of a Phase I ESA, in accordance with PennDOT Publication 281 for a roughly seven-mile section of Interstate 80, including three interchanges and multiple bridges to support preliminary design and highway improvements. Michael Baker is providing preliminary engineering for the I-80 Brookville East reconstruction project to achieve environmental clearance and a 30-percent design. Tasks include project management, surveys, public involvement, wetlands and water studies, hazardous and residual wastes, streams and waterways, agricultural resources, noise study, utility location, and plan development.
07/22 - 04/23	Squirrel Hill Interchange Improvements S.R. 0376 Section A76. <i>Pennsylvania DOT – District 11.</i> Task Manager. Performed a Phase I ESA for a complex urban interchange. Michael Baker performed alternatives analysis for this interchange improvement project.
01/23 - 04/23	I-79 Sec A65 and SR 910 Interchange. <i>PennDOT – District 11.</i> Task Manager. Mr. Frishkorn performed a Phase I ESA for a complex suburban interchange. Michael Baker performed environmental studies to support the alternatives analysis.
02/19 – 06/22	S.R. 0068 Karns Crossing Bridge, Butler County, Pennsylvania. <i>PennDOT – District 10.</i> Task Manager. Mr. Frishkorn was responsible performance of a Phase I and II ESA for the bridge alternatives assessment. The project required coordination with two railroads. Each railroad had company specific Roadway Worker Training requirements. The work included development of a HASP, a Phase III ESA Sampling and Analysis Plan (SAP), collection of soil, groundwater, and waste samples in conjunction with the geotechnical program, waste management support and development of special provisions and remedial cost estimates for the bid documents. Michael Baker provided engineering and environmental services for the bridge replacement project.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.	
Name	Lloyd "Eric" Erikson, PE, CFM		Years of relevant experience with this employer
			3
Title	Department Manager – Water Resources		Years of relevant experience with other employer(s)
			24
Degree(s) / Years / Specialization		MS / 2003 / Engineering and Technology Management; BS / 1999 / Civil Engineering	
Active registration number / state / expiration date		PE No. 31061 / LA / exp. 03/31/2028; CFM US-23-12645 / exp. 07/31/2027	
Year registered	2004 (PE); 2023 (CFM)	Discipline	Civil
Contract role(s) / brief description of responsibilities		H&H / Scour Analysis	
Eric is a dedicated professional engineer with more than two decades of civil engineering experience. His experience includes project management and technical responsibility for civil / site, residential and commercial developments, drainage, water/wastewater, roadway, airport, and marine port projects. He will lead Michael Baker's hydraulics team in any hydraulic modeling or bridge scour analysis required for the maintenance and preservation of DOTD's structures.			✓ Served DOTD on dozens of drainage task orders ✓ Specialized project experience addressing drainage concerns in the Baton Rouge area
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).		
11/21 – Ongoing	US 371: KCS RR Overpasses HBI, Webster Parish, LA. DOTD. QA/QC Engineer. Responsible for providing guidance, review, and Quality Control for the drainage design of the new improvements of US 371 for the replacement of three bridges at two different locations: Sibley, LA and Minden, LA. The project includes the replacement of the twin bridges for the site at Minden with a single wider structure. The new bridge will be prestressed concrete girder-type and uses LG 63 and LG 36 girders and fulfills KCS/CPKC crash-wall requirements. Michael Baker is currently developing rehabilitation plans for the US 371 bridge site over KCS railroad at Sibley. Eric's QA/QC review will make sure drainage is being done in accordance to DOTD Hydraulic Manual.		
11/22 – Ongoing	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program, Statewide, LA. DOTD District 07. Drainage Engineer. Responsible for providing guidance, review, and Quality Control for the drainage design aspects of this project. Michael Baker was selected by DOTD to provide bridge, roadway and environmental services for the replacement of off-system bridges in the five parishes located in DOTD District 07. Structures replaced by this program include numerous culverts, box culverts, and slab span bridges. Currently, Michael Baker has submitted stamped final plans for two projects (4 bridges/culverts) while another six projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.		
03/23 – Ongoing	Barksdale AFB Entrance Roads, Bossier Parish, LA. NAVFAC. Drainage Design Lead. Responsible for development of drainage plans for new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with new 4-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Coordinated with DOTD's I-20/I-220 Project Manager and Design Build Owner Verification Managers. The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange. Project includes the addition of street lighting in accordance with DOTD lighting guidelines.		
07/17 - 09/17	Scour Analysis for Perkins / Picardy Connector Bridges, Baton Rouge, LA. East Baton Rouge Parish DPW. Hydraulic Engineer. Responsible for hydraulic modeling and scour analysis of two separate proposed bridges to provide recommendations for pile lengths.		
1/20 – 12/22	South Choctaw Widening, Baton Rouge, LA. East Baton Rouge Parish DPW. QA/QC Engineer. Responsibilities included oversight of entire construction plan set, including geometric design and drainage design. Reviewed DOTD HYDRWIN input and output files to make sure the design team was following DOTD Hydraulics Manual and design requirements. Also responsible for assisting the designer in addressing drainage comments from the municipality.		
01/23 – Ongoing	Huval PN7077 101722, Baton Rouge, LA. City/Parish of Baton Rouge. Project Manager. Responsible for the review and analysis of major drainage crossings in the project area including two large box culvert crossings and one minor box culvert crossing. Provided design methodology guidance to team members responsible for the design.		



01/23 – Ongoing	Airline Highway (US 61) – North for MOVEBR, East Baton Rouge Parish, LA. <i>City/Parish of Baton Rouge.</i> Project Manager. Responsible for the review and analysis of major drainage crossings along Airline Highway between I-110 to US 190/US 61. Project is currently in the NEPA Decision making process. Also responsible for reviewing existing models provided by MOVEBR for Jones Creek Crossing and Hurricane Creek crossings. NEPA Hydraulics phase is a low-level look at drainage improvements for the widening of Airline Highway from a 4-lane divided roadway to a 6-lane divided roadway. Once the NEPA process is complete, engineers will be released to develop construction plans. Eric will oversee the development of the roadway drainage for the improvements. Project is currently following the DOTD guidelines for NEPA clearance.
01/23 - Ongoing	Louisiana Watershed Initiative (LWI), Statewide, LA. <i>DOTD.</i> Deputy Project Manager. Responsible for providing contract administration and assisting project manager in general project management duties such as resource allocation, scheduling, coordination of team members, and financial analysis. The LWI project was launched in 2018 and introduced a watershed-based approach to reducing flood risk in Louisiana. It is organized by seven modeling regions, each of which encompasses multiple HUC-8 watersheds. For the contract, Michael Baker is providing H&H modeling, data collection and analysis, stakeholder engagement, and surveying. Region 6, Task Order 2: Supplemented data collection and analysis, continued stakeholder engagement services, and performed topographic, bathymetric, and channel surveys. This task includes 2 HUC8 Watershed models. Region 6, Task Order 3: Providing engineering and modeling services to the DOTD for Region 6 for the LWI. This task includes 2 HUC8 Watershed models. Region 1: This task includes 3 HUC8 Watershed models. Region 4: This task includes 1 HUC8 Watershed models.
02/23 - Ongoing	Task Order 3 Series II HUC8 Specific Hydrologic and Hydraulic Modeling, Lower Grand, West Central Louisiana Coastal Region 6, LA. <i>DOTD.</i> Deputy Project Manager. Responsible for contract administration and assisting in general project management duties such as resource allocation, scheduling, team coordination, and financial analysis. Michael Baker is performing hydrologic and hydraulic modeling for United States Geological Survey 8-digit cataloging unit subbasins Lower Grand and West Central Louisiana Coastal. These HUC 8s are in Louisiana Watershed Initiative Region 6. The contract includes data gap analysis, quality assurance/quality control, stakeholder engagement, topographic and bathymetric surveying, hydrometeorology and hydrography data, hydrological and hydraulic model developments, and data management. Michael Baker is developing a 2-D hydrological and hydraulic model of both HUC 8s utilizing rain-on-grid.
01/23 – Ongoing	LA 30: EBR PL – I-10, Ascension, Iberville, and East Baton Rouge Parishes, LA. <i>DOTD.</i> Hydraulics QA/QC Reviewer. Supporting the NEPA study for the widening of LA 30. Project is currently in the Part 1 phase of the study to determine the required widening requirements of LA 30 from the East Baton Rouge Parish Line to I-10. Project covers nearly 14 miles of improvements along LA 30 through Iberville and Ascension Parish. The study will determine how many additional lanes necessary for LA 30 along this stretch with intersection improvements at Bayou Paul Lane, LA 74, LA 3115, LA 73, and LA 3251. Also responsible for determining if the drainage areas have been delineated properly and that the storm water runoff flows meet DOTD requirements along with reviewing the HEC-RAS models for consistency and conformity to the DOTD Hydraulics Manual.
01/23 - Ongoing	LWI/SPP Group 1 Beauregard, Vernon and St. Landry Parishes, LA. <i>DOTD.</i> Project Manager. Responsible for the overall execution of the project, contract administration, and general project management duties, which include resource allocation, team coordination, subconsultant coordination, scheduling, and financial analysis. Project will determine improvements to the watershed and reservoirs located within to mitigate flooding in the region.
01/23 - Ongoing	Parish Comprehensive Drainage Plan, St. Tammany Parish, LA. <i>St. Tammany Parish.</i> Deputy Project Manager. Responsible for contract administration and assisting with general project management duties, such as resource allocation, team coordination, scheduling, and financial analysis. Attending public outreach meetings and assisted the public in understanding the project objective and goals. Provided review and QC of the Phase 1 final report. Michael Baker conducted a comprehensive drainage plan for the Saint Tammany Parish located on the north shore of Lake Pontchartrain, Louisiana. The plan evaluated the existing state of drainage in the parish including flood risk, water quality and development guidelines, recommended capital projects, and potential policy changes that would lead to reduced flood damaged and increased safety. The Michael Baker team provided data gathering efforts, ranked list of problem areas and provided four in-person public and stakeholder outreach throughout Phase I of this project.
07/25 - Ongoing	Closed and Load Restricted Bridge Replacements Package 22, 23, and 27, Statewide, SC. <i>South Carolina DOT.</i> Drainage Engineer. Michael Baker serves as the Prime Consultant for the Closed and Load Restricted Bridge (CLRB) Replacements Packages 22, 23, and 27. In this role, Michael Baker leads the planning, design, and engineering services required to replace more than 25 closed or load-restricted bridges across 14 counties in South Carolina.

16. Staff Experience:

Firm employed by		Michael Baker International, Inc.		
Name	Justin West, PE, CFM		Years of relevant experience with this employer	3
Title	Civil Engineer		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			BS / 2019 / Environmental Engineering, Louisiana State A&M University	
Active registration number / state / expiration date			PE No. 49277 / LA / 3-31-2027; CFM US-22-12180	
Year registered	2019	Discipline	Civil, Environmental	
Contract role(s) / brief description of responsibilities			H&H / Scour Analysis	
Justin has supported DOTD and numerous Louisiana localities in solving complex drainage challenges for more than six years. He regularly performs hydraulic analyses, develops H&H models, and designs stormwater management systems in compliance with federal, state, and local standards. He is skilled at evaluating existing drainage conditions, developing solutions for roadway and bridge hydraulic challenges, and preparing construction documents and design reports, resulting in optimized drainage performance, mitigation of flood risks, and integration of sustainable design practices.			✓ 6+ years of experience performing H&H analyses and developing drainage designs for LA projects ✓ Extensive experience with DOTD standards through his work on the Louisiana Watershed Initiative	
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).		
04/24 - Ongoing		St. Tammany Parish Comprehensive Drainage Plan, St. Tammany Parish. Assistant Project Manager & Lead Modeler. Responsible for assisting with general project management duties, such as resource allocation, team coordination, scheduling, and financial analysis. Attended public outreach meetings and assists the public in understanding the project objective and goals. Completed the existing models for the Parish, consisting of 12 models.		
03/23 - Ongoing		IJA Off-System Bridge Program, Statewide, LA. DOTD District 07. Drainage Engineer. Responsible for assisting in the technical QA/QC process through reviewing H&H models completed for several of the watersheds delineated within the project area and the associated hydraulic reports. Michael Baker was selected by DOTD to provide bridge, roadway and environmental services for the replacement of off-system bridges in the five parishes located in DOTD District 07. Structures replaced by this program include numerous culverts, box culverts, and slab span bridges. Currently, Michael Baker has submitted stamped final plans for two projects (4 bridges/culverts) while another six projects are at various final submittal stages. There are a total of 12 bridges and culverts among the eight projects under this contract.		
03/23 – Ongoing		LA 30: EBR PL – I-10, Ascension, Iberville, and East Baton Rouge Parishes, LA. DOTD. Drainage QA/QC Reviewer. Assisted in the technical QA/QC process through reviewing the hydraulic and hydrologic models completed for several of the watersheds delineated within the project area. Reviewed and assisted in the writing of the associated hydraulic reports for each proposed project location.		
03/23 – Ongoing		Louisiana Watershed Initiative, Statewide, LA. DOTD. Hydraulic Modeler. Served as the Lead Modeler for the Eastern Central Louisiana Coastal (Region 6) HEC-RAS model and for the Black Lake Bayou (Region 1) HEC-RAS model. Also served as Technical QA/QC reviewer for Lower Sabine. The LWI project was launched in 2018 and introduced a watershed-based approach to reducing flood risk in Louisiana. It is organized by seven modeling regions, each of which encompasses multiple HUC-8 watersheds. For the contract, Michael Baker is providing H&H modeling, data collection and analysis, stakeholder engagement, and surveying. Region 6, Task Order 3: Developed the loss method for infiltration, soils, and land use data. Created centerlines for the major streams in the watershed by filtering out small streams from the National Hydrology Database. Also developed the hydraulic models' break lines, bridge structures, and mesh geometry, and simulated storms within the HEC-RAS models and adjusted calculated values to calibrate and validate the model. Region 1: Developed the loss method for infiltration, soils, and land use data. Created centerlines for the major streams in the watershed by filtering out small streams from the National Hydrology Database and the hydraulic models' break lines, bridge structures, and 1-D geometry. Simulated storms within the HEC-RAS models and adjusted calculated values to calibrate and validate the model.		
02/22 - 02/23		City-Parish Stormwater Master Plan, Baton Rouge LA. East Baton Rouge Parish Department of Transportation and Drainage. Hydraulic Reviewer. Assisted in developing the proposed conditions Floodplain Conveyance Zones for Several watersheds within the Parish.		





03/23 - Ongoing	FM 149. TxDOT. PCSWMM Designer. Served as the lead hydraulic modeler for the existing and proposed conditions PCSWMM models for the changes made to Farm to Market Road 149. The existing and proposed conditions modeling completed in PCSWMM included estimating and drafting the proposed drainage areas surrounding the project area, the sizing of drainage structures, and lay out of the drainage geometry in the modeling software.
02/22 - 02/23	LCG Stormwater Master Plan, Lafayette Parish, LA. Lafayette Consolidated Government. Hydraulic Reviewer. Analyzed multiple watersheds with 2D hydraulic modeling in HEC-RAS, and completed the existing conditions model for one of the watersheds in this project. Assisted with the proposed alternatives to mitigate flooding for the basin that was also developed for the client. Responsible for the proposed and existing models. Using the outcome of the proposed projects to establish mitigation alternatives for stormwater management, reviewed the results and drafted a report highlighting the resulting conclusions.
02/22 - 02/23	LCG Residential Buyout Plan, Lafayette Parish, LA. Lafayette Consolidated Government. Hydraulic Reviewer. Used GIS programming to create a structure map of Lafayette Parish to locate at-risk structures for a buyout program. Used the outcome of the proposed locations to establish a mitigation plan that distinguished houses that would be the most at-risk alternatives from stormwater flooding. Reviewed the results and drafted a report highlighting the resulting conclusions.
05/22 - 02/23	RESTORE Parish Matching Grant Program. CPRA. Hydraulic Reviewer. The CPRA Parish Matching Program was designed to help coastal parishes that received RESTORE funds prioritize Coastal Master Plan projects while also recognizing and responding to the needs of parishes to implement projects that may not be contained in the Coastal Master Plan. Mr. West is responsible for the Existing and proposed models completed in the USACE HEC-RAS modeling program. Using the projects to establish non-structural mitigation alternatives for stormwater management. Mr. West reviewed the results and drafted a report highlighting the resulting conclusions.
02/22 - 02/23	Chennault Stormwater Plan. Calcasieu Parish Public Works. Hydraulic Reviewer. Analyzed the Chennault Airport's existing drainage conditions with 2D hydraulic modeling in HEC-RAS. Proposed alternatives to mitigate flooding for the Airport were also developed for the client. Mr. West was responsible for the proposed models. Using the outcome of the proposed projects to establish mitigation alternatives for stormwater management. Mr. West reviewed the results and drafted a report highlighting the resulting conclusions.
05/22 - 02/23	Comite River Improvements Feasibility Study. East Baton Rouge Parish Department of Transportation and Drainage. Hydraulic Reviewer. For the Comite River improvements it was proposed that the removal of debris from the Comite River would improve drainage for the channel. Mr. West was the lead modeler for the project which consisted of a review of all video data received from an aerial drone survey, marking and sizing obstructions made, an existing model consisting of over 200 impacted channel locations, a proposed model, and the associated technical report. Mr. West created presentations and assisted in stakeholder meetings.
02/21 - 02/22	St. Charles Parish Drainage Master Plan. St. Charles Parish Public Works. Hydraulic Modeler. Supported the development of the St. Charles Parish Master Drainage Plan (MDP). The MDP analyzes the existing gravity and forced drainage networks within the West Bank of St. Charles Parish and provides recommendations for improvements to these systems aimed towards mitigating flooding both for the existing conditions and due to future planned development.
06/20 - 02/21	Steady Flow 1D HEC-RAS Model, Beaver Creek, and Long-Slash Branch Watersheds. Hydraulic Modeler. Completed 1D hydraulic and hydrologic models for the Beaver Creek and Long-Slash Branch watersheds. These studies involved the hydrologic and hydraulic analysis of drainage structures and drainage areas within the watersheds. Existing conditions and proposed conditions models were created along with a benefit-cost analysis for the improvements proposed in the proposed conditions model.

FIRM EXPERIENCE



Highway 70 Railroad Overpass Bridge Preservation, Arkansas



Bridge Group 18A Preservation, Rhode Island



DOTD Bridge Preservation IDIQ, Statewide, Louisiana

DOTD can rely on the Michael Baker Team's extensive expertise delivering similar structural preservation programs across the nation, such as ARDOT's Statewide Bridge Preservation, Assessment, and Design Program and RIDOT's Bridge Group 18A Preservation Program.

Michael Baker International's Projects

17. Firm Experience:

Firm name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)*	Bridge, Traffic
Project name	Statewide Bridge Preservation, Assessment, and Design Program		Firm responsibility (prime or sub?)	Prime Consultant
Project number	N/A	Owner's Name	Arkansas Department of Transportation (ARDOT)	
Project location	Statewide, AR	Owner's Project Manager	Andy Nanneman	
Owner's address, phone, email		10324 Interstate 30, P.O. Box 2261, Little Rock, AR 72209	501-569-2466	Andrew.Nanneman@ardot.gov
Services commenced by this firm (mm/yy)		10/20	Total consultant contract cost (\$1,000's)	\$704
Services completed by this firm (mm/yy)		04/26	Cost of consultant services provided by this firm (\$1,000's)	\$704

Michael Baker is providing roadway and bridge design and engineering services for the rehabilitation of 155 bridges across the state of Arkansas.

The Bridge Preservation Program comprises a substantial number of bridges throughout the state of Arkansas, divided under five construction contracts with five different plan sets. For the rehabilitation of the bridges, two main strategies exist: performing hydro-demolition with LMC overlay or rehabilitating newer bridge decks by applying a polymer epoxy overlay. These preventative measures will help prolong life of the decks considerably, extending the timeframe for replacement. Michael Baker is retrofitting outdated guardrails to meet current standards and providing maintenance of traffic plans. Preliminary roadway and bridge plans included grading information, alignment data, right-of-way, guardrail, and construction limits information.



Highway 70 Bridge over Little Missouri River.

Inspection Review: Michael Baker reviewed nearly 150 bridge inspection reports and verified existing conditions to design the preservation projects. Our team assessed many of the bridge existing conditions for viability for preservation versus replacement.

Scope of Work: The scope of work includes bridge deck rehabilitation using hydrodemolition and LMC overlay, as well as polymer overlays. This project also aims to update the approach guardrails and end terminals to current safety standards. The task order will be delivered in five construction contracts grouped by geographic proximity. Michael Baker will also provide Title II phase construction services to assist with contractor submittals, RFIs, and construction-related questions.

Field Investigations: Michael Baker began the project by performing site visits for the more deteriorated bridges that require hydro-demolition and LMC overlay. During these investigations, we verified ARDOT'S initial scoping and site conditions, adjusted the scopes for several bridges whose conditions were beyond rehabilitation, and made further recommendations for repair. We also reviewed permits and environmental constraints to create designs that would minimize environmental impacts and provided the necessary coordination for railroad overpasses.

Hydro-Demolition: For bridges that cannot be rehabilitated using a polymer overlay, Michael Baker's rehabilitation designs employ hydro-demolition to remove the deteriorated top level of the bridge deck down to a calibrated depth, then replace that layer with LMC, adding approximately 20-25 years of life to the bridge deck. This method requires increased environmental oversight. Michael Baker is creating a wastewater plan for the rehabilitation of these bridges so that contaminated wastewater will be safely collected.

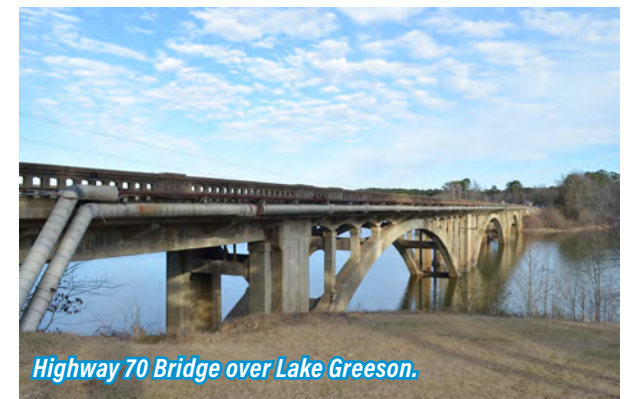
Roadway Design: Preliminary roadway and bridge plans include survey and grading information, alignment data, construction limits, plans for roadway transitions and approaches, and shoulder widening. Michael Baker's designs include pavement markings, signing, **maintenance of traffic plans**, and temporary erosion control plans.

PROJECT SIMILARITIES

- IDIQ Contract
- Bridge Maintenance, Preservation, and Rehabilitation
- Bridge Inspection and/or Load Ratings
- Stage 0 & Stage 3 Services
- Traffic Engineering, including Maintenance of Traffic
- Hazardous Material Collection

Participating Team Members:

Fred Harper, PE | Jason Stith, PE

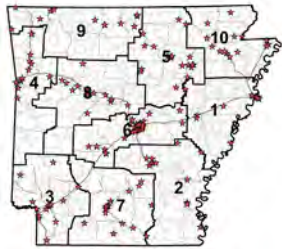


Highway 70 Bridge over Lake Greeson.

17. Firm Experience:

Firm name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Bridge Inspection, Maintenance, and Rehabilitation Program Evaluation		Firm responsibility (prime or sub?)	Prime Consultant
Project number	N/A	Owner's Name	Arkansas Department of Transportation (ARDOT)	
Project location	Statewide, AR	Owner's Project Manager	Andy Nanneman	
Owner's address, phone, email		10324 Interstate 30, P.O. Box 2261, Little Rock, AR 72209	501-569-2466	Andrew.Nanneman@ardot.gov
Services commenced by this firm (mm/yy)		08/22	Total consultant contract cost (\$1,000's)	\$1,059
Services completed by this firm (mm/yy)		12/26 (est.)	Cost of consultant services provided by this firm (\$1,000's)	\$1,059

Michael Baker is working to determine the criteria for selecting a list of major bridges from ARDOT's bridge inventory. Phase I of this project involved establishing a baseline for the client's recent and current bridge inspection program by reviewing their Bridge Inspection Manual and numerous supporting documents noting areas for improvement. In Phase II, Michael Baker determined the criteria, methodology, and thresholds for prioritizing and selecting 200 bridges from the client's state-owned bridge inventory for a high-level evaluation of repair or replacement needs, including budgetary cost estimating for the next 20 years. Phase II also entails development of a stand-alone load rating manual.



Phase I - Baseline Review: Michael Baker established a baseline by comprehensively reviewing client documentation noting areas for improvement. This included ARDOT's Bridge Inspection Manual, memorandums or addenda that supplement the Bridge Inspection Manual, the Load Rating and Posting Manual, local government procedures for compliance with NBIS, the FHWA's Bridge Inspection Program Assessment for ARDOT, Hernando de Soto Bridge Emergency Repair and Inspection After Action Report, and ARDOT's Action Plan to respond to FHWA's comments.

The team also reviewed ARDOT's 2020 Bridge Inspection Manual; a random sampling of various inspection reports, bridge ratings, and scour appraisals; and a review of the InspectX Bridge Management System. With client input, we developed and conducted a comprehensive 73 question survey, summarized results, and incorporated them into our report recommendations. Recommendation goals were sorted into high, medium, and low priority based on the importance and timeliness scores.

Phase IIA - Criteria and Selection: Using the most currently available Structure, Inventory, and Appraisal (SI&A) data for state bridges, Michael Baker determined the factors and scoring methodology used to rank and prioritize all bridges, and then select 200 major bridges anticipated to require the highest maintenance, repair, or rehabilitation costs over the next 20 years. The 22 evaluation factors included: year built or reconstructed, number of lanes, historical significance, navigation control, type(s) of service under the bridge, type of construction, bridge length, maximum span length, deck width and area, deck, superstructure and substructure - condition ratings, load rating, and average daily traffic.

Phase IIB - High-Level Evaluation of Repair Needs with Budgetary Cost Estimate: Using the list of bridges from Phase IIA, Michael Baker is performing a high-level evaluation of maintenance, repair, rehabilitation, and potential replacement needs and a budgetary cost estimate for the next 20 years. The team is responsible for using element level data and ballpark unit pricing for major elements and for determining a budgetary cost to improve and keep those bridges and elements from poor condition. Michael Baker is obtaining element-level data, existing plans, and inspection reports for all bridges to be considered.

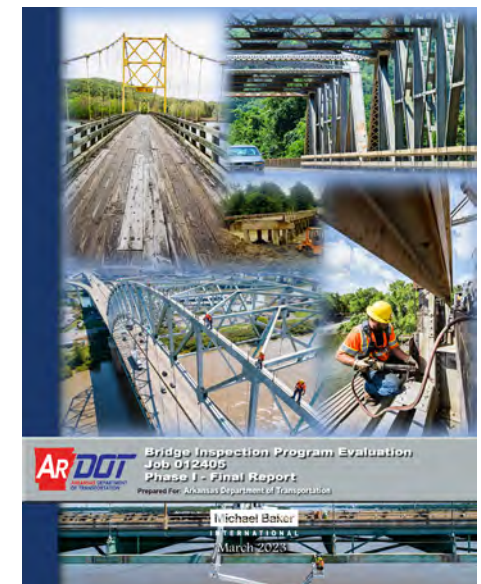
Phase IIC - Stand-alone Load Rating Manual: Michael Baker led the development of a stand-alone Load Rating Manual for ARDOT Bridge Division that defines load rating policies, software applications, data collection, and structural considerations for various bridge types, including reinforced concrete, prestressed concrete, steel, timber, and culverts. Our team was responsible for project administration, drafting fifteen chapters and appendices, QA/QC processes, drafting and photos, and delivering the final revised draft based on comments from stakeholders. The manual serves as a critical resource for consistent application of load rating policies and procedures across Arkansas. Specialized sections address non-typical and complex bridge types, substructures, and posting considerations. The inclusion of QA/QC processes are comprised of definitions, conditions, and detailed steps of QA/QC processes.

PROJECT SIMILARITIES

- Bridge Maintenance, Inspection, and Rehabilitation Advisory Program
- Inspection and Load Ratings Criteria
- Review of local, state, and Federal standards
- Ranking / Prioritization of Bridge Maintenance Needs
- Maintenance Program Budgeting

Participating Team Members:

Fred Harper, PE | Jason Stith, PE



17. Firm Experience:

Firm name	Michael Baker International		Past Performance Evaluation Discipline(s)*	Bridge, Traffic
Project name	US 371: ICG Railroad Overpass (HBI)		Firm responsibility (prime or sub?)	Prime
Project number	H.016471.5	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Sibley & Minden, Webster Parish, LA	Owner's Project Manager	Hamed Babaizadeh, PE	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1033 Hamed.Babaizadeh@la.gov		
Services commenced by this firm (mm/yy)		01/26	Total consultant contract cost (\$1,000's)	\$199
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$199

Michael Baker was selected by DOTD to provide bridge, structural, and transportation services for the replacement of three bridges along US 371 at two locations in Sibley, LA and Minden, LA. All bridges span KCS Railroad at two locations along their rail line. While the bridges at Minden were replaced under the Project No. H.012030, the bridge at Sibley could not be replaced due to prohibitive right-of-way costs. Michael Baker was selected to provide an alternatives analysis to evaluate the bridge replacement and rehabilitation options.

The existing three-span, concrete girder bridge at Sibley, LA was built in 1934 and has a total length of 120' resting on concrete substructure. This bridge has sidewalks on both sides and ties to existing sidewalks along the route. ***Daniel and Shalin's design team is currently working on plan development for the preservation/rehabilitation of US 371 over KCS Railroad bridge,*** and has formulated a concept plan to tackle the technical and logistical challenges of rehabilitating the aging structure, with a target of extending the service life by 20 years. ***Earlier, Michael Baker developed a comparison report to evaluate the bridge replacement and rehabilitation options.*** Michael Baker and DOTD took into account the excessive right-of-way costs associated with bridge replacement via phased construction, and it was decided that rehabilitation would be the most prudent option.

The current scope of work includes concrete patching and sealing cracks, flexural and shear strengthening of the critical structural components using CFRP wraps to raise the HL93 (inv) load rating above 0.9 per BDEM requirements, as well as replacing the non-standard guardrail with a new concrete and steel guardrail. The scope also includes joint elimination using link slabs and integrating with a new concrete deck overlay and matching grade with the presently settled approach slabs using an asphalt overlay. The traffic control for this project is particularly challenging from a lane-closure and traffic management point of view, due to the heavy truck traffic that utilizes this bridge to connect to I-20, connection to LA-164 right off the north approach slab, as well as a nearby school. Michael Baker will coordinate with all concerned parties to design the traffic control plan such that the users face minimum disruption while the bridge gets rehabilitated.

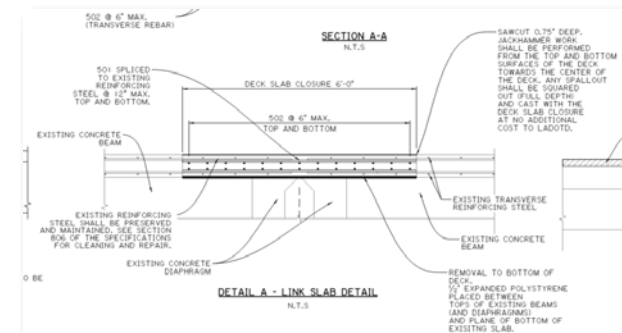
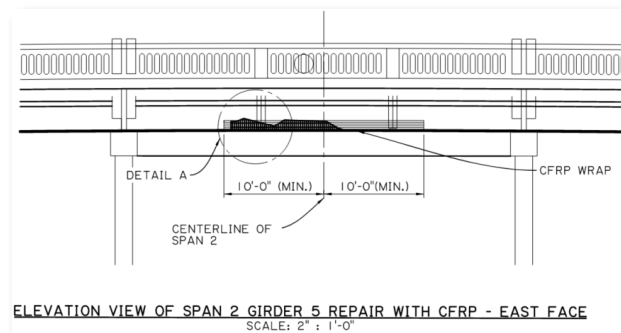
Michael Baker had also submitted the 60% design plans for replacement before the Sibley bridge was removed from the original project plans. We are currently delivering the remaining design services for Sibley as a separate rehabilitation project, and have submitted the 90% preliminary plans in a short turnaround time of 2 months.

PROJECT SIMILARITIES

- DOTD Project Meeting the Latest DOTD Design Guidelines
- Concrete Girder Bridge Rehabilitation
- Extensive Railroad Coordination (KCS)
- Bridge Rehabilitation
- Bridge Ratings
- Alternatives Analysis
- Traffic Engineering, including Maintenance of Traffic

Participating Team Members:

Daniel Thornhill, PE | Shalin Sheth, PE | Jim Nelson, PE
 Jeff McRae, PE | Gabriel Rice, PE | Celina Sumrall, PE,
 PTOE | Alexis Harrouch, PE



17. Firm Experience:

Firm name	Michael Baker International, Inc.			Past Performance Evaluation Discipline(s)*	Bridge, Traffic, Environmental
Project name	Bridge Group 18A (12 Bridges) Preservation			Firm responsibility (prime or sub?)	Prime Consultant
Project number	N/A	Owner's Name		Rhode Island Department of Transportation (RIDOT)	
Project location	East Greenwich, Narragansett, North Kingston, RI	Owner's Project Manager		Songhap Taing	
Owner's address, phone, email		2 Capitol Hill, Providence, RI 02903 401-563-4383 Songhap.Taing@dot.ri.gov			
Services commenced by this firm (mm/yy)		06/19		Total consultant contract cost (\$1,000's)	\$661
Services completed by this firm (mm/yy)		03/24		Cost of consultant services provided by this firm (\$1,000's)	\$661



Michael Baker was engaged by RIDOT to provide design and engineering services for the preservation and rehabilitation of Bridge Group 18A, which included 12 bridges. The project scope included preservation construction on concrete slab and culvert bridges, prestressed concrete-girder bridges, steel-girder bridges, and a timber bridge. Bridge work entailed washing and steel repairs such as painting, substructure concrete repairs, deck repairs, and bridge joint replacement. **Michael Baker prepared the project design at 30 percent and 90 percent; plans, specifications, and estimates (PS&E); and contract bid documents.**

In addition to the structural engineering, Michael Baker provided a drainage condition evaluation and improvements to meet the MS4 stormwater management program plan and the EPA consent decree, as well as a project

type study report, project site survey, **hazardous materials investigation, environmental permitting, traffic analysis, and traffic control.** Several critical issues existed on the bridges, including the following:

- Bridge #003701 was a timber girder bridge that had a weight limit posting. Michael Baker reviewed the load rating report and determined the appropriate structural approach to restore the bridge's capacity to remove the posting.
- Steel repairs, blast cleaning, and painting of superstructure for steel girder bridges #076701, #078001, #116901, and #089901, including contamination plans and impacts to under-bridge traffic, were evaluated and designed. To prevent further leaking and deterioration of steel girder ends, deck joint repair or replacement with deck over abutment back wall was required. To minimize any impact to traffic, Michael Baker staged construction and evaluation using precast elements.
- Typical concrete repairs included cracking sealing, patching, and sealer coating for the concrete slab bridges and culverts #001601, #001901, #043601, #076401, and #116621.
- Bridges #048201 and #084120 were prestressed concrete-girder bridges with construction anticipated to include coating and sealing exposed strands and patching repairs for other spalled areas.

PROJECT SIMILARITIES

- IDIQ Contract
- Bridge Maintenance, Preservation, or Rehabilitation
- Bridge Inspection and/or Load Ratings
- Various Bridge Types: Concrete, Steel, Timber, & Culverts
- Drainage Condition Evaluation
- Traffic Engineering
- Environmental Permitting
- Hazardous Materials Investigation



17. Firm Experience:

Firm name	Michael Baker International, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	I-26 & SC 9 Bridge Emergency Assessment & Repair		Firm responsibility (prime or sub?)	Prime Consultant
Project number	N/A	Owner's Name	South Carolina Department of Transportation (SCDOT)	
Project location	Spartanburg, SC	Owner's Project Manager	Emily Woods, PE	
Owner's address, phone, email		955 Park Street, Columbia, SC 29201 803-737-1353 Woodsek@scdot.gov		
Services commenced by this firm (mm/yy)		06/20	Total consultant contract cost (\$1,000's)	\$1,073
Services completed by this firm (mm/yy)		06/26 (est.)	Cost of consultant services provided by this firm (\$1,000's)	\$1,073

Michael Baker provided emergency bridge repair design and project management services to develop repair plans and packages addressing pier deterioration and bearing replacement for the I-26 eastbound and westbound bridges crossing Lake Bowen, as well as the SC-9 Bridge over the South Pacolet River in Spartanburg County. When inspectors discovered severe deterioration on the eastbound I-26 bridge (cracks widening from a quarter inch to over an inch within six months), SCDOT faced the urgent challenge of preventing an interstate shutdown that would have disrupted travel for more than 30,000 vehicles daily.



SCDOT engaged Michael Baker as Engineer-of-Record to deliver emergency repairs for the I-26 eastbound and westbound bridges and strengthen the SC 9 bridge as a detour route. ***Our team's responsibilities included project management, field investigations, conceptual and final design, construction-phase services, and load rating.*** We were also responsible for managing expedited scheduling, stakeholder coordination, and constructability workshops with contractors and regulatory agencies to ensure timely delivery.



Given the complexity and urgency, conventional strategies were inadequate. Michael Baker's engineers developed multiple repair alternatives, ultimately selecting a post-tensioned retrofit that unified existing components for strain compatibility. This solution allowed repairs under live traffic, minimizing disruption while addressing critical structural deficiencies. The team also designed Carbon Fiber Reinforced Polymer (CFRP) strengthening for SC 9 to ensure a viable detour route. ***To accelerate delivery, we adopted a semi-collaborative procurement approach, issuing 95% complete plans for bidding before full contract execution.*** Workshops with shortlisted contractors enabled early feedback integration, reducing risk and improving constructability. Construction was phased to mitigate winter-related stresses, beginning with bearing releases before advancing to pier repairs and detour preparation.

The project faced extraordinary challenges: deteriorating piers located 50 feet above Lake Bowen, limited access due to steel widening beams, and continuous interstate and boating traffic. Engineers diagnosed a previously undocumented structural interaction between frozen bearing anchorages and expansion anchors, necessitating custom solutions. ***National experts in structural steel and post-tensioning, including proposed team member Jason Stith, PE, were mobilized*** to ensure technical rigor and successful execution.

Completed on schedule in February 2024 and 25% under initial budget estimates, the project extended the service life of the I-26 bridges by over 20 years, ***removed weight restrictions on SC 9,*** and preserved the aesthetic integrity of the lake crossings. The innovative approach ***avoided costly replacements, saved millions in public funds, and enhanced safety*** for motorists and boaters. Beyond immediate benefits, the post-tensioned retrofit offers a replicable strategy for similar aging infrastructure statewide.

PROJECT SIMILARITIES

- Emergency Bridge Repair / Preservation
- Complex Technical Challenges met with Innovative Solutions
- Emergency Response
- Expedited Schedule
- Delivered under Budget

Participating Team Members:

Stephen Ross, PE | Jason Stith, PE

Award-Winning Project:

Palmetto Award, ACEC-SC, March 14, 2026



Subconsultant Projects

17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	IDIQ Contract for Bridge Preservation Services		Firm responsibility (prime or sub?)	Prime Consultant
Project number	44-24187	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Statewide, LA	Owner's Project Manager	Brian Allen, PE	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1840 Brian.Allen@la.gov		
Services commenced by this firm (mm/yy)		10/22	Total consultant contract cost (\$1,000's)	\$12,250 (Maximum)
Services completed by this firm (mm/yy)		10/27	Cost of consultant services provided by this firm (\$1,000's)	\$2,170



As the Prime Consultant, Modjeski and Masters (M&M) assembled a highly qualified, multi-disciplinary team to **perform and execute 20 task orders for DOTD under a five-year IDIQ Bridge Preservation Contract**. M&M was responsible for engineering and related services and the management of subconsultants contracted to provide support as part of the M&M team. All task orders were completed on schedule and within budget. M&M provided bridge engineering services for fixed and movable bridges which included **new bridges, bridge replacements, bridge rehabilitation, bridge preventive maintenance and repair, and roadway lighting**. Movable bridge engineering services included structural,

mechanical, electrical, and architectural feasibility, design and plan development, and construction related engineering services.

The major work items performed in this IDIQ contract included the following:

- Bridge Engineering (Fixed and Movable)
- Bridge Load Rating/Analysis
- Geotechnical
- Investigation Instrumentation and NDT
- Bridge Inspection & Coatings Evaluation
- Surveying
- Environmental/Permitting
- Road Design/Traffic Engineering/TMP
- Construction Related Engineering Support



PROJECT SIMILARITIES

- DOTD Project
- IDIQ Contract
- Bridge Maintenance, Preservation, or Rehabilitation
- Electrical Engineering
- Construction Support
- Traffic Engineering
- Geotechnical Engineering
- Environmental Services
- Stakeholder Coordination

Participating Team Members:

Geoffrey Forest, PE | Jeff Newman, PE | Jonathan Gerhart, PE

17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	IDIQ Contract for Bridge Preservation Services		Firm responsibility (prime or sub?)	Prime Consultant
Project number	44-24187	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Statewide, LA	Owner's Project Manager	Mark Bucci, PE	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1076 Mark.Bucci@la.gov		
Services commenced by this firm (mm/yy)		04/20	Total consultant contract cost (\$1,000's)	\$5,800
Services completed by this firm (mm/yy)		04/25	Cost of consultant services provided by this firm (\$1,000's)	\$5,254

As the Prime Consultant, Modjeski and Masters assembled a highly qualified, multi-disciplinary team to **perform and execute 33 task orders for DOTD under a five-year IDIQ Bridge Preservation Contract**. M&M was responsible for engineering and related services and the management of subconsultants contracted to provide support as part of the M&M team. All task orders were completed on schedule and within budget. M&M provided bridge engineering services for fixed and movable bridges which included new bridges, bridge replacements, bridge rehabilitation, bridge preventive maintenance and repair, and roadway lighting. Movable bridge engineering services included structural, mechanical, electrical, and architectural feasibility, design and plan development, and CRES.

The major work items performed in this IDIQ contract included the following:

- Bridge Engineering (Fixed and Movable)
- Bridge Load Rating/Analysis
- Geotechnical
- Investigation Instrumentation and NDT
- Bridge Inspection & Coatings Evaluation
- Surveying
- Environmental/Permitting
- Road Design/Traffic Engineering/TMP
- Construction Related Engineering Support



PROJECT SIMILARITIES

- DOTD Project
- IDIQ Contract
- Bridge Maintenance, Repair, or Preservation
- Construction Support
- Traffic Engineering
- Geotechnical Engineering
- Environmental Services
- Stakeholder Coordination

Participating Team Members:

Geoffrey Forest, PE | Jeff Newman, PE | Jonathan Gerhart, PE

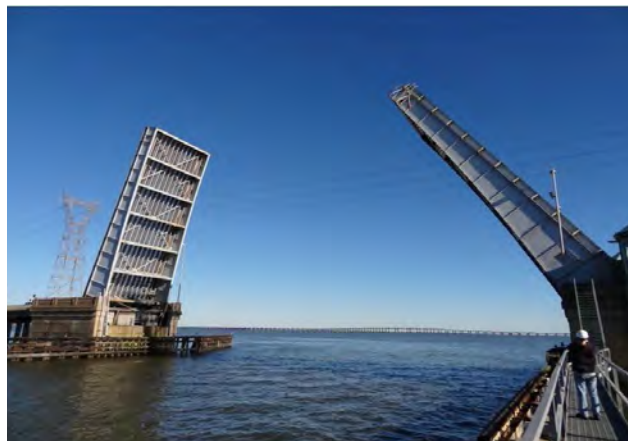
17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	IDIQ Contract for Bridge Preservation Services		Firm responsibility (prime or sub?)	Prime Consultant
Project number	44-12382	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Statewide, LA	Owner's Project Manager	Mark Bucci, PE	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1076 Mark.Bucci@la.gov		
Services commenced by this firm (mm/yy)		04/18	Total consultant contract cost (\$1,000's)	\$4,100
Services completed by this firm (mm/yy)		04/23	Cost of consultant services provided by this firm (\$1,000's)	\$3,657

As the Prime Consultant, Modjeski and Masters assembled a highly qualified, multi-disciplinary team to **perform and execute 28 task orders for DOTD under a five-year IDIQ Bridge Preservation Contract**. M&M was responsible for engineering and related services and the management of subconsultants contracted to provide support as part of the M&M team. All task orders were completed on schedule and within budget. M&M provided bridge engineering services for fixed and movable bridges which included new bridges, bridge replacements, bridge rehabilitation, bridge preventive maintenance and repair, and roadway lighting. Movable bridge engineering services included structural, mechanical, electrical, and architectural feasibility, design and plan development, and CRES.

The major work items performed in this IDIQ contract included the following:

- Bridge Engineering (Fixed and Movable)
- Bridge Load Rating/Analysis
- Geotechnical
- Investigation Instrumentation and NDT
- Bridge Inspection & Coatings Evaluation
- Surveying
- Environmental/Permitting
- Road Design/Traffic Engineering/TMP
- Construction Related Engineering Support



PROJECT SIMILARITIES

- DOTD Project
- IDIQ Contract
- Bridge Maintenance, Repair, or Preservation
- Construction Support
- Traffic Engineering
- Geotechnical Engineering
- Environmental Services
- Stakeholder Coordination

Participating Team Members:

Geoffrey Forest, PE | Jeff Newman, PE | Jonathan Gerhart, PE

17. Firm Experience:

Firm name	Bridge Diagnostics, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Statewide Non-Destructive Evaluation IDIQ		Firm responsibility (prime or sub?)	Prime Consultant
Project number	4400025002	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Statewide, LA	Owner's Project Manager	Bradley Mistich	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1200 Bradley.Mistich@la.gov		
Services commenced by this firm (mm/yy)		02/23	Total consultant contract cost (\$1,000's)	\$7,500
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$5,200

BDI was awarded this Non-Destructive Evaluation contract by DOTD. The following task orders are a summary of major work performed.

Task Order II Twin Span and 6-mile Deck Evaluation: BDI performed deck assessments involving various NDT-E methods including automated deck sounding (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 design of instrumentation plans, instrumentation of sensors, maintenance of sensors, and analysis and evaluation of the accumulated data.

Steven Fall serves as a project manager responsible for local crew coordination, scheduling, and completion of field work. Graham Bettis and Brice Carpenter serve as subject matter experts.

PROJECT SIMILARITIES

- DOTD Project
- IDIQ Contract
- Proven Experience Partnering with DOTD PM Bradley Mistich
- Non-Destructive Evaluation
- Testing & Instrumentation
- Bridge Maintenance, Preservation, or Rehabilitation
- Bridge Inspection and/or Assessments
- Various Bridge Types across Louisiana

Participating Team Members:

Steven Fall, PE | Brice Carpenter, PE | Graham Bettis, PE

17. Firm Experience:

Firm name	Bridge Diagnostics, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	UT Anchor Bolt Inspection of Bayou Dularge Houma Navigation Bridge		Firm responsibility (prime or sub?)	Prime Consultant
Project number	Task Order 7, Task 4	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Houma, LA	Owner's Project Manager	Bradley Mistich	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1200 Bradley.Mistich@la.gov		
Services commenced by this firm (mm/yy)		08/25	Total consultant contract cost (\$1,000's)	\$501 (Maximum)
Services completed by this firm (mm/yy)		09/25	Cost of consultant services provided by this firm (\$1,000's)	\$172

DOTD observed a ruptured anchor bolt on the Houma Navigation Bridge carrying Barrow St. over Bayou Dularge on August 12, 2025, and immediately requested BDI's services to determine the extent of damage on the bridge and perform NDE on the steel structure to assess condition.

BDI performed ultrasonic testing using the Olympus Epoch 650 UT system to assess the condition of the anchor bolts. Additionally, BDI performed hammer sounding on each bolt. Three of the 16 anchor bolts failed hammer sounding, but did not exhibit defects when the UT data were analyzed. With the exception of the ruptured bolt, the remaining 15 bolts did not indicate flaws being present from ultrasonic evaluation.

The following testing activities were performed:

- BDI accessed all anchor bolts via internal structure stairways to minimize the need for fall protection or ropes access.
- BDI staff applied UT couplant to each bolt prior to testing to ensure full UT probe contact. Each bolt face was fully scanned and screenshots of each scan location were saved for reference.
- Following UT testing, each bolt was thoroughly cleaned and sprayed with cold-galvanizing compound to mitigate corrosion.
- Prior to application of cold-galvanizing spray, each bolt was hammer-sounded to determine if the bolts were fully intact or had faults.

BDI recommended that a monitoring system consisting of strain gauges on the northwestern tower, east leg anchor bolts to collect their responses as the bridge leaves were raised and lowered. Additionally, BDI recommended a similar monitoring system be installed on the northeastern tower to collect data that would be used as control data. By analyzing the data over time, the behavior and characteristics of the structure could be observed.

Steven Fall served as a project manager responsible for local crew coordination, scheduling, and completion of field work. Brice Carpenter served as subject matter expert.



PROJECT SIMILARITIES

- DOTD Project
- Proven Experience Partnering with DOTD PM Bradley Mistich
- Non-Destructive Evaluation
- Testing & Instrumentation
- Bridge Maintenance / Preservation

Participating Team Members:

Steven Fall, PE | Brice Carpenter, PE

17. Firm Experience:

Firm name	Bridge Diagnostics, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Bridge Weigh in Motion Contract		Firm responsibility (prime or sub?)	Subconsultant
Project number	H.009730	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Norco, LA	Owner's Project Manager	Nick Fagerburg	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1200 Nick.Fagerburg@la.gov		
Services commenced by this firm (mm/yy)		06/25	Total consultant contract cost (\$1,000's)	\$1,000
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$920

BDI was awarded the Bridge Weigh in Motion (BWIM) contract to assist DOTD in determining overweight loads traveling across structures in Louisiana. BDI developed the BWIM system to use a structure as a load cell. This project serves as a proof of concept and was broken out into three phases in order to ensure DOTD is receiving accurate data while maintaining long-term structure health by limiting overweight non-permitted loads. The US-61 Bonnet Carre westbound structure (Recall 002819) was chosen as the bridge where these phases would be tested before statewide implementation.

Phase 1 Live Load Testing (Completed): BDI performed a live load test on recall 002819 to determine a baseline for the BWIM system. BDI installed strain gauges and tiltmeters on three spans of the superstructure to determine capacity and overall behavior of the AASHTO prestressed girders. BDI then drove a fully loaded dump truck over the structure to measure total strain in each girder. This data was used to develop the sensor plans for the BWIM gauge system along with typical responses that should be seen in the system if an overweight load was to drive over the structure.

Phase 2, BWIM System Plans and Install (Ongoing): Once the baseline from the Live Load Test was determined, BDI developed a full structural plan set to install on the structure. These plans included "trigger gauges" that are always active and will trigger and turn the rest of the system on if an overweight load crosses the gauge threshold, strain gauges that once turned on, will measure total strain in the structure, and high-resolution cameras that will take photos of the vehicle passing over the span. BDI has installed all gauges and camera systems on the structure and is waiting for AC power lines to be brought to the system. Once power has been established, the system will be ready for data collection.



Phase 3, Data Collection: Once the BWIM system has been installed, the initial data collection phase will begin. Over the next 6 months, BDI will constantly be monitoring and collecting data to ensure the BWIM system is operating properly and identifying overweight loads. Once an overweight load has been identified with the BWIM system, a police cruiser will weigh the vehicle with load cells and confirm the overweight, non-permitted load. Once enough data has been collected after the first 6 months and the BWIM system has been established as working properly, DOTD will determine more structures where the BWIM system can be implemented and installed to help ensure the long term health of the bridge by limiting overweight loads.

Steven Fall serves as a project manager responsible for local crew coordination, scheduling, and completion of field work. Graham Bettis and Brice Carpenter serve as subject matter experts.

PROJECT SIMILARITIES

- DOTD Project
- Bridge Maintenance / Preservation
- Testing & Instrumentation
- Load Monitoring

Participating Team Members:

Steven Fall, PE | Brice Carpenter, PE | Graham Bettis, PE

17. Firm Experience:

Firm name	Wiss, Janney, Elstner Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Danziger Lift Bridge Additional Work – Approach Span Assessment		Firm responsibility (prime or sub?)	Subconsultant
Project number	44-21594 H.000303.6	Owner's Name	Louisiana Department of Transportation and Development	
Project location	New Orleans, LA	Owner's Project Manager	Jeffrey Hastings	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1460 Jeffrey.Hastings@la.gov		
Services commenced by this firm (mm/yy)		03/23	Total consultant contract cost (\$1,000's)	\$47
Services completed by this firm (mm/yy)		05/23	Cost of consultant services provided by this firm (\$1,000's)	\$47

Wiss, Janney, Elstner Associates, Inc. (WJE) performed a condition assessment of the approach spans of the Danziger Lift Bridge over the Inner Harbor Navigation Canal in New Orleans for DOTD. The objective of the investigation was to assess the condition of the reinforced concrete bridge deck and accessible superstructure and substructure elements in advance of planned rehabilitation work and identify elements requiring intervention over the next twenty-five years.



WJE performed field investigations that included visual inspections, sounding surveys, crack mapping, ground penetrating radar (GPR) reinforcement cover surveys, and representative concrete core sampling of the approach spans. Laboratory evaluations of core samples included petrographic examination and chloride concentration testing to characterize concrete constituents and properties, evaluate deterioration mechanisms, and assess corrosion-related durability risks. WJE also visually evaluated expansion joints, barriers, and accessible superstructure and substructure elements to identify

distress conditions, including cracking, spalling, and previous repairs, and to assess the overall condition and serviceability of the bridge components.

The bridge approach spans were found to be in generally good condition and expected to perform serviceably for the next 25 years without interventions; however, because several spans exhibited more extensive cracking than others, an application of a methyl methacrylate flood coat followed by a broadcast sand was presented as an optional treatment consistent with good bridge preservation practices.

PROJECT SIMILARITIES

- Condition assessment
- Maintenance planning
- Preservation alternatives
- Data collection and analysis
- Mitigation strategies
- Field and laboratory testing

Participating Team Members:

Jonathan McGormley, PE | Mohamed ElBatanouny

17. Firm Experience:

Firm name	Wiss, Janney, Elstner Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Testing and Evaluations of Structures, T0 3, Service Life Estimates		Firm responsibility (prime or sub?)	Prime
Project number	44-25003 H.009730.5	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Orleans Parish and Jefferson Parish, LA	Owner's Project Manager	Bradley Mistich	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1544 Bradley.Mistich@la.gov		
Services commenced by this firm (mm/yy)		05/25	Total consultant contract cost (\$1,000's)	\$543
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$543

WJE is performing service life evaluations of the Rigolets Bridge (US-90 over Rigolets Pass) and the Caminada Bay Bridge (LA-1 over Caminada Bay) for DOTD under this Statewide Structures Nondestructive Evaluation (NDE) IDIQ Contract. The objective of the investigations is to evaluate the effects of marine and brackish-water chloride exposure on reinforced concrete substructure elements for the purpose of estimating remaining service life and supporting long-term preservation planning.



WJE reviewed previous inspection reports and as-built drawings prior to performing field investigations that included visual and hammer sounding surveys, and in-depth evaluations at representative study areas that included as-built reinforcement cover assessment, corrosion evaluation using electrical surface resistivity and half-cell potential methods, and material sampling. Laboratory evaluations of concrete core samples included petrographic examination, chloride concentration testing, and concrete diffusion property testing to characterize the concrete properties, exposure conditions, and potential deterioration mechanisms.

The findings from the field and laboratory investigations were synthesized to develop inputs for WJE CASLE™ probabilistic service life models used to evaluate future chloride ingress, corrosion

initiation, and potential corrosion-related deterioration of the substructures. Based on the findings, WJE is developing conceptual recommendations related to preservation, maintenance, future in-depth inspections, and long-term corrosion mitigation strategies for the bridge substructures.

PROJECT SIMILARITIES

- Condition evaluation
- Service life estimates
- Data collection and analysis
- Mitigation strategies
- Field and laboratory testing

Participating Team Members:

Jonathan McGormley, PE



17. Firm Experience:

Firm name	Wiss, Janney, Elstner Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	US 190 Over LA 415 and CPKC RR Emergency Repairs		Firm responsibility (prime or sub?)	Subconsultant
Project number	N/A	Owner's Name	Louisiana Department of Transportation and Development, D61 Operations	
Project location	West Baton Rouge Parish, LA	Owner's Project Manager	John Fontenot	
Owner's address, phone, email		8100 Airline Highway, Baton Rouge, LA 70815 225-231-4102 john.fontenot2@la.gov		
Services commenced by this firm (mm/yy)		11/25	Total consultant contract cost (\$1,000's)	Unavailable
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$100

US 190 over LA 415 and the CPKC Railroad is a multi-span structure consisting of ten precast concrete approach spans flanking a five-span steel superstructure crossing the railroad. Because of the skew of the railroad, the steel superstructure consists of floor beams spanning between single concrete columns. Each floor beam supports ten rolled-shape stringers. In the two end spans, the steel stringers are supported on fixed bearings on concrete wall piers while the other end of the stringer is supported on saddles riveted to the floor beam web. The structure was originally constructed in 1939 and has only seen limited repairs over its nearly 90-year service life.



Inspections over the last three years have identified extensive corrosion-related distress of the stringers in the two end spans as both ends of the stringers are below deck expansion joints. In 2025, inspections of the stringer section loss led to the load posting of the bridge. Because this structure serves as an emergency truck route from Baton Rouge, posting limits triggered the need to complete emergency repairs to the bridge. WJE was part of the team selected by DOTD to complete the needed emergency repairs to remove the load posting, and to install preventative maintenance repairs to avoid future emergency repairs until the bridge could be programmed for replacement. WJE was retained to develop the steel repairs for the structure.

Working together with the prime consultant, WJE inspected the structure to evaluate the extent of section loss in the stringers. Analysis of the effects of section loss on stringer capacity demonstrated adequate strength to support legal loads allowing the posting to be removed; however, the conditions warranted repair to achieve an additional ten to twenty years of service until replacement. Bolted galvanized web plate repairs were developed to restore web section loss. Installation of the web repairs required installation of through-bolted angles at most interior concrete diaphragms. At the end span diaphragms, access openings were cut in the diaphragms to create space to install the repairs. Installation of the repairs was completed without shoring. To extend the service life of these repairs, in addition to installing a multi-coat paint

system, bent plate flashing was installed below the finger joint above each girder to direct run-off and debris away from the stringer flanges. Installation of the repairs is ongoing.

PROJECT SIMILARITIES

- Condition assessment
- Load Rating
- Repair design

Participating Team Members:

Jonathan McGormley, PE | Leonard Phelps

17. Firm Experience:

Firm name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project name	I-20 Mississippi River Bridge Review		Firm responsibility (prime or sub?)	Prime Consultant
Project number	SP Nos. H.004646 09-L1049, H.010603.6 13-3720, H.010612.6 20-3729, H.004647.6 22-3746, 22-3753, 24-3707	Owner's Name	Louisiana Department of Transportation and Development and MDOT	
Project location	Vicksburg, MS	Owner's Project Manager	Chris Nickel	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1100 Chris.Nickel@la.gov		
Services commenced by this firm (mm/yy)		10/09	Total consultant contract cost (\$1,000's)	\$10,881
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$10,881

Ardaman conducted a geotechnical study to develop a list of technically feasible remedial alternatives to decrease the potential for ground movements to occur at the site of the I-20 Bridge. Movement of the east abutment of the bridge was first realized in 2001 during an inspection. Over the years, Mississippi DOT has retained several consultants who have studied the problem, but no viable solution was identified.

Ardaman conducted a comprehensive review of past slope stability evaluations and recommendations. This task was followed by developing a refined geotechnical site characterization plan for the bank/bluff area for further analyses. Drilling operations included obtaining extremely sensitive samples containing prehistoric shear planes from the river via barge and on land, all with extremely difficult access conditions. The drilling program also included installation of geotechnical instrumentation such as Shape Accelerator Arrays, inclinometers, and vibrating wire piezometers.

Ardaman's engineering analyses included seepage and drawdown analyses and both equilibrium and finite element numerical modeling slope stability analyses. As part of the project, Ardaman developed a full slope stabilization design and construction remediation strategy and a monitoring program for the bluff instability and ground movements affecting the existing I-20 Mississippi River Bridge.

Ardaman is currently managing a phase of the project which involves upgrading the entire instrumentation communication system. It also includes gathering and continuously monitoring various types of instrumentation data, inspects of the site and monitoring changes in topography by obtaining periodic survey data.



PROJECT SIMILARITIES

- DOTD / MDOT Project
- Geotechnical Investigation
- Innovative Drilling Operations
- Instrumentation Upgrades
- Development of Remediation Alternatives

Participating Team Members:

Robb Jewell, PE | Megan Bourgeois, PE

17. Firm Experience:

Firm name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project name	MRB South GBR: LA 1 to LA 30 Connector		Firm responsibility (prime or sub?)	Prime Consultant
Project number	SP No. H.013284	Owner's Name	Louisiana Department of Transportation and Development	
Project location	West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA	Owner's Project Manager	Christina Brignac	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1937 Christina.Brignac@la.gov		
Services commenced by this firm (mm/yy)		07/23	Total consultant contract cost (\$1,000's)	\$6,000
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$713

The project consists of an Enhanced Planning investigation into SP NO. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings. There are three proposed alignments for this project connecting LA 1 on the west side of the Mississippi River to LA 30 on the east. The three alignments range from approximately 7 miles to 8 miles in length including interchanges at either end.



For this preliminary phase of work, Ardaman performed 18 soil borings, and 23 electronic cone penetration tests (ECPTs) distributed among the three alternative alignments. Six soil borings to a maximum exploration depth of 250 feet below existing ground surface (bgs) were performed in the Mississippi River bature area targeting the proposed bridge foundations on either side of the Mississippi River for each alternative.

The remaining 12 soil borings performed to a maximum exploration depth of 150 feet were located along each of the alignments for the high-level approaches and low-level

interchanges on either side of the Mississippi River. The ECPTs were performed to maximum exploration depths ranging from 42 feet to 150 feet and were located along the three proposed alignments to supplement the soil borings. Additionally, a total of 31 electrical resistivity (ER) geophysical survey transects were completed to allow for a survey of the stratigraphy between soil investigation locations.

Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted.

PROJECT SIMILARITIES

- DOTD Project
- Major Bridge Construction Program
- Geotechnical Investigation
- Laboratory Testing

Participating Team Members:

Robb Jewell, PE | Megan Bourgeois, PE

17. Firm Experience:

Firm name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project name	I-10: LA 415 to Essen Lane on I-10 & I-12 (CMAR)		Firm responsibility (prime or sub?)	Subconsultant
Project number	SP NO. H.004100.5	Owner's Name	Louisiana Department of Transportation and Development	
Project location	City, state	Owner's Project Manager	Nicholas Olivier	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1133 Nicholas.Olivier@la.gov		
Services commenced by this firm (mm/yy)		07/21	Total consultant contract cost (\$1,000's)	\$20,800
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$692

The Construction Management at Risk (CMAR) project scope consists of widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 mile. Ardaman is the Geotechnical Consultant on the CMAR team and is currently providing geotechnical support for Segment 1 which starts near the I-10 and I-110 split between Napoleon and St Joseph Streets to Acadian Thruway entrance and exit ramps.



Ardaman previously completed 58 soil borings and associated laboratory testing based on DOTD standards, and 11 electronic cone penetration tests (ECPT) in the preliminary portion of the widening project between Napoleon Street and Louise Street under our current retainer contract in support of the project. In addition, Ardaman performed geophysical surveys along the entire alignment, which allowed for survey of the subsurface conditions between the boring locations. Ardaman is currently performing 37 additional soil borings along the Segment 1 area to supplement existing data along the alignment.

Engineering services include supervision of the field program, development of the

laboratory testing program, quality control review, and development of an interactive geotechnical database to compile and analyze all the supplied soil boring data provide by DOTD and the additional borings that are currently being performed. The engineering analyses consist of detailed selection of design reaches and design soil parameters, slope stability and settlement of earth retained structures, soil-structure interaction with existing structures, deep foundation design, and load testing recommendations. A preliminary geotechnical assessment report was prepared, and a final geotechnical design report will be submitted.

PROJECT SIMILARITIES

- DOTD Project
- Various Highway Structures Improvements
- Geotechnical Investigation & Analysis
- Laboratory Testing

Participating Team Members:

Robb Jewell, PE | Megan Bourgeois, PE

17. Firm Experience:

Firm name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey, Other (SUE)
Project name	Walter O. Bigby Carriageway (N. Pkwy Ext.)		Firm responsibility (prime or sub?)	Prime
Project number	City Project No. 8-15	Owner's Name	City of Bossier City	
Project location	Bossier Parish, LA	Owner's Project Manager	Mark B. Hudson, PE	
Owner's address, phone, email		P.O. Box 5337, Bossier City, LA 71171 318-465-5801 engineering@bossiercity.org		
Services commenced by this firm (mm/yy)		05/15	Total consultant contract cost (\$1,000's)	\$4,901
Services completed by this firm (mm/yy)		11/24	Cost of consultant services provided by this firm (\$1,000's)	\$1,313

NTB provided control, topographic utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property, and bathymetric surveying services, QL A, B, C, and D subsurface utility designation/locating, as well as surveys in support of subsurface utility engineering, right-of-way acquisition plats/maps, and legal description preparation for approximately 2 miles of roadway right-of-way for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge in Bossier City, LA. Bathymetric surveying services were performed to accurately determine the river bottom and channel location in association with the design of a new storm water outfall into the river and separate bathymetric surveying services in support of a levee seepage analysis required by the USACOE. NTB is also responsible for environmental assessment, public hearings, conceptual design, and Construction Management Support Services.

The project contains two multi-lane traffic circles with an estimated construction cost of \$42.3 million. The area includes a major thoroughfare, local streets, riverbanks, levee crossings, and railroad rights-of-way. This project consisted of the design of the Walter O. Bigby Carriageway from north of Eatman Street to Benton Road. Walter O. Bigby follows an existing roadway for a portion of the alignment, then continues northward on new alignment between the Red River Levee and Union Pacific Railroad, crosses existing Union Pacific Railroad tracks with a bridge structure and connects to Benton Road at a new signalized intersection. Total project length includes approximately 5,300 feet of reconstructed city streets and 3,600 feet of new four-lane streets, which includes a 1,470-foot bridge structure. This project was completed in accordance with the Louisiana Location and Survey Manual, CI/ASCE Standard 38-02, and City of Bossier standards.



PROJECT SIMILARITIES

- DOTD Project
- Survey, Right-of-Way, SUE, & Utility Coordination to support New Bridge Over Rail
- Preliminary Bridge and/or Roadway Design
- Railroad Coordination
- Urban Constraints

Participating Team Members:

Amy Schulze, PE, CFM | Bryan Bunch, PLS

17. Firm Experience:

Firm name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey, Other (SUE)
Project name	Rural Bridge Replacement Initiative Phase II		Firm responsibility (prime or sub?)	Subconsultant
Project number	4400019338	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Districts 02, 03, 07, 61, & 62, LA	Owner's Project Manager	Robert J. Lear, Jr., PE, LS	
Owner's address, phone, email		10305 Airline Highway, Baton Rouge, LA 70816 225-298-0800 rlear@sigmacg.com		
Services commenced by this firm (mm/yy)		09/20	Total consultant contract cost (\$1,000's)	\$1,328
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$1,328

NTB is performing GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements throughout South Louisiana. Topographic surveying includes surveying of all sub-surface drainage structures, 200 feet upstream and downstream with cross-sections every 50 feet along channels, deck gutter lines, centerline of joints, low chord elevations, bent locations, and right-of-way 800 feet either side of the structure. Subsurface utility engineering services include QL C and QL D utility mapping. NTB produced electronic topographic drawings in MicroStation depicting all utility and topographic information. Data was provided to the engineering consultant for incorporation into their hydraulic model being utilized to evaluate the system.

Boundary surveying has been performed for 15 bridges with approximately 50 parcels. Services include surveying of each parcel affected by either construction servitude or additional right-of-way requirements as well as production of property survey submittal, preliminary and final right-of-way maps, and parcel descriptions. All services are being completed in accordance with the Location and Survey Manual Addendum A and all currently accepted Location and Survey Automated procedures

PROJECT SIMILARITIES

- DOTD Project
- Survey, Right-of-Way, SUE, & Utility Coordination to support numerous Bridge Replacement projects
- Stakeholder and/or Railroad Coordination

Participating Team Members:

Amy Schulze, PE, CFM | Bryan Bunch, PLS



17. Firm Experience:

Firm name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey, Other (SUE)
Project name	LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI)		Firm responsibility (prime or sub?)	Prime Consultant
Project number	4400017713	Owner's Name	Louisiana Department of Transportation and Development	
Project location	Orleans Parish, LA	Owner's Project Manager	Barrett Smith, PLS	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1133 barrett.smith@la.gov		
Services commenced by this firm (mm/yy)		12/20	Total consultant contract cost (\$1,000's)	\$588
Services completed by this firm (mm/yy)		03/22	Cost of consultant services provided by this firm (\$1,000's)	\$588

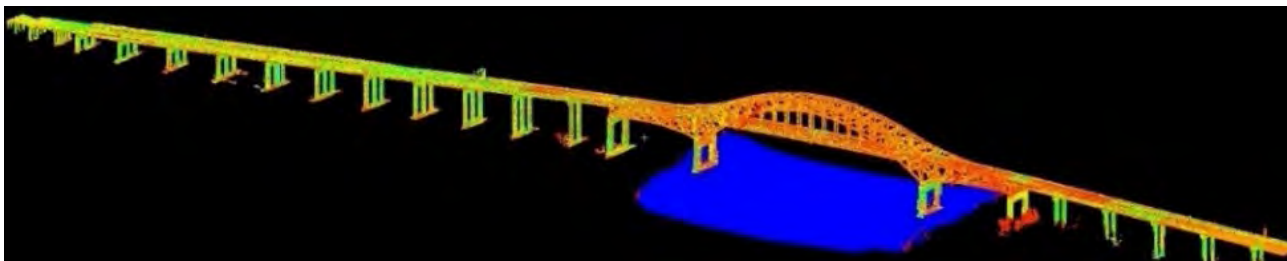
The LA 47: IWGO Bridge Rehabilitation Project is 6,622 feet long Historic Bridge Improvement (HBI) project connecting New Orleans East and Chalmette across the Intercoastal Waterway Gulf Outlet (IWGO) in Orleans Parish. The "Preservation Priority" bridge consists of concrete slab spans, pre-stressed girder spans, welded steel plate girder spans, and tied-arch girder truss spans. This location of LA 47 provides a much-needed connection between Chalmette and New Orleans East. The aging bridge acts as both an artery for commerce, as well as a local road for the public, businesses, and industry as well as the US Coast Guard Base New Orleans and the NASA Michoud Assembly Facility.



NTB's services on the project entailed installation of six deep rod monuments, topographic surveys, establishing a Static GPS Control Network, HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data, hydrographic surveying, and QL C, and D Subsurface Utility Engineering Services. NTB performed a multibeam hydrographic survey of the bridge structure piers to determine scour impact for the bridge repair/ rehabilitation. NTB also performed a 3D LiDAR scan of the bridge during different seasons to see the effects the temperature had on the movement of the bridge. From the LiDAR data collected, NTB developed surface models to provide drawings of specified piers, joint, and truss locations at 4 separate times as deliverables. NTB

supported the design and planning process for the rehabilitation of various bridge components.

NTB also provided traffic control coordination for a complete closure of the bridge from Friday at 8pm until Monday at 5am on four separate occasions to complete the project on time, within budget and with minimal disruption to the public and local businesses. NTB successfully resolved the challenge of accessing and capturing the features and locations of the project's physical infrastructure. Hydrographic surveying and 3D Laser Scanning were combined to obtain information on the LA 47 bridge structure located across the Intercoastal Waterway Guld Outlet. All services were completed in accordance with the Location and Survey Manual and all currently accepted Location and Survey Automated procedures.



PROJECT SIMILARITIES

- DOTD Project
- Survey, Right-of-Way, SUE, & Utility Coordination to support Historic Bridge Rehabilitation
- Hydrographic Survey
- 3D LiDAR Scanning & Modeling

Participating Team Members:

Bryan Bunch, PLS | Amy Schulze, PE, CFM

APPROACH & METHODOLOGY



Michael Baker has developed a tailored approach to efficiently deliver multiple concurrent task orders under this contract, based on our experience managing similar contracts nationwide.

18. Approach & Methodology:

The Michael Baker Team will apply proven strategies from similar structural preservation IDIQ contracts for DOTD and other state DOTs. As IDIQ delivery experts familiar with DOTD's Districts, personnel, standards, and structures, our team can provide ample support to tasks in any phase of project development.

Michael Baker International, Inc. (Michael Baker) brings decades of experience successfully delivering projects for DOTD and has assembled a highly capable team well versed with DOTD's specific requirements. Project Manager (PM) Shalin Sheth's approach to bridge preservation for DOTD is centered on **data-driven asset management**, **district-specific preservation planning**, and **constructible, cost-effective preservation solutions** that extend service life while minimizing user impacts. This methodology integrates system-level planning with project-level execution and provides continuity through construction support. **The overall methodology is organized into the following major elements:**

1. STRUCTURE ASSET MANAGEMENT PLAN DEVELOPMENT



2. STRUCTURE PRESERVATION PROJECT DEVELOPMENT



3. POST-DESIGN CONSTRUCTION SUPPORT

1. STRUCTURE ASSET MANAGEMENT PLAN DEVELOPMENT

Our team will support DOTD in developing and maintaining a Structure Asset Management Plan (SAMP) that aligns with federal transportation asset management requirements, DOTD policies, and available funding levels while **prioritizing long-term performance and risk reduction**.

1.1 Data Integration and Condition Assessment

We will integrate and evaluate all available bridge data, including:

- National Bridge Inventory (NBI) and inspection records
- Element-level condition states and component-level condition ratings
- Prior maintenance, repair, preservation, and rehabilitation history
- Load rating data and load postings.
- Traffic volumes, detour impacts, and route importance

Special emphasis will be placed on identifying bridge structures that have "poor" or "fair" condition ratings to upgrade them on a priority basis to lengthen their lifespan with an acceptable level of service. Criteria will be developed to aid in the identification of bridges that are candidates for preservation, candidates for rehabilitation, and candidates for replacement.

1.2 District-Specific Preservation Planning – 9 DOTD Districts

Recognizing that deterioration mechanisms vary across Louisiana, we will develop district-specific preservation strategies tailored to environmental exposure, bridge typology, and maintenance history. For each district, we will establish a generic deterioration profile based on:

- Exposure Conditions (Coastal vs. inland exposure, chlorides, humidity, storm surge)
- Nature of traffic loading (Urban v/s Rural, Low ADTT v/s High ADTT)
- Typical bridge types (prestressed concrete girder, steel girder, movable, timber, etc.)
- Common inspection findings within the district

District-Level Preservation Playbooks: Using these profiles, we will create preservation "playbooks" for each district that include:

- Typical preservation treatments for common bridge types
- Trigger conditions for each treatment (e.g., condition state thresholds)
- Recommended inspection-to-preservation timelines
- Typical details and pay items

This allows DOTD to efficiently deploy preservation projects across a district without re-evaluating each structure from first principles.

Coordination with District Personnel: We will work with District Bridge Engineers to:

- Validate deterioration assumptions
- Incorporate local maintenance experience
- Adjust preservation approaches based on constructability and traffic realities

This collaborative approach ensures district buy-in and improves project delivery efficiency. We understand that District 02 does not currently have a dedicated bridge repair team; we are prepared to coordinate with DOTD's contractor (procured under a separate repair contract).

TRUSTED PARTNERS IN ON-CALL STRUCTURES ASSET MANAGEMENT

Michael Baker brings a team of experts in bridge maintenance/preservation programs:

- ✓ **Jim Nelson** - former State Bridge Engineer for Iowa DOT managing inspection, maintenance, and project development programs
- ✓ **Brian Hanks** - former State Structures Engineer for North Carolina DOT managing statewide preservation, rehabilitation, and replacement projects
- ✓ **Fred Harper** - Project Manager for ARDOT's Bridge Preservation/Assessment contract
- ✓ **Stephen Ross** - Project Manager for SCDOT's I-26 Emergency Bridge Repair
- ✓ **Jeff Newman** - leading Modjeski and Masters' Bridge Preservation IDIQ with DOTD
- ✓ **Graham Bettis** - Former TxDOT State Bridge Engineer leading BDI's Non-Destructive Evaluation IDIQ with DOTD

In addition, we have added **Wiss, Janney, Elstner Associates, Inc. (WJE)** to provide **additional capacity and unmatched expertise** in this scope area. WJE's engineers specialize in bridge asset management, preservation, and non-destructive evaluation, enhancing our capabilities and capacity for concurrent work.



1.3 Deterioration Trends and Forecasting

We will evaluate historic inspection data to identify common deterioration mechanisms affecting DOTD bridges, such as:

- Reinforced Concrete – Girder and deck cracking, delamination, and reinforcement corrosion.
- Steel Bridges – Section loss in steel members
- Bearing deterioration, joint deterioration, and related substructure damage.

- Cracking of substructure concrete elements, section loss in piles, deterioration/displacement of timber piles, erosion, and scour vulnerability

These trends will inform both district-level preservation planning and standard treatment selection.

2. STRUCTURE PRESERVATION PROJECT DEVELOPMENT

Once preservation candidates are identified at the program level, we will prioritize them and advance them into project-ready preservation packages suitable for advertisement and construction.

2.1 Preservation Strategy Selection

For each structure, we will evaluate feasible preservation strategies, such as: Deck overlays, and crack repair and sealing, joint elimination or replacement, bearing cleaning, reset, or replacement, improving structural steel strength using cover plates, localized concrete repairs and protective systems, use of titanium alloy bars with external post-tensioning, judicious use of FRP wraps only where quantitative strength enhancement is desired, etc.

Treatments will be selected based on constructability, expected service-life extension, traffic impacts, and compatibility with existing materials.

2.2 Cost-Effective, Constructible Design

Preservation plans will be developed with a strong emphasis on:

- Minimizing scope creep into rehabilitation.
- Limiting traffic disruptions and staged construction where feasible.
- Leveraging standardized DOTD details and specifications.
- Using unit-price-based repairs to address variable deterioration.

Plans, details, quantities, and estimates will be prepared to DOTD standards and coordinated closely with District staff to ensure practical implementation.

PROVEN SUCCESS DEVELOPING REHABILITATION PLANS



Michael Baker is currently developing rehabilitation plans for the US 371 Sibley Bridge over KCS Railroad. Shalin and Deputy PM Jim Nelson have formulated a concept plan to tackle the technical and logistical challenges of rehabilitating this 1934 structure, aiming to extend its service life by 20 years.

2.3 Movable Bridge Preservation Approach



the preservation of existing movable bridges, Modjeski & Masters' (M&M's) Movable Bridge specialists will perform preliminary inspections to determine the scope of repair and/or strengthening. These inspections will encompass all appropriate aspects of the bridge, including:

- Mechanical and electrical drive systems.
- Trunnions, racks, gears, and operating machinery.
- Control systems, motors, and redundancy.
- Span alignment and operational tolerances.

2.3.2 Targeted Preservation Strategies: Preservation recommendations will focus on maintaining reliability and minimizing unplanned outages. Our team will present DOTD with a proposed rehabilitation scope based on each inspection, including a cost estimate and pertinent information such as required roadway or marine outages. Our engineers will balance life expectancy, repair cost, and complexity of construction to create a cost effective bridge rehabilitation scope that meets the required design life.

Once an agreed scope is reached between DOTD Bridge Design and the Michael Baker Team, design efforts will begin. The latest version of the AASHTO Movable Highway Bridge Design Specifications will be used as the design standard, with Louisiana's Standard Specifications for Roads and Bridges taking precedent where applicable. The project scope will guide the design process to the first milestone submission. After addressing any comments or concerns brought up by DOTD, the design will progress through subsequent design submissions to add more detail and clarity until final design plans are produced. If the rehabilitation project moves into the construction phase, our team will provide construction-phase support, as detailed later in the Approach and Methodology.

M&M's movable bridge experts are also equipped to support startup, testing, and commissioning, at which point the various systems are inspected and tested through all operating modes. The movable span will be operated on all available power sources, and all control system interlocks and bypasses will be tested. Following startup and testing, a final inspection will occur by all disciplines involved to create a punchlist to close out the rehabilitation. Staying actively involved with the construction work has been effective on past projects to ensure the work is progressing smoothly and helps to avoid potentially costly surprises at the end of the project.

Preservation treatments for movable bridges will include:

- Mechanical system rehabilitation and alignment.
- Corrosion protection for machinery and steel members.
- Electrical and controls upgrades compatible with existing systems.
- Bearing and support system preservation.

All work will be coordinated with DOTD operations staff to maintain navigational and roadway functionality.

2.4 Non-Destructive Testing, Sampling, & Instrumentation



BDI strengthens the Michael Baker Team with nationally recognized experts specializing in in-depth structural evaluations that support bridge preservation and rehabilitation decisions. BDI's engineers and field inspectors identify the location, extent, and causes of structural defects—both visible and concealed—using advanced investigative techniques and engineering analysis. For decades, BDI has supported DOTs, including DOTD, with actionable assessment data that improves preservation strategies, prioritizes rehabilitation needs, and enhances asset

management programs. Using a comprehensive suite of nondestructive testing (NDT) technologies, BDI efficiently samples, instruments, and evaluates individual bridges or large bridge inventories as part of corridor- and network-level studies. These evaluations provide owners with reliable, data-driven insight into structural condition and performance, supporting informed maintenance, preservation, repair, and rehabilitation decisions.

BDI further expands the capabilities of the Michael Baker International team through specialized instrumentation, rapid-response NDT equipment, and proprietary software and hardware that automate complex data collection and analysis. For example, BDI's SoundAR tool automates bridge deck sounding and rapidly quantifies deck condition states and deterioration levels across bridge inventories. BDI has served DOTD directly for more than eight years as a prime consultant, providing a strong understanding of the department's bridge preservation objectives, project delivery expectations, and asset management needs.

2.5 Geotechnical Investigation, Engineering, and Laboratory Testing



Michael Baker has partnered with Ardaman & Associates, who have more than 40 years of experience working for DOTD conducting geotechnical investigations on all

manner of structures projects. Ardaman routinely completes projects ranging in scope from one to two soil borings to over 300 soil borings at a site. They maintain a fleet of hollow-stem and rotary drilling rigs (truck and ATV mounts) in Louisiana that possess a wide range of capabilities.

Constructability of any proposed solution will always be considered when completing engineering design analyses. Ardaman's geotechnical engineers have experience with evaluating and recommending innovative remedial measures such as ground improvement, load transfer platforms, utilization of pile setup, lightweight fill, surcharge and/or wick drains if necessary to meet required design goals for a project. They perform in-situ field testing using vane shear and CPT soundings, and they seal boreholes in accordance with DOTD and LADEQ regulations. All boring spacing is conducted in accordance with the LRFD Bridge Design manual unless otherwise directed by DOTD's Project Manager.

2.6 Surveying, Subsurface Utility Engineering, and Utility Coordination



Our key team member, NTB Associates, has a long history of providing high-quality surveying and SUE services to DOTD, ensuring projects meet or exceed requirements. Our team's SUE Lead, Amy Schulze, PE, CFM, oversaw operation and maintenance activities of a sanitary sewer system for over 10 years as well as a water and gas system for nearly 3 years. This knowledge of operating public utilities, coupled with her knowledge of utility designating services, provides a point of view from both sides of the process, allowing for a smoother and more efficient approach to each project.

Utility coordination may be a key component of some Task Orders, and NTBA provides subsurface utility engineering (SUE) services across Quality Levels A-D. This includes Quality Level A (Precise location of utilities using test holes), Quality Level B (Utility location through surface geophysical methods), Quality Level C (Visual surface indications), and Quality Level D (Record research to identify utility locations). NTBA's comprehensive SUE services will

accurately identify and locate utilities, minimizing design and construction risks associated with underground infrastructure.

NTBA's utility designating group is cross-trained with their surveying group, allowing them to offer complete turn-key services. 3D LiDAR scanning can capture bridge decks, travel lanes, and substructures, providing a comprehensive record of existing utilities that may be attached to a bridge. The laser scanning data, coupled with their conventional SUE data, allows them to produce a comprehensive picture of all utilities affected - not just those underground. This integration eliminates the hassle of coordination between multiple contractors, ensuring that utility and survey data are delivered in a streamlined, efficient manner. DOTD will be able to make informed decisions during the design phase, which in turn will help mitigate and manage utility risks, reducing utility conflicts, construction delays, and redesign costs, ultimately enhancing project efficiency.

3. POST-DESIGN CONSTRUCTION SUPPORT

Our involvement continues beyond design to ensure maintenance and preservation projects are executed as intended.

3.1 Bid and Construction Phase Services

Preservation projects often uncover hidden deterioration. Led by Construction Engineer Mary Flynn, PE, our team will provide construction-phase support services, including checking shop drawings, providing answers to RFIs, and evaluating proposed changes (if any) during construction. Post-design support will include:

- Pre-bid assistance and constructability clarifications
- Response to contractor RFIs and plan clarifications
- Review of working drawings, repair procedures, and material submittals
- Field visits to address unforeseen deterioration conditions
- Environmental & Hazardous Materials monitoring

MICHAEL BAKER SUPPORTS COMPLEX DOTD STRUCTURES THROUGH CONSTRUCTION



"Their team truly impressed me with their handling of the CE&I duties on this force account...Mary Flynn, the project engineer, worked through many issues on the Department's behalf and persisted in communicating with multiple parties to get the contractor's pay applications complete and certified for payment. She was always available to discuss any ongoing issues. I would happily have Michael Baker on another project; they have shown that they have the Department's best interests in mind and strive to deliver a successful project."

*- Jason Michiels, PE | Facilities & Movable Bridges Maintenance Manager
LADOTD Structures and Facilities Maintenance
D61 CE&I IDIQ, TO 9: Bayou Grosse Tete Emergency Swing Bridge Repair*

During construction, the Michael Baker Team will be available to assist with unforeseen issues that often arise when working on existing structures. Engineers will be available on-site for key points of the rehabilitation to verify that the repairs and installation meet requirements detailed in the design. Alignment of critical components will be checked before the work progresses to ensure systems operate correctly once assembled. We will assist DOTD in:

- This proactive support minimizes delays while preserving design intent and cost control.

Scoping & Kickoff Meetings: After selection, Shalin will request a meeting with the DOTD Project Manager and other required DOTD staff for a scoping meeting. This meeting will define Task Order scope where all parties involved have full understanding of the scope. Defining the scope early helps to make sure these items are included as part of the final contract.

Timely Execution of Task Orders: Michael Baker recognizes that the use of IDIQ contracts is to help streamline the delivery process of projects. Shalin and Jim will deliver on our mission to coordinate as quickly as possible with the DOTD Project Manager, identifying the project scope and developing manhour estimates accurately and in a timely manner. We will submit manhours to DOTD PM and collaborate as needed to negotiate the task order. DOTD is now utilizing digital signatures that have sped up the executing process. Our team is built with the capacity to deliver multiple on-going task orders, with only the necessary personnel dedicated to each task order, thus limiting the cost to DOTD while providing ample resources.

Sample Schedule for Managing Concurrent Task Orders: Our team is committed to delivering exceptional results for maintenance and preservation task orders with the agreed-upon timelines for each task order. By leveraging our expertise, coupled with advanced techniques, we ensure that each task order is completed efficiently and accurately.

Task Order	Duration in Months	1	2	3	4	5	6	7	8	9	10	11	12	...	
Task Order 1: Developing a Structure Asset Management Plan for a DOTD District				Structure Asset Management Planning							Preservation Proj. Dev.				
Task Order 2: Developing a Structure Asset Management Plan for an Individual Bridge				Structure Asset Management Planning											
			NDT Support	Geotech Support											
Task Order 3: Developing a Preconstruction Package for a Preservation Project				Preservation Project Development											
			NDT Support	Geotech Support											
				Survey/SUE Support											
Task Order 4: Providing Construction Support Services for Miscellaneous Bridge Maintenance Projects Statewide			Post-Design Construction Support Services (RFIs, Submittal Reviews, etc.)												

In addition, these teams can also provide redundancy to each other as task orders begin and end. Shalin, Jim, and Principal-in-Charge Daniel Thornhill will seamlessly communicate with each other and with DOTD to assess each TO's needs and manage our team's resources appropriately. They will continually monitor Task Order schedules and budgets, looking for opportunities to ramp up or down resources to expedite work or , and reallocate personnel resources between teams as the demands of each Task Order fluctuate.

For example, we have dedicated personnel on each team for asset management planning, preservation project development, and construction support. If one task does not feature preservation project development in its scope, we can easily reallocate those dedicated personnel to another Task Order Team for a project that does feature that scope element.

WORKLOAD



Highway 70 Railroad Overpass Bridge Preservation, Arkansas



Hernando De Soto Bridge Emergency Repair, Memphis, TN



I-26 Bridge Emergency Assessment & Repair, Spartanburg, South Carolina

Each member of the Michael Baker Team offers DOTD high current availability, backed by proven success on numerous past and present projects for the Department.

19. Workload:

<i>Firm(s)</i> ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	<i>Past Performance Evaluation Discipline(s)</i>	<i>Contract Number and State Project Number</i>	<i>Project Name</i>	<i>Remaining Unpaid Balance **</i>
Michael Baker International, Inc.	Bridge	Contract No. 4400021519 S.P. No. H.012030.5 F.A.P. No. H012030	US 371: KCS RR Overpasses HBI	\$40,000
	Bridge	Contract No. 4400021519 S.P. No. H.012030.5 and S.P. No. H.016471.5	US 371: KCS RR Overpasses HBI and US 371: ICG RR Overpass – Supplemental No. 3	\$199,000
	Bridge	Contract No. 4400025026 S.P. No. H.015338 F.A.P. No. H015338	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program – District 07, Supplemental Agreement No. 1	\$54,350
	Road	Contract No. 4400031039 S.P. No. H.015609.5 Task Order #2	LA 22: Hoover Rd Roundabout	\$77,904
	Environmental	Contract No. 4400019379 S.P. No. H.013797 F.A.P. No. H013797	LA 30: EBR PL-I-10	\$310,000
	Environmental	Contract No. 4400019379 S.P. No. H.013797 F.A.P. No. H013797	LA 30: EBR PL-I-10 SA#1	\$110,650
	Environmental	Contract No. 4400019379 S.P. No. H.013797 F.A.P. No. H013797	LA 30: EBR PL-I-10 SA#2	\$52,225
	Environmental	Contract No. 4400005484 S.P. No. H.005168 F.A.P. No. DE-9208 (500)	NORG EIS, New Orleans, Louisiana	\$189,351
	Environmental	Contract No. 4400005484 S.P. No. H.005168	NORG – Avondale PEL Study, New Orleans, Louisiana Supplemental Agreement	\$264,655
	Environmental	Contract No. 4400005484 S.P. No. H.005168.2 F.A.P. No. H005168	NORG EIS, New Orleans, Louisiana, Jefferson & Orleans Parishes Supplemental Agreement No. 6	\$1,248,300
Modjeski and Masters, Inc.	Bridge	JN 3144	Expert witness services in bridge design, construction, repair and forensic analysis	\$195,719
	Bridge	Contract 44-29193 H.004100.5 H.004100.6	Subconsultant: LA 415 to Essen Lane on I-10 and I-12 Segment 1 Task 2	\$377,430
	Bridge	Contract 44-21128 H.014258	Subconsultant: LA 1: Port Allen Canal Bridge Replacement - Phase 2 CRES	\$417,461

Modjeski and Masters, Inc.	Bridge	Contract 4400024187 H.011137.6 - Task Order 5	Bridge Preservation Statewide I-12: LA 1077 to LA 21	\$108,195
	Bridge	Contract 4400024187 H.002980.6 -Task Order 9	Bridge Preservation Statewide I-10 Overpass Over US 165 & MP RR	\$49,009
	Bridge	Contract 4400024187 H.014998.6 -Task Order 11	Bridge Preservation Statewide West Larose Lift Bridge Rehabilitation - CRES Close Out	\$62,530
	Bridge	Contract 4400024187 H.001271.5 - Task Order 13	Bridge Preservation Statewide Cane River Bridge Navigation Lights	\$179,388
	Bridge	Contract 4400024187 H.014609.1 - Task Order 14	Bridge Preservation Statewide Cameron Ferry Landing Replacement	\$217,545
	Bridge	Contract 4400024187 H.004647.6 - Task Order 15	Bridge Preservation Statewide I-20: MRB Geotechnical and Structural - Vicksburg Monitoring	\$93,125
	Bridge	Contract 4400024187 H.011705 - Task Order 17	Bridge Preservation Statewide US 11 Rehabilitation Close-out Continuation CRES	\$8,310
	Bridge	Contract 4400024187 H.015115.6 - Task Order 19	Bridge Preservation Statewide LA 224 at ICWW Girder Repair CRES	\$49,367
	Bridge	Contract 4400024187 H.014465.6 - Task Order 7	Bridge Preservation Statewide LA 82 Perry Bridge Rehabilitation CRES	\$1,232,855
	Bridge	Contract 44-05673 H.011235.5	Subconsultant: I-49 South @ Verot School Road	\$2,979
	Bridge	Contract 4400021593 H.009859.5 - Task Order 1	Bridge Load Rating Services Bridge Load Rating	\$300,499
	Bridge	Contract 4400021593 H.009859.5 - Task Order 2	Bridge Load Rating Services Load Rating of 10 Statewide Bridges	\$747,233
	Bridge	Contract 44-22581	I-10: N.O. CBD4 (Louisa - I510)	\$147,266
	Bridge	Contract 4400027651 H.009859.5	Bridge Load Rating Services Bayou Barataria - Limited Rehabilitation	\$39,030
	Bridge	Contract 4400029685 H.009730.5 Task Order 1	IDIQ for In-Depth Bridge Inspection Complex Inspection - Structural, Mechanical, Electrical LA 56 and LA 661	\$125,594
	Bridge	Contract 4400029685 H.009730.5 Task Order 2	IDIQ for In-Depth Bridge Inspection Complex Inspection - Structural, Mechanical, Electrical	\$633,302
Bridge Diagnostics, Inc.	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide T05	\$294,799
	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide T07	\$5,035
	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide T09	\$115,918

Bridge Diagnostics, Inc.	Bridge	4400025002 H.009730.5	IDIQ Contract for Non-Destructive Testing/Evaluation of Structures Statewide T010	\$408,471
	Bridge	44-24187 H.0046476	I-20 Miss. R. Bridge Geotechnical & Stru IDIQ Contract for Bridge Preservation Statewide T0 15	\$145,113
	Bridge	4400023812	Mast Plan Development for the Weigh Station Assessment, Rehabilitation, and Plan Development Statewide T03	\$27,081
Ardaman & Associates, Inc.	Geotech	44-4128 H.004273	I-49 Connector, Lafayette	\$740,206
	Geotech	44-18899 H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	\$45,666
	Geotech	44-19013 H.004100.5 & .6	I-10 CMAR Design Continuation: LA 415 TO ESSEN ON I-10 & I-12	\$925,025
	Geotech	H.004435	I-12 to Bush Construction Phase	\$39,040
	Geotech	44-8671 H.009266	I-10 Widening: LA 73 to LA 30	\$46,811
	Geotech	44-6189 H.0046476	I-20 Mississippi River Bridge at Vicksburg	\$1,270,473
	Geotech	44-25025 H.015452, H.015453, H.015456, H.015458	IJA	\$19,887
	Geotech	44-21519 H.012030.5	KCS RR Overpasses US 371	\$39,877
	Geotech	44-21887 H.012542, H.012453, H.012047	Replacement of 15 Bridges	\$240,616
	Geotech	H.001798	LA 531: Bridges Near Dubberly	\$12,533
	Geotech	H.016094	US 371: Brushy Creek Bridge	\$36,357
	Geotech	H.016204	Benton Sidewalks & RR Crossing	\$8,550
NTB Associates, Inc.	Survey	4400019338 Multiple SP Nos. per bridge	Contract for Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (Subconsultant)	\$48,739
	Survey	4400019337 Multiple SP Nos. per bridge	Contract for Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (Subconsultant)	\$28,531
	Survey	4400027686 H.008768.5	IDIQ Contract for Hydrographic Surveying Services – Task Order No. 8 – Summer Bridges	\$22,318
	Survey	4400027918 H.012869.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 3 – LA 182 (Univ) @ LA 723 (Renaud) Roundabout, Lafayette Parish	\$27,332
	Survey	4400027918 H.011310	IDIQ Contract for Professional Boundary Surveying Services – Task Order 4 – Ford Street Extension, District 61	\$8,603

NTB Associates, Inc.	Survey	4400027918 H.015721	IDIQ Contract for Professional Boundary Surveying Services – Task Order 5 – LA 30 Roundabout, Ascension Parish	\$23,592
	Survey	4400027918 H.015568	IDIQ Contract for Professional Boundary Surveying Services – Task Order 6 – LA 44 Pelican Point Roundabout & Widening, Ascension Parish	\$44,108
	Survey	4400027918 H.014059	IDIQ Contract for Professional Boundary Surveying Services – Task Order 7 – US 80: Bridges Near Minden, Webster Parish	\$10,024
	Survey	4400027918 H.011970.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 9 – LA 182: Bayou Terrebonne Bridges, Terrebonne Parish,	\$30,452
	Survey	4400027918 H.016325.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 10 – LA 358: Creek Bridge, St. Landry & Acadia Parishes	\$13,467
	Survey	4400027918 H.010795.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 11 – LA 42: Roundabout @ Joe Sevario Road, Ascension Parish	\$27,774
	Other (SUE)	4400030630	Kings Hwy: Healthcare & Dev. Corridor, Caddo Parish (Subconsultant)	\$193,085
	Survey	H.015724.5		
	Survey	4400031331 H.015477.5	Shreveport Pavement Program- Task Order No. 2 – LA 1 Caddo Lake Bridge, Caddo Parish	\$27,752
Wiss, Janney, Elstner Associates, Inc.	Bridge	4400001762 H.014899.6	I-10/310 Bonnet Carré Fire Damage Repair	\$37,618
	Bridge	44-21594 H.009730.4	T-1 Steel Weld Assessment	\$13,816
	Bridge	44-00023921 H.016490	LA 3032: Red River Bridge Deck Overlay, testing	\$12,179
	Bridge	44-25003 H.009730.5-T01	NDE for Testing/Evaluation of Structures, TO 1	\$350,108
	Bridge	44-25003 H.009730.5-T02	Testing/Eval of Structures, TO 2, In-Depth Bridge Inspection, UT	\$295,508
	Bridge	44-25003 H.009730.5-T03	Testing/Eval of Structures, TO 3 , Service Life Estimates	\$22,723
	Bridge	44-25003 H.009730.5-T04	Testing/Eval of Structures, TO 4 , Deck Scans	\$1,974,902
	Bridge	4400023923 H.014283	Danziger Bridge Electrical Repairs	\$445,687
	Bridge	DOTLT 1000428	Skew Detection Replacement on Vertical Lift	\$157,759
	Bridge	44-21515 H.012738	Movable Bridge Rehabilitation – Morbihan	\$20,438
	Bridge	44-21515 H.010004	Movable Bridge Rehabilitation – Olivier	\$32,550

Wiss, Janney, Elstner Associates, Inc.	Bridge	44-21515 H.011991.5	Movable Bridge Rehabilitation – Daspit	\$32,650
	Bridge	44-21515 H.014191	Movable Bridge Rehabilitation – Nelson	\$30,256
	Bridge	4400023923 H.016537.5	West Larose Skew System Repairs	\$90,552
	Bridge	44-21513 H.012737	Bayou Bonfouca Inspection	\$14,501
	Bridge	44-21513 H.012044.5	Grand Lake Rehabilitation	\$18,866



CERTIFICATIONS/LICENSES



Highway 70 Bridge Preservation over Lake Greeson, Arkansas



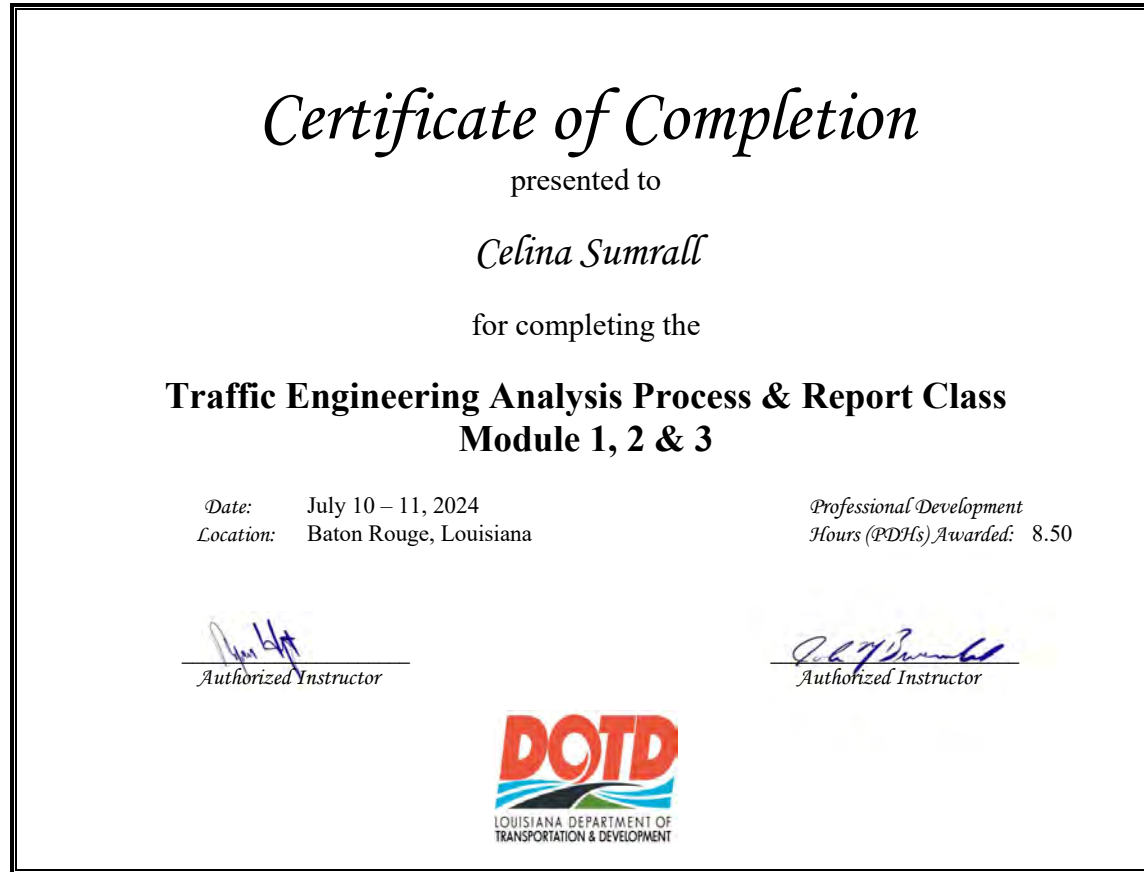
DOTD Bridge Preservation IDIQ, Statewide, Louisiana



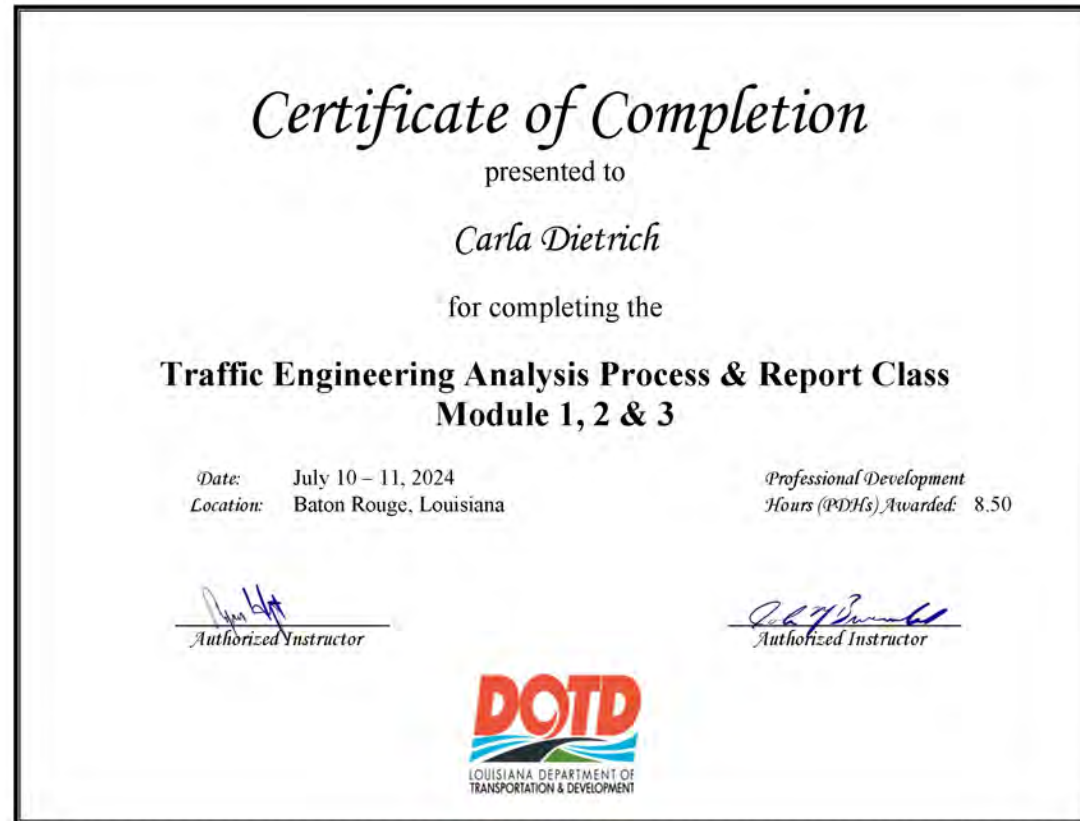
U.S. 371 Sibley Bridge Rehabilitation, Sibley, Louisiana

The Michael Baker Team is fully certified and licensed in the appropriate fields and disciplines necessary to deliver this project in compliance with DOTD and industry standards.

Celina Sumrall, PE, PTOE - Michael Baker International

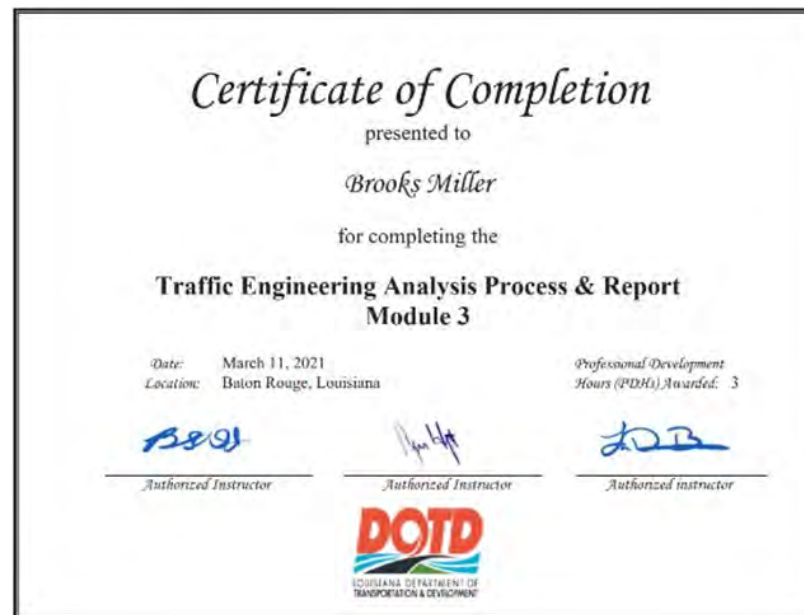
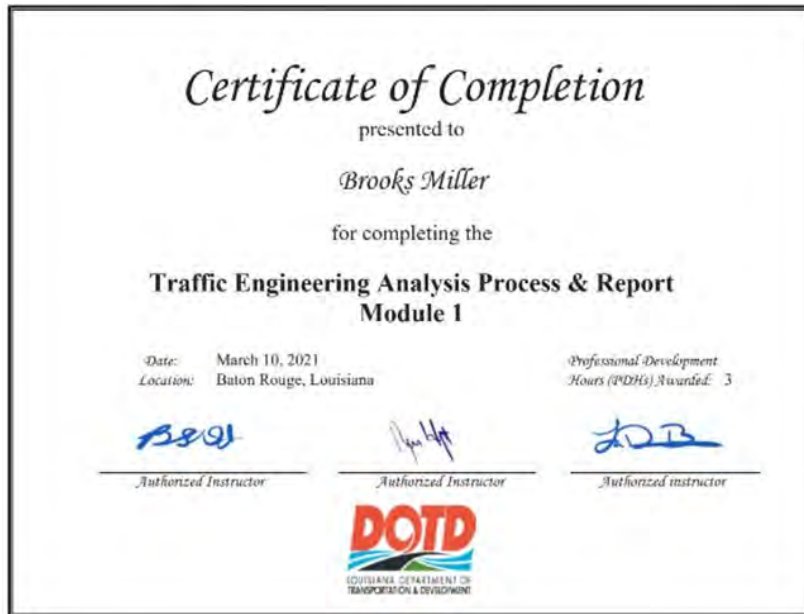


Carla Dietrich, PE, PTOE - Michael Baker International



20. Certifications/Licenses:

Brooks Miller, PE, PTOE - Michael Baker International



Alexis Harrouch, PE - Michael Baker International



20. Certifications/Licenses:

Secretary of State Registration - Michael Baker International, Inc.

Name	Type	City	Status
MICHAEL BAKER INTERNATIONAL, INC.	Business Corporation (Non-Louisiana)	PITTSBURGH	Active

Previous Names

MICHAEL BAKER, JR., INC. (Changed: 7/6/2015)

Business: MICHAEL BAKER INTERNATIONAL, INC.
Charter Number: 30035020F
Registration Date: 12/29/1972

Secretary of State Registration - Modjeski and Masters, Inc.

Name	Type	City	Status
MODJESKI AND MASTERS, INC.	Business Corporation (Non-Louisiana)	NEW ORLEANS	Active

Previous Names

Business: MODJESKI AND MASTERS, INC.
Charter Number: 34396692F
Registration Date: 12/27/1991

Secretary of State Registration - Bridge Diagnostics, Inc.

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

Secretary of State Registration - Wiss, Janney, Elstner Associates, Inc.

Name	Type	City	Status
WISS, JANNEY, ELSTNER ASSOCIATES, INC.	Business Corporation (Non-Louisiana)	NORTHBROOK	Active

Previous Names

Business: WISS, JANNEY, ELSTNER ASSOCIATES, INC.
Charter Number: 34520200F
Registration Date: 3/4/1996

20. Certifications/Licenses:

Secretary of State Registration - Ardaman & Associates, Inc.

Name	Type	City	Status
ARDAMAN & ASSOCIATES, INC.	Business Corporation (Non-Louisiana)	ORLANDO	Active

Previous Names

Business: ARDAMAN & ASSOCIATES, INC.
Charter Number: 34396031F
Registration Date: 12/13/1991

Secretary of State Registration - NTB Associates, Inc.

Name	Type	City	Status
NTB ASSOCIATES, INC.	Business Corporation	SHREVEPORT	Active

Previous Names

NTB, INC. (Changed: 1/4/2000)
Business: NTB ASSOCIATES, INC.
Charter Number: 34216133D
Registration Date: 8/14/1986

QA/QC PLAN | SUB-CONSULTANT INFORMATION | LOCATION



Michael Baker has assembled a team of trusted subconsultants, each of whom have successfully delivered these same specialty services to DOTD under similar bridge maintenance, preservation, or rehabilitation projects.

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.***

Per the advertisement, this section is not required.

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
Modjeski and Masters, Inc.	1100 Poydras Street, Suite 900 New Orleans, LA 70163	Cullen J. Ledet, PE cjledet@modjeski.com	504-524-4344
Bridge Diagnostics, Inc.	4300 S I-10 Service Rd W Suite 210 Metairie, LA 70001	Graham Bettis, PE grahamb@bditest.com	512-299-7536
Wiss, Janney, Elstner Associates, Inc.	330 Pfingsten Road Northbrook, IL 60062	Mohamed ElBatanouny MElBatanouny@wje.com	847-753-6395
Ardaman & Associates, Inc.	316 Highlandia Drive Baton Rouge, LA 70810	Robert Jewell, PE RJewell@ardaman.com	225-666-4598
NTB Associates, Inc.	525 Louisiana Ave. Shreveport, LA 71101	Michael J. King mking@ntbainc.com	225-751-4002

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.***

Michael Baker
I N T E R N A T I O N A L

We Make a Difference

MICHAEL BAKER INTERNATIONAL
2600 CitiPlace Drive · Suite 450
Baton Rouge, LA 70808