

DOTD FORM: 24-102**PROPOSAL TO PROVIDE CONSULTANT SERVICES**

(Revised August 1, 2026)

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

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

1. Contract Name as shown in the advertisement	IDIQ CONTRACTS FOR BRIDGE LOAD RATING SERVICES STATEWIDE
2. Contract Number(s) as shown in the advertisement	4400036211, 4400036212, 4400036213, AND 4400036214
3. State Project Number(s), if shown in the advertisement	
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	Huval & Associates, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	<u>Professional Engineering – EF.0001542</u> <u>Land Surveying – VF.0000285</u> <u>DUNS – 84-067-2406</u>
6. Prime consultant mailing address	Huval & Associates, Inc. 922 West Pont Des Mouton Rd Lafayette, LA 70507
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	922 West Pont Des Mouton Rd Lafayette, LA 70507
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Colby Guidry, P.E., – Vice President, Project Manager (337) 234-3798 cguidry@huvalassoc.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	David S. Huval, Sr. P.E., –President (337) 234-3798 dshuval@huvalassoc.com

Huval and Associates, Inc.

10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.

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

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



Date:08/24/2026

11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.

Firm(s):

Firm(s)' %:

12. Discipline Table:

Discipline(s)	% of Overall Contract	Prime	Firm B
Bridge	100%	Huval & Associates, Inc.	Neel-Schaffer, Inc.
Bridge	100%	70%	30%
Identify the percentage of work for the <u>overall contract</u> to be performed by the prime consultant and each sub-consultant.			
Percent of Contract	100%	70%	30%

Huval and Associates, Inc.

13. Team Size:

Firm name	DOTD Job Classification	Number of personnel <u>committed to this contract</u> *	Total number of personnel available in this DOTD Job Classification (if needed)
Huval & Associates, Inc.	Principal	1	1
	Supervisor - Eng	1	5
	Engineer	3	20
	Engineer Intern	3	5
	Senior Technician	1	1
	Technician	1	1
	CADD Technician	1	4
	CADD Drafter	1	4
Neel-Schaffer, Inc.	Engineer	1	62
	Engineer - Other	2	238

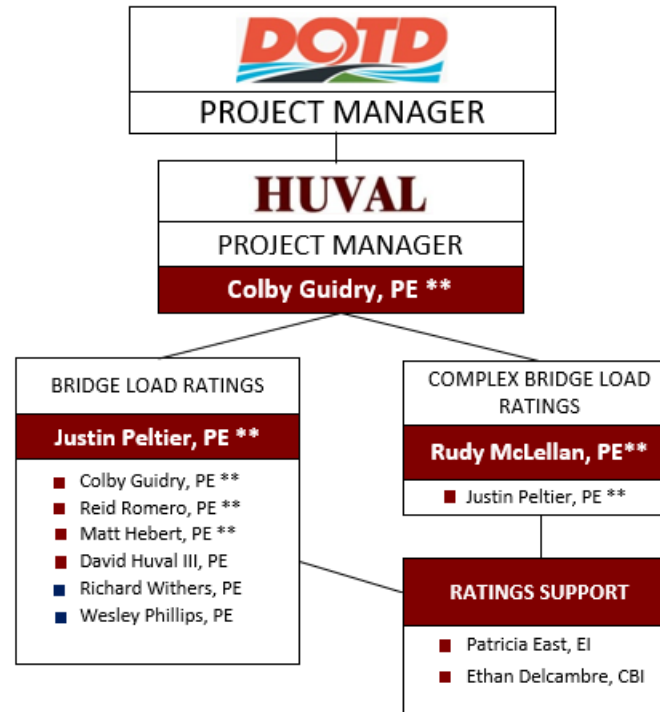
Huval and Associates, Inc.

14. Organizational Chart:

LEGEND

■ Huval & Associates, Inc.

■ Neel-Schaffer, Inc.



** Meets Minimum Personnel Requirement

15. Minimum Personnel Requirements:

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

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Colby Guidry, PE	Huval & Associates, Inc.	PE #31338 - Civil	LA	09-30-2026
2	Colby Guidry, PE	Huval & Associates, Inc.	PE #31338 - Civil	LA	09-30-2026
3	Colby Guidry, PE	Huval & Associates, Inc.	PE #31338 - Civil	LA	09-30-2026
4	Justin Peltier, PE	Huval & Associates, Inc.	PE #34765 - Civil	LA	09-30-2027
4	Rudolph “Rudy” Mclellan, PE	Huval & Associates, Inc.	PE #19994 - Civil	LA	03-31-2028
5	Justin Peltier, PE	Huval & Associates, Inc.	PE #34765 - Civil	LA	09-30-2027
5	Matthew Hebert, PE	Huval & Associates, Inc.	PE #37713 - Civil	LA	09-30-2027
5	Reid Romero, PE	Huval & Associates, Inc.	PE #37772 - Civil	LA	09-30-2027

16. Staff Experience:

Firm employed by Huval and Associates, Inc.				
Name	Colby J Guidry, P.E.		Years of experience with this firm/employer	19
Title	Vice President and Lead Engineer		Years of experience with other firm(s)/employer(s)	7
Degree(s) / Years / Specialization			08/95-05/00, Bachelor of Science, Civil Engineering	
Active registration number / state / expiration date			31338 / LA / 09-30-2026	
Year registered	2004	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Principal /Lead Bridge Design, Inspection, Ratings / Certified Bridge Inspector - MPR #1, 2, 3	
Mr. Guidry joined Huval & Associates with seven years of experience at the Federal Highway Administration (FHWA). His experience at FHWA encompassed all aspects of transportation-related projects, where he was actively involved in the environmental review, design, construction, and maintenance of bridges and roadways throughout Louisiana. Since joining HUVAL, he has participated in bridge and structural design, plan preparation, bridge inspections, and construction management/support services. Mr. Guidry has completed a two-week FHWA-approved comprehensive bridge training course for bridge inspectors and is certified as a Bridge Inspection Team Leader. He has also completed the National Highway Institute (NHI) Load and Resistance Factor Rating (LRFR) for Superstructures Course, the Work Zone Traffic Control Technician and Supervisor Courses, American Traffic Safety Services Association (ATSSA) Flagger Training, the NHI Design and Operation of Work Zone Traffic Control Course, the Roadside Design Course, the NHI Highway Hydraulics Course, and many other construction and environmental-related courses. He is very familiar with the Louisiana Department of Transportation and Development (LADOTD) Bridge Design Manuals, the AASHTO Bridge Specifications, and the current AASHTO LRFD Bridge Specifications. Mr. Guidry manages the Bridge Construction Program for St. Martin Parish and performs this role for numerous other municipalities and private clients.				
09/22 - Present		Retainer for Engineering Services for Bridge Preservation - Statewide, Contract No. 4400023923 – Project Manager of Retainer Contract. Responsible for project management, coordination, project setup, QA/QC, Load Ratings and bridge rehab design for the \$7M retainer.		
05/20-05/25		Retainer for Engineering Services for Bridge Preservation - Statewide, Contract No. 4400017262 – Lead Bridge Designer of Retainer Contract. Responsible for project management, coordination, project setup, QA/QC, Load Ratings and bridge rehab design for the \$5M retainer.		
03/23 – Present		Jimmie Davis Bridge (LA 511 – Design Build Project) – Shreveport, LA – Design Quality Control Manager for all design aspects of the project. The bridge design and construction involve a new steel girder and concrete girder bridge across the Red River as well as the complete rehabilitation of the existing LA 511 truss bridge and conversion to a Linear Park.		
11/18-Present		Old Mississippi River Railroad Bridge and Tunnel (Old US80) – Vicksburg, MS – Lead inspector and Bridge designer for the continued annual inspection program and as needed repair design and construction management. The bridge is a 1930s era truss bridge. Over the last 7 years, have been the lead inspector for the annual inspection of the bridge and tunnel, performed emergency inspections on 24-hour call for any barge impacts or other bridge emergencies, assisted in the design of multiple repair projects for the truss structure as well as for the substructure elements, and assisted in the construction project management for the various construction projects performed on the bridge. Also perform periodic load ratings of the structure for overload trains.		

Huval and Associates, Inc.

01/08-Present	Public and Private Bridge Load Ratings – Statewide – Lead Rating Engineer for bridges all across the state on a continual basis. Numerous load ratings are performed weekly for a host of clients including parishes, cities, oil field companies, and other clients. The load ratings include bridge types such as timber, steel, concrete, movable, fixed, pontoons, and trusses.
09/20-Present	I-10: LA 415 To Essen Lane on I-10 and I-12 CMAR, S.P. H.004100 –Bridge engineering and Structures Team technical assistance for this \$1 billion project to widen I-10 in the heavily congested section through Baton Rouge. This very complex project will replace existing bridges in the urban area within an extremely constrained right of way while maintaining the existing traffic flow on I-10 through the construction zone. Roles include technical support of bridge design, plan development, load ratings , and structure rehabilitation. Bridge superstructure types include multi-span continuous curved plate girders, curved and straight steel trapezoidal girders, straight steel girders, and p.p.c. LG girder. Where applicable, load rating is performed in AASHTOWare BrR.
12/19-01/23	New Swing Span- Herman Dupuis RD. Pontoon BR. Replacement, St. Martin, LA, Bridge Recall 200896 – Assisted in bridge design, performed quality control reviews, and managed the project. Scope included the full structural design and plan development of a new swing span bridge over Alligator Bayou, replacing the Butte LaRose Pontoon Bridge. Responsibilities included assisting in preparing design calculations, developing plans, detailing structural elements, performing load ratings , and preparing cost estimates.
4/18 – 4/23	Retainer for Engineering Services for Bridge Preservation - Statewide, Contract No. 4400011225 - Supervisor Engineer of Retainer Contract. Responsible for project management, coordination, project setup, QA/QC, Load Ratings and bridge rehab design for the \$4M retainer.
12/20 - 06/21	Ascension Parish 26 Bridge Ratings – Inspected, gathered documentation, load rated , and provided repair plans, as well as assisted in construction rehab reviews for 26 Ascension Parish bridges. Complex rating analysis allowed the bridges to remain open while repairs were planned.
01/16 – 12/17	Inner Harber Canal Seabrook Bridge Structural Repairs – New Orleans, LA- Lead Engineer for the design of temporary and permanent repairs for the steel truss bascule bridge built in the early 1900's. The repairs were complex structural repairs to the floor system, bottom chords, laterals, stringers, and floor beams in addition to various mechanical system repairs. Adding to the complexity of this design was the requirement to perform many repairs under train live loads. An elaborate temporary jacking strut system was also designed to remove the dead and live loads in the various members during replacement.
09/12 – 12/17	Retainer Contract for Bridge Repair and Rehabilitation Services - Statewide, Contract No. 4400002537- Supervising Engineer of Retainer Contract. Responsible for coordination, inspections, project setup, QA/QC, Load Ratings , and bridge rehab design for the \$6M retainer contract.
01/11 - 08/14	St. Ann Bridge Over Bayou Terrebonne (Movable) Swing Span – S.P. 700-55-0107 – Lead structural designer for a new Swing span bridge over bayou Terrebonne. Also assisted with Mechanical reviews throughout the design process. Colby was involved with every aspect of this movable bridge project from environmental clearance through construction. This swing span had unique issues to overcome due to the limited vertical space due to waterway and adjacent road obstructions. Also performed Construction Oversight for LADOTD during the entire construction process. Performed a Load Rating of the as-built structure including the swing span and approaches.

Firm employed by Huval and Associates, Inc.				
Name	Justin Peltier, P.E.		Years of experience with this firm/employer	13
Title	Civil Engineer		Years of experience with other firm(s)/employer(s)	8
Degree(s) / Years / Specialization			08/01-05/05 / Bachelor of Science Civil Engineering	
Active registration number / state / expiration date			34765 / LA / 09-30-2027	
Year registered	2004	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Bridge Design, Bridge Ratings – MPR #4 & 5	
Mr. Peltier joined Huval & Associates in 2013 with 8 years of experience in civil and bridge/structural engineering. Previously employed with LADOTD Bridge Design Section, he was involved with the design, live load rating (including AASHTOWare BrR), plan development, and construction support of more than 20 bridge replacement projects. These include but are not limited to: AASHTO p.p.c. girders, quadbeams, cast-in-place and precast slab spans, steel girders, moveable swing spans, concrete box culverts, pile bents and column bents supported by drilled shafts and/or pile footings. He also served as the Engineer of Record (EOR) for the LADOTD concrete barrier rail and the detour bridge special details.				
09/20-Present		I-10: LA 415 To Essen Lane on I-10 and I-12 CMAR, S.P. H.004100 – Lead bridge engineer and Structures Team lead/manager for this \$1 billion project to widen I-10 in the heavily congested section through Baton Rouge. This very complex project will replace existing bridges in the urban area within an extremely constrained right of way while maintaining the existing traffic flow on I-10 through the construction zone. Roles include bridge design, plan development, load rating, structure rehabilitation, alternative bridge concepts development, construction sequencing, contractor style cost estimates, managing the bridge and structural design and plan production process, leading bi-weekly structures task force meetings, and implementing the bridge design QC/QA process. Bridge superstructure types include multi-span continuous curved plate girders, curved and straight steel trapezoidal girders, straight steel girders, and p.p.c. LG girder. Where applicable, load rating is performed in AASHTOWare BrR.		
04/18 -Present		I-49 South at Verot School Road, S.P. H.011235 - Bridge design manager and lead bridge design and load rating engineer to provide preliminary and final engineering and related services to construct 2.4 miles of mainline freeway and an interchange at the intersection of I-49 South/US 90 and Verot School Road. The project consists of an above grade bridge structure on Verot School Road that traverses over the I-49 South/US 90 mainline roadway over and parallel to the BNSF RR. The project also includes one-way frontage roads on both sides of the main line roadway, a two-way collector service road east of the main line roadway, and a new alignment of Verot School Road from the interchange to an existing bridge structure approximately 600' west of its intersection with LA 182 (Pinhook Road). Where applicable, load rating is performed in AASHTOWare BrR.		
09/17-05/26		Kansas Lane-Garrett Road Connector and I-20 Improvements, S.P. No. H.007300 - Bridge design manager and lead bridge design and load rating engineer for a new Garrett Road bridge over I-20 and a new Garrett Road to Kansas Lane connector structures which spans over the KCS RR right-of-way. The Garrett Road structure consists of an LG-36 p.p.c. girder superstructure supported by column bents and pile footings. The Garrett Road to Kansas Lane connector structure consists of LG-36 p.p.c. girder approach spans with a 3-span continuous plate girder superstructure over the KCS railroad right-of-way and is supported by column bents and pile footings. Where applicable, load rating was performed in AASHTOWare BrR.		

09/19-Present	Airport Connector Road and Bridge, S.P. No. H.011915 - Served as the lead bridge design and load rating EOR for a new lift span movable bridge over Bayou Lafourche in Galliano, LA. The bridge required a minimum horizontal and vertical clearance of 70ft and 73ft and a clear roadway width of 42ft with 5ft sidewalks on each side. The design included steel lifting girders, floor beams and stringers, concrete piers and machinery decks. The design was performed in accordance with the AASHTO LRFD Movable Bridge Design Specifications the LADOTD BDEM. Where applicable, load rating was performed in AASHTOWare BrR.
03/19-04/2023	I-220/I-20 Interchange IMP & Barksdale Access Design-Build Project, S.P. No. H.003370 - Bridge design manager and lead bridge design and load rating engineer for the I-220 bridges over I-20 and Barksdale Access Road bridges over the KCS Railroad and also responsible for implementing the QC/QA plan for the bridge design and plan development process. The I-220 structures over I-20 consist of twin bridges utilizing LG-54 p.p.c. girder spans supported by concrete column bents and drilled shafts. The Barksdale Access Road structures consist of twin bridges utilizing LG-54 p.p.c. girder approach spans supported by concrete pile bents and a main span over the KCS Railroad consisting of 170'-0", LG-78 p.p.c. girders supported by concrete column bents and drilled shafts. Where applicable, load rating was performed in AASHTOWare BrR.
06/14-06/17	Greater Lafourche Port Commission, Chevron Canal Swing Span Bridge Evaluation and Loading - Served as the lead bridge and load rating engineer for the evaluation and live load rating of an existing steel through truss swing span bridge with slab span approaches. Elements rated included truss chords, flood beams, stringers, gusset plates and bolted connections.
06/14-04/19	US 90 (I-49South), Albertson's Parkway to Ambassador Caffery, Design-Build Project, S.P. No. H.010620. Bridge design manager and lead bridge design for the new US 90 bridge over Albertson Parkway and provided Q.C. for the US 90 BNSF RR overpass bridge within the same footprint as the existing bridge while maintaining 4-lanes of US 90 traffic during construction. This presented unique design challenges and required a complex, three-phase, traffic control and construction sequencing plan to move traffic safely through the tight work zone. The bridges consisted of multi-continuous p.p.c. girders spans supported by concrete column bents and pile footings. Where applicable, load rating was performed in AASHTOWare BrR.
12/14-12/15	Bayou Teche Bridge at Oaklawn, S.P. No. H.002798. Served as the EOR for the live load rating and independent technical review of a steel swing span bridge and approach spans. Tasks included performing a live load rating and preparing the rating report and applicable influence lines and independent design check of all structural elements in accordance with the LADOTD BDEM and AASHTO LRFD Movable Bridge Design Specifications.
06/17-2/19	Theriot Bascule Bridge Evaluation and Rehabilitation for Terrebonne Parish Consolidated Gov't – Served as the lead bridge and load rating EOR for the evaluation and rehabilitation for a bascule bridge in southern Terrebonne Parish. The bridge consisted of timber approach spans with a 30'-0" steel, bascule main span. The project included replacing the bascule span and associated mechanical and electrical equipment and rehabilitation of the approach spans. The design of the bascule span was in accordance with the AASHTO LRFD Movable Bridge Design Specifications.
03/13-Present	Statewide Parish Gov't Live Load Ratings – EOR for over 200 live load ratings for various Parishes throughout the State of Louisiana. These include cast-in-place and precast slab spans, p.p.c. girders, movable bascule spans, movable swing spans, movable lift spans, steel girders, timber, concrete box culverts, steel pony trusses and precast channel beams. Where applicable, load ratings are performed in AASHTOWare BrR.

Firm employed by Huval and Associates, Inc.				
Name	Rudolph (Rudy) McLellan, P.E.		Years of experience with this firm/employer	8
Title	Senior Design Structural Engineer		Years of experience with other firm(s)/employer(s)	41
Degree(s) / Years / Specialization			B.S., University of Florida, 1976, Civil Engineering with Honors Master of Engineering in Structures, University of Florida, 1977, Structures Post Graduate Studies in Structures, Louisiana State University, 1997, Structures	
Active registration number / state / expiration date			19994 / LA / 03/31/2028 9107 / MS / 12/31/2026 31148 / FL / 02/28/2027	
Year registered	1981, 1982 & 1984	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Complex Bridge Design and Ratings / MPR #4	
Mr. McLellan has over 48 years of experience in every facet of structural design in over 14 states. Mr. McLellan has been in responsible charge for many Complex Fixed and Movable Bridge Designs and Ratings , some are as shown herein.				
09/18-Present	Belle Chasse Bridge & Tunnel Replacement Public-Private Partnership Project, Plaquemines Parish, Louisiana, Project No. H.004791 – The bridge includes the fixed high level continuous steel plate girders having spans of 160' – 175' – 160' over the Intercoastal Waterway (ICWW). Mr. McLellan performed final Complex Bridge Design calculations for the ICWW Main Piers designed for vessel collision and provided QA/QC for all bridge designs and ratings.			
01/87-Present	Old Mississippi River Railroad Bridge and Tunnel (Old U.S. 80), Vicksburg, Mississippi and Delta, Louisiana - Mr. McLellan performed Complex Bridge Analysis, Rating and Repair Design including bridge inspection, bridge load rating and structure maintenance and repair plans for the existing combination highway and railway through truss. He has analyzed the entire steel truss & approach structures using modern 3-D computer software.			
01/13 - 08/16	S.P. H.007250 Almonaster Avenue Bascule Span Movable Bridge Over The Inner Harbor Navigation Canal, Orleans Parish, Louisiana. Mr. McLellan served as the Engineer of Record for the Complex Bridge Design structural calculations for the proposed combination highway and railway steel trusses, portals, sway frames, stringers, girders, floor beams, diaphragms, bearings, track girders, rack frames, counterweights and open grid floorings for the proposed single leaf Scherzer rolling lift bascule movable 204' - 52' span. The proposed movable bridge is designed to replace the existing 1920's Strauss movable bridge.			
10/02 - 09/08	S.P. 713-38-0001 Highway 11 Doullut Canal Swing Span Movable Bridge, Plaquemines Parish, Louisiana. Mr. McLellan served as the Engineer of Record for the Complex Bridge Design superstructure and substructure members of the constructed low level movable bridge having a steel plate girder swing span unit with spans of 50' - 100' and multiple 20' slab span approach structures. Mr. McLellan designed the swing span grid flooring, floorbeams, stringers, girders and concrete deck and steel and concrete counterweights.			
04/91 - 05/93	I-10 East Pearl River Bascule Span Movable Bridge Repairs between Mississippi and Louisiana - Mr. McLellan served as the Engineer of Record for the Complex Bridge Design and Rating for the double leaf fixed trunnion bascule bridge			

Huval and Associates, Inc.

	counterweight deck replacement and structural steel painting. Mr. McLellan designed the removal of the existing steel grid flooring with a new replacement concrete deck system, the new innovated steel and concrete counterweight extension system.
04/09 - 01/14	S.P. 840-43-0001 US 71 & US 165 Fort Buhlow Bridge & Approaches Over The Red River, Rapides Parish, Louisiana. Mr. McLellan served as the Engineer of Record for the Complex Bridge Design and Rating for all superstructure and substructure members of the constructed twin fixed high level three span straight and curved continuous steel plate girders having spans 300' - 400' - 300' and the Main River Piers which are designed for marine vessel (Barge) collision.
01/06 - 03/06	Project No. ER/BR-0003-01(098) US-90 Across St. Louis Bay, Hancock and Harrison Counties, Mississippi – Mr. McLellan served as the Engineer of Record for the Complex Bridge Design for all the bridge superstructure and substructure members of the constructed precast post-tensioned concrete segmental variable depth modified bulb tee channel spans 200'–250'–200' and piers supported with deep pile waterline footings.
09/95 - 07/01	Project No. BRDP-9205-00(003) Mississippi River Bridge US 82 Greenville, Mississippi – Mr. McLellan served as the Engineer of Record for the Complex Bridge Design for the Anchor Span Piers of the Fixed Cable Stayed Bridge . He performed quality review of plans for the constructed steel composite alternate of the 1,378 foot cable stayed main navigational span. He performed the Complex Bridge Design review for most of the constructed steel composite main span, river piers supported on dredge caisson type foundations & the anchor span piers with drilled shaft footings.
04/96 - 05/05	S.P. 239-01-0077 LA Highway 319 Intracoastal Waterway Bridge Louisa, St. Mary Parish, Louisiana - Mr. McLellan performed preliminary & final Complex Bridge Design calculations for all superstructure and substructure members of the constructed 276 foot double leaf fixed trunnion bascule movable bridge. The Louisa Bridge is the state's longest steel girder double leaf bascule bridge, is one of the longest span of its type constructed in the nation and is the recipient of the National Steel Bridge Alliance's 2007 Prize Bridge Award Winner in the movable span category.
03/85 - 01/94	I-49 / LA 3132 and I-49 / I-20 Interchanges, Shreveport, Louisiana, S.P. 455-08-23 & 455-08-20 - Mr. McLellan performed the Complex Bridge Design and Rating , quality review of plans, constructability, cost estimates & final calculations for most of the constructed members consisting of curved continuous steel trapezoidal box girders with spans to 250', steel box framed in cap beams, the post-tensioned concrete delta shaped central (tree) pier and architecturally flared piers of both the constructed four-level bridge interchanges.
04/83 - 07/86	BH-015-1(81) & (87) Mississippi River Bridge Parallel Crossing between Natchez, MS and Vidalia, LA and the Railroad Bridge Overpass in Natchez, MS. Mr. McLellan performed Complex Bridge Design for the twin, five span, multiple cantilever through truss bridge with spans to 875' over the Mississippi River. Mr. McLellan performed the final structural design and rating calculations for all superstructure and substructure members of the constructed railroad bridge overpass with steel girder spans over the highways.

Firm employed by Huval and Associates, Inc.				
Name	Matthew L. Hebert, P.E.		Years of experience with this firm/employer	12
Title	Civil Engineer		Years of experience with other firm(s)/employer(s)	5
Degree(s) / Years / Specialization			08/02-05/08 Bachelor of Science Civil Engineering	
Active registration number / state / expiration date			37713 / LA / 9-30-27	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Bridge Design and Bridge Ratings – MPR #5	
Mr. Hebert joined Huval & Associates, Inc. in 2013 with 5 years' experience in design and load rating of bridges. Previously employed with LADOTD, he was involved with the design, live load rating, plan development, and construction support of more than 20 bridge replacement projects. These consisted of various superstructure and substructure types including but not limited to: AASHTO precast prestressed concrete (P.P.C.) girders, quad beams, cast-in-place slab spans, precast slab spans, concrete box culverts, P.P.C. pile bents, steel H-pile bents, and pipe pile bents. Additionally, Mr. Hebert was project manager for multiple bridge replacement projects. His responsibilities included coordinating all aspects of the plan development process including but not limited to road, bridge, hydraulic, and geotechnical engineering and determining the project scope, schedule, and budget. Mr. Hebert's training includes the NHI LRFR for Highway Bridge Superstructure Course, the NHI AASHTO LRFD for HWY Bridge Superstructure Course NHI AASHTO LRFD for Highway Bridge Substructure Course, the NHI AASHTO Roadside Design Course, and the NHI Design and Construction of Driven Pile Foundations Course.				
01/22 - Present		I-10 Calcasieu River Bridge Public-Private Partnership, Calcasieu Parish S.P. H.003931 – Lead Engineer for LRFD design, plan preparation, and LRFR live load rating for six bridges on the project. These include Bilbo St., Ryan St., Lakeshore Drive Overpasses (EB & WB), PPG Drive Overpasses (EB & WB), US 90 Overpasses, and I-10 EB Exit Ramp Flyover.		
10/20 - Present		I-10 CMAR: LA 415 to Essen Lane on I-10 and I-12, East & West Baton Rouge Parishes S.P. H.004100 – As a Bridge Engineer on this project, assisted with the LRFD design, plan preparation, and LRFR live load rating on multiple bridge sections throughout the corridor.		
06/19 - Present		I-220/I-20 Interchange IMP & BAFA Access Design-Build Project, S.P. H.003370 – Mr. Hebert is serving as Bridge Design Quality Assurance on this design build project which will provide direct access to Barksdale Air Force Base. Most recently, Mr. Hebert has assisted with the QA of the I-220 Overpass bridges and KCS Overpass bridges on the project.		
03/18 – Present		Belle Chasse Public-Private Partnership Project, Plaquemines Parish, Louisiana, Project No. H.004791 -- Mr. Hebert was the Bridge Design Lead for the LRFD design, plan preparation, and LRFR live load rating for this new high-level fixed bridge over the Intracoastal Waterway. The new bridge will replace the existing moveable bridge and tunnel system. This is		

	the first highway public-private partnership project in Louisiana. The bridge will be constructed in 2 stages to assist in MOT.
01/23 - 04/23	I-10 Over I-49 Emergency Repairs, S.P. H.015412 – On January 3rd, an over height vehicle struck the I-10 eastbound span over the I-49 northbound roadway. Mr. Hebert worked with LADOTD to develop a multi-staged approach to re-open I-10 eastbound as fast as possible. A new 3 girder section of the bridge had to be designed and constructed off site. It would later be hauled in with SPMT (Self propelled modular transporters) after the damaged section was removed using a similar approach.
02/17 - 11/20	I-10 Design Build-LA 42 to LA 73, S.P. No. H.009250- Lead Engineer for the LRFD design, plan preparation, and LRFR live load rating for the Highland Rd. overpass. Highland Rd. consisted of a full replacement of 2 existing structures utilizing a 3-span structure which included 2-60ft. prestressed girder spans and 1-190ft. steel plate girder span. The superstructure is support by column bents and pile bents and will be one structure at the end of the project. In order to maintain traffic, the bridge had to be constructed in 3 separate stages.
04/14 - 07/18	I-49 South-US 90 Albertson Pkwy to Ambassador Design Build, H.010620 – Lead Engineer for LRFD Bridge design and plan preparation of the mainline bridge and the two frontage road bridges over BNSF Railway. The bridges consisted of BT-72 girder spans with column bents and pile footings.
09/18 – 06/19	Loyola Design Build I-10 Airport Interchange, Jefferson Parish, Louisiana, S.P. No. H.011670- Mr. Hebert was a primary bridge engineer throughout the RFP design phase for this complex urban interchange. A new interchange was designed and superimposed onto the existing Diamond interchange to provide direct connector access to the new New Orleans International Airport terminal. Assisted in the preparation of steel tub girder design and details, concrete box girder design and details, as well as plans and proposal documents for the RFP phase of the project. Assisted in development of alternative technical concepts, suggested sequence of construction, and miscellaneous bridge design items and other details. Assisted in the coordination and organization of all project data with the various members of the design team from numerous consulting firms.
09/18 – 08/19	LA 106: Bayou Boeuf Bridge, H.009497 - Lead Engineer for the LRFD design, plan preparation, and LRFR live load rating of a new bridge structure to replacement an existing bridge. The new bridge structure consisted of LG girders and pile bents.
11/15 – 04/17	Kaliste Saloom Roadway Widening, LCG – Lead Engineer for the LRFD Bridge Design and plan preparation of an AAHSTO Type 4 girder bridge with pile bents on skew.
10/16 - 12/17	LA 443: Tangipahoa River Bridge Replacement, S.P. H.012728 – Assisted in the LRFD design, LRFR load rating, and plan preparation of a LG-25 and LG-36 p.p.c. girder bridge. This was an emergency replacement and 100% final bridge and roadway plans were completed in 8 weeks. In addition to the emergency timeline, the project had to be designed and constructed within the existing right-of-way and could not interfere with another bridge structure located approximately 250ft east of the existing bridge to be replaced. LADOTD also required that the low chord elevation of the new bridge be set to maximize the design storm flood year while also meeting all other project constraints. The design of the bridge also had to meet the LADOTD minimum design guidelines for design speed and ADT.

Firm employed by Huval and Associates, Inc.				
Name	Reid Romero, P.E.		Years of experience with this firm/employer	17
Title	Civil Engineer		Years of experience with other firm(s)/employer(s)	0
Degree(s) / Years / Specialization			08/04-12/08 Bachelor of Science, Civil Engineering	
Active registration number / state / expiration date			37772 / LA / 9-30-2027	
Year registered	2013	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Bridge Design, Bridge Ratings – MPR #5	
Mr. Romero came to HUVAL after graduating from the University of Louisiana at Lafayette in 2008. Since joining Huval & Associates, Inc., Mr. Romero has been involved in bridge and structural design, plan preparation, bridge inspections and construction support services. Mr. Romero completed several NHI training courses including Fundamentals of LRFR and Applications of LRFR for bridge superstructures course, and a Drilled Shaft LRFD design methods and construction procedures course. Mr. Romero is familiar with the LADOTD Bridge Design and Evaluation Manual, LADOTD LRFD Bridge Design Manual, 2002 AASHTO Bridge Specifications, as well as the current AASHTO LRFD Bridge Specifications.				
05/20 – 05/25		Retainer for Engineering Services for Bridge Preservation - Statewide, Contract No. 4400017262 - Lead Engineer of Retainer Contract. Responsible for coordination, project setup, QA/QC, LRFR Load Ratings, and lead bridge design for the \$5M retainer.		
9/22 – Present		Retainer for Engineering Services for Bridge Preservation - Statewide, Contract No. 4400023923 - Lead Engineer of Retainer Contract. Responsible for coordination, project setup, QA/QC, LRFR Load Ratings, and lead bridge design for the \$7M retainer.		
03/23-Present		Jimmie Davis Bridge (LA 511), S.P. No. H.001779 – Bridge Task Lead for the Design Build project to construct the new four lane bridge across the Red River in Bossier / Caddo Parish. The project includes the reconstruction of nearly two miles of LA 511 into a modern, four lane median divided highway. Performed LRFD bridge design calculations, LRFR load rating, and plan preparation of the new LG-63 concrete girder approach spans. Lead Structural Engineer for the Bridge Rehabilitation plans required to convert the existing traffic bridge to a pedestrian bridge/Linear Park.		
01/22-Present		I-10 Calcasieu River Bridge Public-Private Partnership, Calcasieu Parish S.P. H.003931 – Bridge Design Engineer for the PPG Drive overpass. As part of an approved ATC, the existing I-10 eastbound and westbound bridges over PPG Drive will be widened and rehabilitated instead of replaced. The existing bridges consist of AASHTO prestressed concrete girder superstructures supported by column-bent foundations. The two spans over the railroad contain steel beams that are non-composite. Performed QA/QC of the LRFD bridge design calculations, LRFR load rating, and bridge plan preparation.		
07/17 – 08/20		I-10: Highland Road to LA 73, Design Build Project, East Baton Rouge & Ascension Parish, S.P. No. H.009250. Led the design, plan preparation, and LRFR load rating for the repair of the prestressed girder bridge on LA 928. Performed QA/QC of the LRFD design calculations and load rating for the steel girder bridge at Highland road and the slab span widening at Bayou Manchac. The existing I-10 mainline bridge at the Highland Road interchange needed to be reconstructed under the project to provide longer spans in addition to more lanes. An innovative sequence of construction scheme and bridge design enabled		

Huval and Associates, Inc.

	construction of this bridge while maintaining 74,000 ADT traffic. Huval's cost-effective designs enabled its design-build team to be the only competitor to fit within the Owner's budget of \$72 million.
04/18 – 05/23	Retainer for Engineering Services for Bridge Preservation - Statewide, Contract No. 4400011225 - Lead Engineer of Retainer Contract. Responsible for coordination, project setup, QA/QC, and bridge rehab design for the \$4M retainer.
12/19-01/23	New Swing Span- Herman Dupuis RD. Pontoon BR. Replacement, St. Martin, LA, Bridge Recall 200896 – Lead structural engineer for the bridge design, LRFR load rating, and plan development of a new swing span bridge over alligator bayou which replaced the Butte LaRose Pontoon bridge. Designed, detailed, and sealed final plans, specifications, calculations, load rating and cost estimates for all structural elements.
03/19-06/22	I-220/I-20 Interchange Imp & BAFB Access Design Build Project – S.P. No. H.003370 – Responsible for QA of the bridge plans and LRFR load rating for the LA 1267 bridges over I-20 and the LA 1267 bridges over the KCS Railroad. The LA 1267 structures over I-20 consist of twin bridges utilizing LG-54 p.p.c. girder spans supported by concrete column bents and drilled shafts. The LA 1267 structures over KCS Railroad consist of twin bridges utilizing LG-54 p.p.c. girder approach spans supported by concrete pile bents and a main span over the KCS Railroad consisting of 170'-0", LG-78 p.p.c. girders supported by concrete column bents and drilled shafts. Some unique challenges that the project has presented is designing applicable LA 1267 bridges over I-20 column bents for vehicular collision and completely spanning the KCS own right-of-way utilizing concrete p.p.c. girders.
03/11-06/13	I-49 Segment I Ratings, S.P. 701-65-9999 – Performed as-designed LRFR calculations on two prestressed girder bridges. Utilized VIRTIS to model varying girder spans. Created rating reports for each span configuration. Developed bridge load rating summary sheets. Provided construction services on an as-needed basis.
11/17-07/18	Surrey St. Bridge Repairs, Lafayette Parish – Lead Engineer for the repair of the Surrey St. Bridge in Lafayette. Project consisted of bearing repair and replacement, concrete riser construction, deck overlay, joint repairs, painting of steel girders with full enclosure, and miscellaneous work.
12/09-01/13	St. Ann Swing Span Bridge, S.P. 700-55-0107 & S.P. H.005029.5 – Assisted in plan preparation and performed designed calculations on this swing span bridge. Performed moment balance calculations, design of pedestrian walkway, counterweight design calculations, traffic barrier design calculations, light pole foundation design calculations, quantity calculations, design checks of stringer and main girders, and plan review and markups. Provided construction services on an as-needed basis.
01/12-11/13	I-49 North Segment J (MLK Blvd. to LA 1), S.P. H.003496.5 – Performed LRFD design calculations and led plan preparation on two prestressed girder and steel girder bridges. Performed approach slab design, girder design check using LEAP Conspan, cap and column design check using LEAP RC Pier, steel girder design check using MDX, deck and overhang reinforcing design check, strip seal joint opening calculations, quantity calculations and QA/QC, and elevation calculations Mr. Romero also provided LRFR load rating of the completed structure.

Firm employed by Huval and Associates, Inc.				
Name	David S. Huval III, P.E.		Years of experience with this firm/employer	3
Title	Civil Engineer		Years of experience with other firm(s)/employer(s)	2
Degree(s) / Years / Specialization		08/015-05/019 – Louisiana State University Bachelor of Science, Civil Engineering 08/19-05/21 – Louisiana State University Master of Science, Civil Engineering (Structural Engineering)		
Active registration number / state / expiration date		49209 / LA / 03-31-2027		
Year registered	2024	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Bridge Design, Bridge Ratings		
Mr. Huval joined Huval & Associates, Inc. in 2024 with two years' experience in design and load rating of bridges. Previously employed with Modjeski and Masters, he was involved with design, live load rating, and plan development of several bridge replacement and ratings projects. These consisted of various superstructure and substructure types including but not limited to: AASHTO precast prestressed concrete (P.P.C.) girders, steel girders, moveable bascule spans, column bent and drilled shaft design. Mr. Huval completed several NHI training courses including Load and Resistance Factor Rating of Highway Bridges, and Engineering for Structural Stability in Bridge Construction. Mr. Huval is familiar with the LADOTD Bridge Design and Evaluation Manual, LADOTD LRFD Bridge Design Manual, 2002 AASHTO Bridge Specifications, as well as the current AASHTO LRFD Bridge Specifications.				
02/26 – Present	I-10: LA 415 to Essen Lane on I-10 and I-12 CMAR, S.P. H.004100 – Bridge Design Engineer for the temporary widening of the westbound Perkins to Acadian Bridge. The existing bridges consist of W-shape rolled steel girder superstructures supported by column-bent foundations. Responsibilities include bridge design, plan development, and load rating. Where applicable, load ratings are performed in AASHTOWare BrR.			
01/25 – Present	I-10 Calcasieu River Bridge Public-Private Partnership, Calcasieu Parish, S.P. H.003931 – Bridge Design Engineer for the PPG Drive overpass. As part of an approved ATC, the existing I-10 eastbound and westbound bridges over PPG Drive will be widened and rehabilitated instead of replaced. The existing bridges consist of AASHTO prestressed concrete girder superstructures supported by column-bent foundations. The two spans over the railroad contain non-composite steel beams. Performed LRFD bridge design calculations, LRFR load rating, and bridge plan preparation.			
03/24-03/28/25	University Lakes Project – May St. Bridge Replacement – Bridge Design Engineer for the design-bid-build project to construct a new bridge across University Lake/City Park Lake in East Baton Rouge Parish. The project includes construction of a new 75-foot-long bridge for vehicle traffic with a dedicated protected sidewalk and bike path. Performed LRFD bridge design calculations, LRFR load rating, and plan preparation for the new LG-36 concrete girder bridge.			
01/24-Present	Jimmie Davis Bridge (LA 511), S.P. No. H.001779 – Bridge Design Engineer for the design-build project to construct the new four-lane bridge across the Red River in Bossier/Caddo Parish. The project includes reconstruction of nearly two miles of LA 511 into a modern, four-lane median-divided highway. Performed LRFD bridge design calculations on substructure elements, including P.P.C. pile bents, and performed vessel collision design of bridge piers within the navigable waterway.			

10/23 – Present	I-49 South at Verot School Road, S.P. H.011235 – Performed LRFD bridge design calculations on superstructure and substructure elements, including LG girder design, deck design, column bent design, and P.P.C. pile bent design.
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Firm employed by Huval and Associates, Inc.				
Name	Patricia East , E.I.		Years of experience with this firm/employer	6.5
Title	Load Rating Engineer		Years of experience with other firm(s)/employer(s)	3
Degree(s) / Years / Specialization			Bachelor of Science / 2016 / Civil Engineering	
Active registration number / state / expiration date			EI.0032981 / LA / 3/31/2027	
Year registered	2016	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Load Rating Engineer	
03/20-Present		Performed LRFR and ASR load ratings for more than 400 structures throughout the State of Louisiana, encompassing a wide variety of bridge types. Bridge experience includes timber trestles, concrete slab spans, precast concrete slab units, prestressed concrete channel units, concrete deck girders, prestressed concrete girders, steel I-beam structures, and prestressed concrete quad-beam girders. Additional experience includes load ratings for various culvert types. including concrete box culverts, precast concrete box culverts, concrete pipe culverts, steel/metal arch culverts, and steel/metal pipe culverts. Experienced in performing independent checks of load rating calculations and preparing and submitting reports and calculations. Proficient in AASHTOWare Bridge Rating, Mathcad, STAAD, Excel, and TimberC. Extensive experience performing load ratings for bridge rehabilitation and replacement projects, including evaluating repair and replacement alternatives and making recommendations to improve load-carrying capacity and increase load postings.		
03/17-03/20		Performed load rating analyses for numerous On-System and Off-System bridges of various structure types. Performed structural analyses for structures subjected to superloads, accidents, and repairs, including evaluating structural capacity and determining appropriate load restrictions. Reviewed and expedited permit requests, including superload permits, and prepared supporting calculations and documentation. Prepared comprehensive load rating and permit reports and developed Chief Engineer Orders (CEOs) for required bridge postings.		

Firm employed by Huval and Associates, Inc				
Name	Ethan Delcambre, C.B.I.		Years of experience with this firm/employer	4.5
Title	Certified Bridge Inspector		Years of experience with other firm(s)/employer(s)	14
Degree(s) / Years / Specialization			Bachelor of Science - 08/2007 – 05/2011 / Business Administration	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Ratings Support Staff / Certified Bridge Inspector	
Mr. Delcambre is a Certified Bridge Inspector with four years of experience at Huval & Associates. Throughout his time with the company, he has worked on a wide variety of inspection, rating, and repair projects across the state. Mr. Delcambre specializes in evaluating bridge conditions, conducting load ratings, and identifying critical repair needs to ensure compliance with state and federal standards.				
03/22-Present		Public and Private Bridge Load Ratings – Statewide – Conducted load rating inspections for various clients, including parishes, cities, oil field companies, and others, on a regular basis. Gained experience evaluating different types of bridges, such as timber, steel, concrete, movable, fixed, pontoons, and trusses, ensuring compliance with safety and performance standards.		
03/22-Present		LADOTD Bridge Ratings and Inspections – Performed load rating inspections on several On and Off-System bridges of various structure types. Performed structural analysis on structures exposed to super loads, accidents, and repairs. Created full inspection reports of all load ratings and permit requests.		
03/25 – Present		LADOTD Complex Bridge Inspection IDIQ – Statewide, Louisiana – AECOM – Served as a Bridge Inspector supporting AECOM on complex bridge inspections throughout Louisiana. Participated in field inspections of a wide range of complex structures, including movable bridges, fracture-critical/NSTM bridges, major Mississippi River crossings, railroad overpasses, and other large fixed bridges. Responsibilities included hands-on inspection of structural components, identification and documentation of deficiencies, field measurements, condition assessment, and photographic documentation. Notable bridges inspected: LA 70 over the Mississippi River (Sunshine Bridge), LA 6 (Grand Ecore) over the Red River, 4th Street Bridge over Harvey Canal, LA 308 over Bayou Lafourche, LA 22 over the Tchefuncte River, LA 82 over Superior Canal, US 71 over U.P. Railroad, US 80 over KCS Railroad, and LA 583 over I-49.		

04/24 – Present	I-10 Calcasieu River Bridge; Public Private Partnership, S.P. H.003931 - Conducted bridge evaluations for the I-10 Calcasieu project in Lake Charles, conducting detailed inspections of approach bridges and overpasses to support planning and design for the widening of I-10. Provided essential assessments to inform the overall bridge project development.
06/22 – Present	Old Mississippi River Railroad Bridge and Tunnel (Old US 80) – Vicksburg, MS –Performed the annual inspection for the 1930s-era truss bridge and tunnel. Assisted the inspection team with field inspections, documentation of structural conditions and deficiencies, and collection of field information used to evaluate the condition of the structure. Provided inspection support for the bridge’s truss, superstructure, and substructure components and assisted with documenting conditions relevant to ongoing maintenance, repair, and load rating evaluations. Supported emergency and special inspections, as needed, associated with barge impacts and other bridge-related concerns.
05/24 – Present	POLC Railroad Annual Culvert and Bridge Inspection -Conducted yearly evaluations of the Port of Lake Charles railroad infrastructure, ensuring the structural integrity of bridges, culverts, and tunnels supporting railroad tracks. The inspection focused on ensuring that all culverts and bridge crossings were structurally sound and could support the port's railroad operations and maintain a functioning railroad system.
10/24 -11/24	St. Martin Parish - Boon Lasseigne Road; Emergency Bridge Repair Project – Performed the final inspection of the Boon Lassienne Road Bridge, which had been closed due to deterioration of key bridge elements. Ensured that the necessary repairs were completed quickly and correctly. Oversaw various stages of the construction process, overseeing the full replacement of all bridge piles and concrete panels. Ensured that all replaced items were in compliance with DOTD standards for this type of bridge.
10/23 – 11/23	TC Energy Gap West Project – Bridge Ratings - Served as a Bridge Rating Inspector on the TC Energy Gap West Bridge Ratings Project. Conducted detailed inspections and evaluations for 28 bridges and culverts along the designated project corridor for a future pipeline installation. The work involved assessing structural integrity, documenting existing conditions, and providing rating data to ensure compliance with safety and engineering standards.

Firm employed by Neel-Schaffer, Inc.				
Name	Richard Withers, PE		Years of experience with this firm/employer	4
Title	Bridge Asset Management Lead		Years of experience with other firm(s)/employer(s)	24
Degree(s) / Years / Specialization			BS / 1997 / Civil Engineering	
Active registration number / state / expiration date			PE No. 15593 / MS / 12-31-2026	
Year registered	2002	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Bridge Load Ratings	
Mr. Withers joined Neel-Schaffer in 2022 and now serves as an Engineer Manager, with responsibilities overseeing bridge inspection and load rating services across the company. Richard joined the firm shortly after retiring from the Mississippi Department of Transportation, where he worked for 24 years. He filled several roles during his time at MDOT, most recently serving as the Bridge Inspection Program Manager from 2011 through early 2022. He has extensive experience in all facets of bridge load rating and inspection and performs both services for Neel-Schaffer. As the MDOT Bridge Inspection Program Manager his duties included: Overall management of MDOT's bridge safety inspection program, Responsible for inspection policies and procedures, Quality Control and Quality Assurance for inspection, inspection records, load rating and load posting, QC and QA of qualifications, experience, and training of all MDOT employees performing bridge safety inspections, management of bridge inventory data and reporting National Bridge Inventory data to the Federal Highway Administration, management of the underwater bridge inspection program, management of the overweight permitting program, management of the training program for MDOT employees performing bridge safety inspections, ensure compliance of inspection data with the National Bridge Inspection Standards and the policies and procedures of the FHWA and MDOT, and management of the QA inspection program for locally owned bridges.				
06/23 – Present		Bridge Load Rating, Tennessee Department of Transportation, Statewide, TN: Performed Load Ratings. Neel-Schaffer performed 200 bridge load ratings for the Tennessee Department of Transportation. Superstructure types include simple and continuous for live load prestressed concrete AASHTO I-girders, continuous for live load concrete box beams, cast-in-place concrete simple and continuous Tee beams, simple and continuous steel multigirders, concrete continuous slabs and post-tensioned and conventionally reinforced concrete multicell box girders. Structural detailing included complex bridge features, including curved, skewed, widened and flared beams, some of which required 3D finite element analysis and integral pier modeling. Load ratings were performed utilizing LRFR methodology. Load rating models created in AASHTOWare Bridge Rating (BrR) software included deterioration considerations as described in the most recent bridge inspections. Comprehensive bridge load rating reports were generated to document load rating results, assumptions and supporting calculations. Load rating reports were also created in InspecX to document load rating results and related SNBI data for the national bridge inventory.		
08/22 – Present		Nonredundant Steel Tension Member/Complex Bridge Inspections and Load Rating, Office of State Aid Road Construction, Statewide, MS: Performed load ratings and bridge inspections. During each yearly cycle, Neel-Schaffer performed approximately 75 to 150 routine, Nonredundant Steel Tension Member (NSTM) and repair bridge inspections and load ratings for bridges with complex and NSTM elements located across the state. Examples of NSTM bridge types included steel girders, steel through trusses, steel girder/floorbeam systems and steel RR flatcars with various unusual elements such as steel haunched box girders. Substructure load ratings included pile bents composed of timber, steel and prestressed concrete piles, along with associated timber, steel and		

	concrete caps. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings were performed using both LRFR and LFR.
08/22 – Present	Timber Bridge Inspections and Load Rating, Office of State Aid Road Construction, Statewide, MS: Performed load ratings and bridge inspections. During each yearly cycle, Neel-Schaffer performed approximately 125 to 200 routine and repair bridge inspections and load ratings for bridges with timber elements located across the state. The bridges that were inspected may have been built from near 1940 to the present day and are of various lengths and can have unusual configurations. Some bridges are inspected annually, and others are inspected every two years. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings were performed using both LFR and ASD.
08/22 – Present	Pike County Bridge Inspections, Pike County Board of Supervisors, Pike County, MS: Performed load ratings and bridge inspections. During each yearly cycle, Neel-Schaffer performed approximately 60 to 100 routine and scour monitoring bridge inspections for bridges with steel and concrete elements across the county. Neel-Schaffer is currently responsible for the inspection of all non-complex bridges, such as prestressed concrete multigirder bridges, precast channel beams, and concrete box culverts. Some bridges are inspected annually, and others are inspected every two years. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings performed utilized LRFR and LFR.
08/22 – Present	Warren County Bridge Inspections, Warren County Board of Supervisors, Warren County, MS: Performed load ratings and bridge inspections. During each yearly cycle, Neel-Schaffer performed approximately 30 to 50 routine and scour monitoring bridge inspections for bridges with steel and concrete elements across the county. Neel-Schaffer is currently responsible for the inspection of all non-complex bridges, such as prestressed concrete multigirder bridges, precast channel beams, and concrete box culverts. Some bridges are inspected annually, and others are inspected every two years. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings performed utilized LRFR and LFR.
04/23 – 01/26	Mississippi Manual for Bridge Evaluation: Principal Author/Lead Engineer. Neel-Schaffer updated the Mississippi Manual for Bridge Evaluation to reflect FHWA 23 CFR Part 650 2022 Final Rule changes to the National Bridge Inspection Standards (NBIS) and current MDOT bridge inspection policies and procedures. This manual contains all bridge inspection policies and procedures as related to MDOT's bridge safety inspection program to ensure bridges are adequately inspected, evaluated, and maintained to maximize public safety; compliance with all requirements of the FHWA, the NBIS, and the state of Mississippi; and proper management and quality control of bridge inspections, bridge inventory data, scour appraisals, load ratings, and load postings.
04/21 – 06/22	MDOT Small Truss Inspections and Load Ratings, Statewide, MS*: Project Manager. Managed the In-Depth inspections and load ratings of four Truss bridges owned by MDOT. These structures are not currently programmed to be replaced so an In-Depth inspection was needed to determine if any repairs are needed to ensure these bridges can continue to safely carry traffic. Reviewed the inspection reports and load rating data.
02/20 – 06/22	MDOT Box Girder In-Depth inspection and load rating, Rankin County: Project Manager. Managed the In-Depth inspection and load rating of I-20 eastbound to I-55 northbound ramp bridge. Deterioration at the ends of one of the box girders was documented during a routine inspection. After review, it was determined that an In-Depth inspection and load rating of the bridge was required to properly design a permanent repair for the deficiency. Reviewed the inspection report and load ratings.

Firm employed by Neel-Schaffer, Inc.				
Name	Wesley Phillips, PE		Years of experience with this firm/employer	15
Title	Engineer IV		Years of experience with other firm(s)/employer(s)	0
Degree(s) / Years / Specialization			BS / 2011 / Civil Engineering	
Active registration number / state / expiration date			PE No. 26965 / MS / 12-31-2027	
Year registered	2016	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Bridge Load Ratings	
Mr. Phillips joined Neel-Schaffer 2011 and has 15 years of experience in the Structures Department in the firm's Jackson (MS) office. He has worked on a variety of design projects, including bridge, box culvert and retaining wall design, wastewater treatment facility design, as well as bridge inspections and load ratings. Mr. Phillips is a registered PE in Mississippi, Florida, Tennessee, and Arkansas, and he is a certified team leader for bridge inspections. As part of Neel-Schaffer's bridge inspection team, Wesley has conducted NSTM/complex, timber and non-complex inspections across Mississippi since 2011.				
06/23 – Present		Bridge Load Rating, Tennessee Department of Transportation, Statewide, TN: Performed Load Ratings and served as Project Manager. Neel-Schaffer performed 200 bridge load ratings for the Tennessee Department of Transportation. Superstructure types include simple and continuous for live load prestressed concrete AASHTO I-girders, continuous for live load concrete box beams, cast-in-place concrete simple and continuous Tee beams, simple and continuous steel multigirders, concrete continuous slabs and post-tensioned and conventionally reinforced concrete multicell box girders. Structural detailing included complex bridge features, including curved, skewed, widened and flared beams, some of which required 3D finite element analysis and integral pier modeling. Load ratings were performed utilizing LRFR methodology. Load rating models created in AASHTOWare Bridge Rating (BrR) software included deterioration considerations as described in the most recent bridge inspections. Comprehensive bridge load rating reports were generated to document load rating results, assumptions and supporting calculations. Load rating reports were also created in InspectX to document load rating results and related SNBI data for the national bridge inventory.		
07/15 – 11/17		New Orleans (LA) Department of Public Works, 2016 & 2017 Bridge Load Rating Projects: Performed Load Ratings. The New Orleans Department of Public Works requested Neel-Schaffer provide structural engineering services to determine superstructure and substructure load ratings for 25 bridges, as well as provide plans and specifications for the repair of the South Broad Street Overpass. The LADOTD had previously inspected these bridges and recommended that load ratings be developed. Neel-Schaffer structural engineers from Central Mississippi were responsible for making site visits, calculating load ratings, and providing bridge repair recommendations. Engineering services for the project included: Site visits; Calculations of load ratings for the 25 bridges; Site visit to the South Broad Street Overpass to review LADOTD bridge inspection findings and identify and quantify potential bridge repairs. Load Ratings performed utilized LRFR methodology.		
10/11 – Present		Nonredundant Steel Tension Member/Complex Bridge Inspections and Load Rating, Office of State Aid Road Construction, Statewide, MS: Performed load ratings and bridge inspections serving as Team Leader since 2014. During each yearly cycle, Neel-Schaffer performed approximately 75 to 150 routine Nonredundant Steel Tension Member (NSTM) and repair bridge inspections and load ratings for bridges with complex and NSTM elements located across the state. Examples of NSTM bridge types included steel girders, steel through trusses, steel girder/floorbeam systems and steel RR flatcars with various unusual elements such as steel haunched box girders. Substructure load ratings included pile bents composed of timber, steel and prestressed concrete piles, along		

	with associated timber, steel and concrete caps. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings performed utilized LRFR, LFR and ASR methodology, as required.
08/22 – Present	Timber Bridge Inspections and Load Rating, Office of State Aid Road Construction, Statewide, MS: Performed load ratings and bridge inspections. During each yearly cycle, Neel-Schaffer performed approximately 125 to 200 routine and repair bridge inspections and load ratings for bridges with timber elements located across the state. The bridges that were inspected may have been built from near 1940 to the present day and are of various lengths and can have unusual configurations. Some bridges are inspected annually, and others are inspected every two years. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings were performed using both LFR and ASD.
08/22 – Present	Pike County Bridge Inspections, Pike County Board of Supervisors, Pike County, MS: Performed load ratings and bridge inspections serving as Team Leader since 2014. During each yearly cycle, Neel-Schaffer performed approximately 60 to 100 routine and scour monitoring bridge inspections for bridges with steel and concrete elements across the county. Neel-Schaffer is currently responsible for the inspection of all non-complex bridges, such as prestressed concrete multigirder bridges, precast channel beams, and concrete box culverts. Some bridges are inspected annually, and others are inspected every two years. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. Load ratings performed utilized LRFR and LFR.
10/19 – Present	Non-Complex Bridge Load Rating, 2019-2024, Office of State Aid Road Construction, Statewide, MS: Performed Load Ratings. Neel-Schaffer performed non-complex load ratings on a variety of structure types, including superstructure and substructure ratings. Superstructure types included prestressed concrete beams, precast concrete channel beams, concrete slab spans and concrete Tee beams. Substructure types included steel and concrete pile supported bents with concrete and steel caps. Bridge inspections were performed by others in accordance with the National Bridge Inspection Standards. Load ratings performed utilized LRFR, LFR and ASR methodology, as required.
04/23 – 01/26	Mississippi Manual for Bridge Evaluation: Served as Quality Control/Quality Assurance Engineer. Neel-Schaffer updated the Mississippi Manual for Bridge Evaluation to reflect FHWA 23 CFR Part 650 2022 Final Rule changes to the National Bridge Inspection Standards (NBIS) and current MDOT bridge inspection policies and procedures. This manual contains all bridge inspection policies and procedures as related to MDOT's bridge safety inspection program to ensure bridges are adequately inspected, evaluated, and maintained to maximize public safety; compliance with all requirements of the FHWA, the NBIS, and the state of Mississippi; and proper management and quality control of bridge safety inspections, bridge inventory data, scour appraisals, load ratings, and load postings.
02/15 - 01/16	MDOT Bridge Design Division, 2015-2016 Bridge Load Rating Project: Performed Load Ratings. Completed Load Ratings for 445 interstate bridges in the following Mississippi counties: Carroll, Clarke, Copiah, Desoto, Forrest, Grenada, Hancock, Harrison, Hinds, Holmes, Jackson, Jasper, Jones, Lamar, Lauderdale, Lincoln, Madison, Montgomery, Newton, Panola, Pike, Rankin, Scott, Tate, Warren, Yalobusha and Yazoo; Design Specifications: AASHTO Standard and LRFD Bridge Design Specifications, AASHTO Manual for Bridge Evaluation; Program Utilized: AASHTOWare Bridge Rating (BrR). Load ratings performed utilized LFR methodology.

17. Firm Experience:

Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	I-10 Calcasieu River Bridge and Urban Freeway – P3 Project		Firm responsibility (prime or sub?)	Prime
Project number	H.003931	Owner's name	LADOTD	
Project location	Lake Charles, Louisiana		Owner's Project Manager	Paul Vaught
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70804			
Services commenced by this firm (mm/yy)	2021	Total consultant contract cost (\$1,000's)		\$113,000
Services completed by this firm (mm/yy)	On Going	Cost of consultant services provided by this firm (\$1,000's)		\$24,000

Huval & Associates, Inc. (HUVAL), as part of the Lead Design Joint Venture, is providing bridge engineering, **LRFD design, plan preparation, and LRFR live load rating services** for the I-10 Calcasieu River Bridge Public-Private Partnership (P3) Project in Calcasieu Parish, Louisiana. The project includes a new six-lane interstate bridge crossing the Calcasieu River and approximately five miles of associated interstate, interchange, approach, and bridge improvements. HUVAL is responsible for design and plan preparation for approximately one-quarter of the corridor and coordination of roadway and bridge disciplines throughout the project, including structural design and load rating of multiple bridge structures.

As part of the bridge design effort, HUVAL is performing **LRFR live load ratings for six bridge locations/bridge groups**, including the Bilbo Street, Ryan Street, Lakeshore Drive (EB & WB), PPG Drive (EB & WB), and US 90 overpasses, as well as the I-10 EB Exit Ramp Flyover. The rating work is being performed in conjunction with the **LRFD design of the structures**, providing direct continuity between bridge design assumptions, structural analysis, member capacity, final bridge configuration, and load rating requirements. The work includes evaluation of bridge superstructure and substructure components and preparation of the required load-rating documentation for the completed structures.

During construction, HUVAL will continue to provide structural engineering support, including certain construction and erection designs and responses to RFIs and NCRs. These responsibilities require evaluation of proposed field changes and their potential effects on the designed structure and structural capacity. Through its combined role in **bridge design, structural analysis, LRFR load rating, construction engineering, and technical coordination**, HUVAL is providing comprehensive bridge engineering services on one of Louisiana's largest and most complex transportation projects.

Key Project Members:

Glenn McCall, PE – Project Manager

Bob Schmidt, PE – Project Director

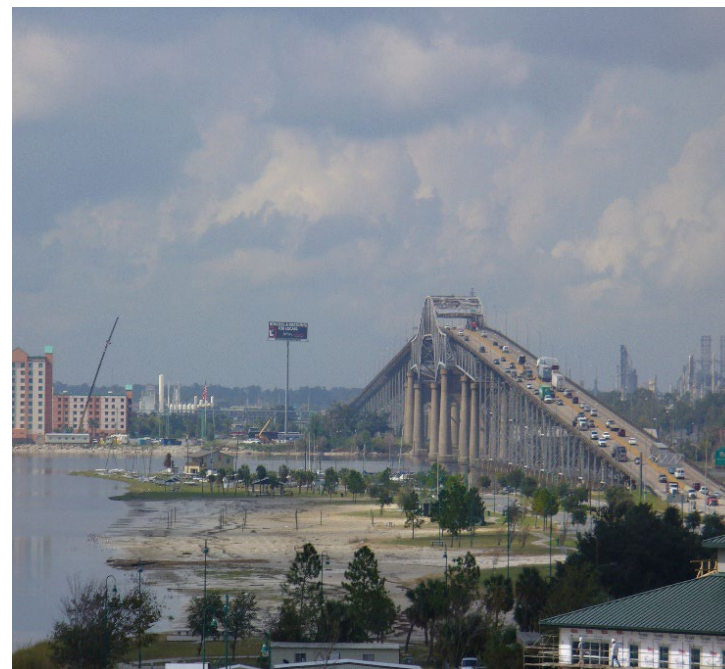
Matthew Hebert, PE – Lead Bridge Design Engineer

Colby Guidry, PE – Bridge Design and Ratings

Justin Peltier, PE – Bridge Design and Ratings

Reid Romero, PE – Bridge Design and Ratings

David Huval III, PE - Bridge Design and Ratings



Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Parishwide Bridge Inspection, Load Rating, Repair, and Rehabilitation Programs		Firm responsibility (prime or sub?)	Prime
Project number	Various	Owner's name	Multiple Louisiana Parish Governments	
Project location	Multiple Parishes - Louisiana Statewide		Owner's Project Manager	Multiple – Available upon request
Owner's address, phone, email	Multiple - Available Upon Request			
Services commenced by this firm (mm/yy)	2016	Total consultant contract cost (\$1,000's)		Varies – Multiple Contracts
Services completed by this firm (mm/yy)	On- Going	Cost of consultant services provided by this firm (\$1,000's)		Varies – Multiple Contracts

Huval & Associates, Inc. (HUVAL) has served as prime consultant for parishwide bridge programs throughout Louisiana involving the inspection, load rating, structural evaluation, repair, and rehabilitation of more than 210 bridges. These programs include, but are not limited to, Calcasieu, Jefferson Davis, Ascension, Terrebonne, St. Martin, Natchitoches, St. Landry, and Vermilion Parishes, and encompass timber, concrete, steel stringer, rail car, culvert, and complex movable bridge structures, including swing, lift, and bascule bridges. Services have included field data collection, structural analysis, load ratings, bridge documentation, posting recommendations, and preparation of stamped and sealed rating reports for submission to LADOTD.

HUVAL's load rating work is directly integrated with observed field conditions and repair needs. Rating evaluations have established posting limits, identified capacity deficiencies, supported repair and strengthening recommendations, and evaluated structures following deterioration, impacts, repairs, or other changes in condition. In St. Landry Parish, HUVAL developed strengthening plans for a steel railcar bridge and re-rated the structure after construction to increase its allowable load limits. In Ascension Parish, HUVAL inspected and load rated 26 bridges and developed repair and modification recommendations to improve allowable load limits while prioritizing repairs for the Parish.

HUVAL has also developed repair and rehabilitation plans for deteriorated timber caps and piles, steel bridge components, and other load-carrying members, with structures re-rated as repairs are completed. This experience is supported by a timber pile repair research and load-testing program conducted with Durable Piling and the U.S. Forest Service Research Facility, where full-size repaired timber piles were load tested to failure. The resulting repair recommendations have been implemented by municipalities, parishes, the U.S. Forest Service, and LADOTD, providing practical experience relating deterioration, repairs, strengthening, and field conditions to bridge capacity and load rating.

Key Project Members:

Colby Guidry, PE- Project Manager / Bridge Ratings

Justin Peltier, PE- Design and Ratings

Patricia East, EI- Bridge Ratings

Ethan Delcambre, CBI



Huval and Associates, Inc.

Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	IDIQ Retainer Contract for Bridge Preservation Statewide		Firm responsibility (prime or sub?)	Prime
Project number	4400023923	Owner's name	LADOTD	
Project location	Louisiana Statewide		Owner's Project Manager	Jenny Fu, P.E.
Owner's address, phone, email	1201 Capitol Access Rd., Baton Rouge, LA 70804-9245, (225)379-1074, Jenny.Fu@la.gov			
Services commenced by this firm (mm/yy)	09/22	Total consultant contract cost (\$1,000's)		\$7,000
Services completed by this firm (mm/yy)	On- Going	Cost of consultant services provided by this firm (\$1,000's)		\$2,651

As the Prime, HUVAL is responsible for Preliminary and Final Plans, Surveying Services, Bridge/Structural Inspection and Evaluation, Design Peer Review, Load Rating of Bridges, and Construction Services. Projects performed using LRFD and LRFR design. Completed and On-going Task Orders include:

LA 6 Youngs Bayou Bridges T.O. H.013821: Huval, as prime, is responsible for final plans, cost estimates, and structural design analyses addressing abutment and embankment failures at the Youngs Bayou Bridges in Natchitoches Parish. Work includes evaluation of existing bridge approach conditions, soil nail stabilization, drainage modifications, and approach slab remediation. The structural evaluation and design analyses require consideration of existing conditions and repair impacts on the bridge system, providing experience directly applicable to bridge load rating and rehabilitation.

US 90 IHNC Movable Bridge Rehabilitation Phase 2 (Danziger) T.O. H.014283.5: Huval, as prime, is providing final structural, mechanical, electrical, and architectural rehabilitation design for the US 90 Danziger Bridge in Orleans Parish, a complex vertical lift movable bridge. Structural work includes lift span, tower, approach span, pier, bearing, and member strengthening/repair design. A key component of the task order is development of an as-rehabilitated bridge load rating and report after all repairs and scope items are completed, providing direct complex bridge rating experience in conjunction with rehabilitation design.

Wiggins Bayou Construction Services T.O. H.012545.6: Huval provides construction-phase structural services for replacement of the Wiggins Bayou Bridge on LA 454 in Avoyelles Parish. Services include review of shop drawings, material submittals, girder erection plans, formwork, contractor RFIs, field conditions, and design changes. These reviews require evaluation of structural components, loading, and construction-stage behavior, complementing Huval's bridge design and load rating capabilities.

LA 94 Construction Services T.O. H.014560.6: Huval provides construction-phase structural services for the Vermilion River Bridge replacement on LA 94 in Lafayette and St. Martin Parishes. Work includes review of the diversion bridge, formwork, bearing pads, contractor RFIs, field conditions, and required design changes. The structural reviews involve assessment of bridge components and temporary/permanent loading conditions, providing experience applicable to bridge analysis, capacity evaluation, and load rating.

Team Members to be Utilized on Retainer:

David S. Huval, Sr., Supervisor Engineer, Principal
Colby Guidry – Project Manager / Lead Bridge Design, Inspections

Lee Hupperich, Lead Movable Bridge Design

Justin Peltier, Bridge Design and Ratings

Reid Romero, Bridge Design and Ratings

Huval & Associates, Inc. is performing **100%** of the work for this project in the State of Louisiana.



Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Old Mississippi River Railroad Bridge and Tunnel (Old U.S. 80)		Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Vicksburg Bridge Commission of Warren County	
Project location	Jackson Co, Mississippi		Owner's Project Manager	Herman Smith
Owner's address, phone, email	4160 Washington Street Vicksburg, MS 39180, (601) 636-0881, HermanS@co.warren.ms.us			
Services commenced by this firm (mm/yy)	11/2018	Total consultant contract cost (\$1,000's)		\$270
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm (\$1,000's)		\$270

Huval and Associates, Inc. (HUVAL) is under contract with the Vicksburg Bridge Commission to provide **bridge engineering, inspection, structural evaluation, and load rating support services** for the Old Mississippi River Bridge at Vicksburg. This historic combination railroad and highway bridge, opened in 1930, is approximately 1.6 miles long and was designed for one line of AREMA Cooper E60 railroad traffic and two lanes of AASHTO H15 highway traffic. HUVAL performs annual inspections of the bridge and tunnel, including hands-on evaluation of known deterioration and fatigue-sensitive Category E truss members.

HUVAL's inspection and engineering services support the **evaluation of existing structural capacity and load-carrying bridge components**. Special inspections are performed following vessel collisions or other impacts, with measurements taken at joints, bearings, structural components, and piers to identify unusual movement or changes in structural behavior. Inspection findings, field measurements, and documented deterioration are used to support structural analyses and load rating evaluations and to identify components requiring repair, strengthening, or further evaluation.

HUVAL also develops repair and maintenance plans for the combination highway and railway through-truss spans, approach deck-girder structures, and concrete tunnel. Services include **structural analysis and load rating support**, repair design, plans, constructability reviews, and cost estimates for structural steel replacement, girder and member strengthening, truss-span vertical jacking, and pier concrete repairs.

Key Project Members:

David S. Huval, Sr., Principal
Rudy McLellan, Lead Bridge Designer and Rater
Colby Guidry, Lead Inspector, Bridge Design
Reid Romero, Bridge Inspector, Bridge Design
Ethan Delcambre, Bridge Inspector



Firm name	Huval & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Bridge
Project name	Jimmie Davis Bridge (LA 511- Design-Build Project)		Firm responsibility (prime or sub?)	Prime
Project number	H.001779	Owner's name	LADOTD	
Project location	Shreveport, Louisiana (Bossier / Caddo Parish)		Owner's Project Manager	Catherine Mastin, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70804, (225)379-1652 , catherine.mastin@la.gov			
Services commenced by this firm (mm/yy)	03/23	Total consultant contract cost (\$1,000's)		\$36,200
Services completed by this firm (mm/yy)	On-Going	Cost of consultant services provided by this firm (\$1,000's)		\$5,640

Key Project Members:

David S. Huval, Sr., Principal
Thomas Gattle PE, Project Manager – Design Manager
Justin Peltier PE, Bridge Design Engineer
Reid Romero PE, Bridge Design Engineer and Ratings
David Huval III, PE - Bridge Design Engineer
Nick Helminger PE, Roadway Design Engineer
Colby Guidry PE, Bridge Design Q.C.

Huval and Associates, along with James Construction as the Contractor, are serving as the primary design engineers for the construction of the new four-lane bridge across the Red River in Bossier/Caddo Parish. The project includes the reconstruction of nearly two miles of LA 511 into a modern, four-lane median-divided highway and the construction of full-access interchange connections at Arthur Ray Teague Parkway and Clyde Fant Memorial Parkway.

Bridge load rating and structural evaluation are integral components of the project. Huval's structural engineering services include load rating analyses and evaluations of bridge components to verify structural capacity for applicable design, legal, and permit loading conditions. This work involves the development and review of structural models, evaluation of superstructure and substructure components, consideration of construction-stage loading, and assessment of bridge capacity using applicable LADOTD and AASHTO requirements.

A critical component of the project is the temporary work platforms designed by Huval. These platforms are installed on both sides of the Red River and provide stable foundations for cranes and other heavy construction equipment. The design requires evaluation of significant construction and equipment loads and the structural capacity of the supporting components, providing additional experience directly applicable to the analysis and evaluation of complex bridge structures.

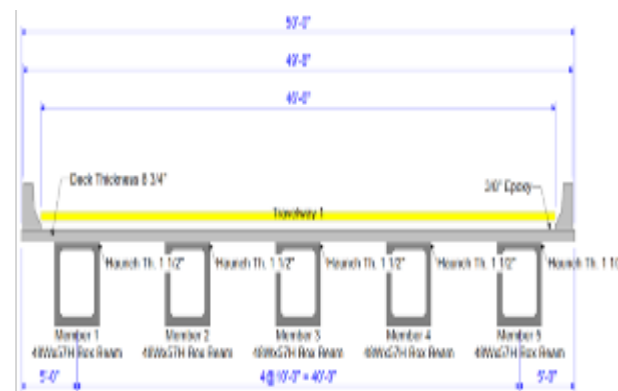


Huval and Associates, Inc.

Firm name	Neel-Schaffer, Inc.		Discipline(s)*	Bridge
Project name	Bridge Load Ratings – Tennessee Statewide		Firm responsibility (prime or sub?)	Prime
Project number	n/a	Owner's name	Tennessee Department of Transportation	
Project location	Statewide, TN		Owner's Project Manager	Rebecca Hayworth
Owner's address, phone, email	W.R.S. Tennessee Tower, 2nd Floor, 312 Rosa L. Parks Ave., Nashville, TN 37203, 615-253-2448, rebecca.hayworth@tn.gov			
Services commenced by this firm (mm/yy)	06/23	Total consultant contract cost (\$1,000's)		\$2,441
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm (\$1,000's)		\$2,441

Neel-Schaffer performed 200 bridge load ratings for the Tennessee Department of Transportation. Superstructure types include simple and continuous for live load prestressed concrete AASHTO I-girders, continuous for live load concrete box beams, cast-in-place concrete simple and continuous Tee beams, simple and continuous steel multigirders, concrete continuous slabs and post-tensioned and conventionally reinforced concrete multicell box girders. Structural detailing included complex bridge features, including curved, skewed, widened and flared beams, some of which required 3D finite element analysis and integral pier modeling.

Bridge inspections were performed by others in accordance with the National Bridge Inspection Standards. Load ratings were performed utilizing LRFR methodology. Load rating models created in AASHTOWare Bridge Rating (BrR) software included deterioration considerations as described in the most recent bridge inspections. Comprehensive bridge load rating reports were generated to document load rating results, assumptions and supporting calculations. Load rating reports were also created in InspectX to document load rating results and related SNBI data for the national bridge inventory.



Typical Section, AASHTOWare Bridge Rating (BrR) software

Firm Members: Richard Withers, Wesley Phillips

Firm Experience

Firm name	Neel-Schaffer, Inc.		Discipline(s)*	Bridge
Project name	Bridge Inspections and Load Rating – Statewide Mississippi		Firm responsibility (prime or sub?)	Prime
Project number	n/a	Owner's name	Mississippi Office of State Aid Road Construction	
Project location	Statewide, MS		Owner's Project Manager	David Barrett
Owner's address, phone, email	P.O. Box 1850, Jackson, MS 39215; 601.359.7150; dbarrett@osarc.ms.gov			
Services commenced by this firm (mm/yy)	08/22	Total consultant contract cost (\$1,000's)		\$9,068
Services completed by this firm (mm/yy)	Present	Cost of consultant services provided by this firm (\$1,000's)		\$9,023

Neel-Schaffer performed approximately 800 routine, Nonredundant Steel bridge inspections and superstructure and substructure load ratings for bridges with timber and NSTM elements located across the state. Examples of NSTM bridge types included steel girders, steel through trusses, steel girder/ floorbeam systems and steel RR flatcars with various unusual elements such as steel haunched box girders.



Routine inspections included bridges with timber elements and unusual configurations. Substructure load ratings included pile bents composed of timber, steel and prestressed concrete piles, along with associated timber, steel and concrete caps. Bridge inspections were performed in accordance with the National Bridge Inspection Standards. The inspections and load ratings required SNBI data to be collected and input into the client's electronic database. Load ratings were performed using both LRFR, LFR and ASR methodologies.



Tension Member (NSTM) and repair



Firm Members: Richard Withers, Wesley Phillips

Firm Experience

Firm name	Neel-Schaffer, Inc.		Discipline(s)*	Bridge
Project name	Bridge Load Rating Project – City of New Orleans		Firm responsibility (prime or sub?)	Prime
Project number	n/a	Owner's name	New Orleans (LA) Department of Public Works	
Project location	New Orleans, LA		Owner's Project Manager	Bao Vu
Owner's address, phone, email	1300 Perdido St, Room 6W03, New Orleans, LA 70112; 504-658-8001; bvu@nola.gov			
Services commenced by this firm (mm/yy)	07/15	Total consultant contract cost (\$1,000's)		\$184
Services completed by this firm (mm/yy)	11/17	Cost of consultant services provided by this firm (\$1,000's)		\$125

The New Orleans Department of Public Works requested that Neel-Schaffer provide structural engineering services to determine superstructure and substructure load ratings for 25 bridges, as well as to provide plans and specifications for the repair of the South Broad Street Overpass. The LADOTD had previously inspected these bridges and recommended that load ratings be developed. Neel-Schaffer structural engineers from Central Mississippi were responsible for making site visits, calculating load ratings, and providing bridge repair recommendations.

Engineering services for the project included:

- Site visits;
- Calculations of load ratings for the 25 bridges; and
- Site visit to the South Broad Street Overpass to review LADOTD bridge inspection findings and identify and quantify potential bridge repairs.

Load ratings were performed utilizing LRFR methodology.



Firm Members: Wesley Phillips



Huval and Associates, Inc.

18. Approach and Methodology:

UNDERSTANDING OF THE CONTRACT HUVAL understands that the value of this IDIQ is not merely production of rating factors. LADOTD needs load ratings that accurately reflect each bridge's present configuration and condition; withstand independent review; support timely posting, overweight permit, repair, preservation, and asset-management decisions; and remain transparent and usable for future updates. HUVAL will manage every task order around four commitments:

1 Establish the basis first Resolve governing records, data gaps, assumptions, criteria, and field-verification needs before substantial modeling.	2 Match the method to the bridge Use AASHTOWare BrR where appropriate and refined analysis only where needed to represent structural behavior.	3 Independently challenge the result Verify source data, dead load, capacity, load path, controlling members, and apparent posting results through defined quality hold points.	4 Deliver a record LADOTD can reuse Provide one complete, indexed package per bridge with editable models, calculations, reports, forms, and supporting records.
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PRIME-LED TEAM AND CONCURRENT TASK-ORDER MANAGEMENT Colby Guidry, P.E., will serve as HUVAL's Project Manager and LADOTD's single point of accountability. Each task order will have a designated Task Order Lead, Rating Engineer, independent Checker, and Reviewer selected for the bridge type and required service. The preparer and independent checker will be separate individuals. HUVAL will retain responsibility for scope, schedule, quality, coordination, and final delivery; Neel-Schaffer will provide complex-bridge and refined-analysis expertise, surge capacity, and independent technical review when beneficial.

Team member	Primary responsibility	Direct benefit to LADOTD
HUVAL - Prime Consultant	Task-order management; records/field verification; routine and complex ratings; posting/repair decision support; final QA and delivery.	One accountable prime with Louisiana rating, inspection, rehabilitation, and construction-engineering continuity.
Neel-Schaffer - Rating Support	Specialized BrR support; complex/refined analysis; surge staffing; independent peer review for selected assignments.	Additional depth for unusual structures and parallel delivery of two concurrent task orders without reducing review independence.

For two simultaneous task orders, HUVAL will assign separate technical leads and checking resources and will maintain a rolling resource and milestone look-ahead. Urgent permit, impact, or potential-posting assignments will be prioritized with LADOTD without losing independent review of the active work.

REPEATABLE TASK-ORDER WORKFLOW

1. Define	2. Assemble	3. Establish	4. Verify
Purpose, bridges, vehicles, urgency, deliverables, schedule, acceptance points	Bridge Record Index and Data Gap Matrix	Rating basis, assumptions, analysis tier, field plan, QC procedures	Rating-focused site visit and condition mapping
5. Analyze	6. Challenge	7. Decide	8. Close
BrR or approved refined model; present-condition capacity	Independent checks, reasonableness review, preliminary results	Posting/permit recommendation; repair or strengthening options; comment resolution	Accepted report, native files, forms, data transfer, indexed archive

TASK-ORDER INITIATION, COMMUNICATION, AND SCHEDULE CONTROL At initiation, the HUVAL Project Manager will confirm the bridge or bridge group, purpose of the rating, required vehicles and load cases, available records, urgency, anticipated deliverables, interfaces, and special analysis requirements. These items will be documented in a concise Task Order Definition Sheet. HUVAL will then assign the task-specific team and prepare a schedule with calendar periods, technical review checkpoints, and clearly identified LADOTD decisions.

The team will use an issue, risk, and decision log throughout the task order. Progress updates will compare planned and actual milestones, identify near-term activities, and elevate unresolved data needs or potential posting/safety implications early. This no-surprises approach keeps technical questions from becoming late review comments.

BRIDGE RECORD, DATA GAPS, AND RATING BASIS The first technical deliverable will be a Bridge Record Index and Data Gap Matrix. HUVAL will retrieve and organize governing plans, as-built and shop drawings when available, current and prior inspection reports, existing rating reports and models, repair/rehabilitation and widening records, field measurements, material or load-test information, and records of added wearing surfaces, barriers, utilities, or other modifications. Sources may include LADOTD bridge records and document-management systems, Bridge Design, Bridge Maintenance, District offices, local owners, and other identified record holders.

An existing rating file will be treated as a starting record, not as the unquestioned basis of the new rating. Geometry, materials, member definitions, loads, deterioration, and analysis settings will be reconciled against the governing documents and current bridge condition. Conflicting or missing information will be logged with the proposed resolution - additional research, a targeted field measurement, a documented engineering assumption, or direction from LADOTD.

Before substantial modeling, HUVAL will document the rating basis: governing criteria and software/version; bridge configuration; material properties; composite action, continuity, and fixity; dead loads and modifications; rated members; live-load distribution; required vehicles; present-condition reductions; field-verification needs; refined-analysis triggers; and the planned independent checks. For routine work this may be incorporated into the kickoff record; for complex bridges or material assumptions it will be confirmed with LADOTD as a formal technical hold point.

RATING-FOCUSED FIELD VERIFICATION Field work will supplement rather than duplicate the routine bridge inspection. HUVAL's bridge inspection and rating personnel will verify rating-sensitive information such as member sizes and spacing, framing and connection details, bearing or restraint conditions, wearing-surface thickness, barriers and attachments, repairs or strengthening, section loss, timber decay, concrete deterioration, collision damage, and undocumented modifications. Measurements and photographs will be tied to bridge, span, member, and location so each condition-based capacity reduction can be traced directly from the field record into the model. Any observed condition that may require immediate attention will be promptly communicated to LADOTD.

RISK-BASED ANALYSIS STRATEGY

Analysis path	Typical use	Core validation
1 Standard BrR	Structures and components that can be reliably represented using established BrR modeling and distribution methods.	Geometry/material reconciliation; dead-load check; reactions and load effects; member capacity; required vehicles; controlling result.
2 Enhanced BrR + supplemental checks	Skewed, continuous, widened, deteriorated, substructure, or locally irregular conditions requiring focused hand, spreadsheet, or local-model checks.	Standard checks plus distribution/boundary-condition sensitivity and targeted independent calculations.
3 Refined / specialized analysis	Trusses, movable bridges, curved or irregular systems, complex load paths, and members not appropriately rated in BrR.	Approved 2D/3D model; load-path and boundary validation; influence lines/surfaces; independent benchmark or alternate calculation.

HUVAL will use the least complex method that faithfully represents structural behavior. This avoids unnecessary analysis on routine bridges while providing a defensible path when simplified methods may be overly conservative or incomplete.

ANALYSIS AND PRESENT-CONDITION LOAD RATING AASHTOWare BrR will be the primary platform where applicable. Models will be built to be stable, transparent, repeatable, and suitable for future updates. The rating will include the applicable design, legal, special hauling, emergency, and task-specific vehicles in accordance with the current AASHTO Manual for Bridge Evaluation and LADOTD requirements. Section loss, timber decay, concrete deterioration, damaged members, strengthening, and other capacity changes will be incorporated using measurements, photographs, calculations, test information, or clearly documented assumptions.

Model verification will include an independent reconciliation of dead loads; member and section properties; distribution; boundary conditions; load combinations and vehicles; controlling load effects; and critical capacities. Reactions, influence behavior, and controlling locations will be checked for structural reasonableness. For members not rated in BrR, the required influence line or surface and supporting analysis will be included in the final record.

LOW RATINGS, POSTING, AND STRENGTHENING DECISIONS A preliminary rating below the applicable threshold will trigger a structured verification before a posting recommendation is finalized. HUVAL will recheck (1) source data and bridge configuration, (2) geometry and dead load, (3) deterioration and section properties, (4) distribution and boundary conditions, and (5) the controlling member, load case, and capacity calculation. Refined analysis will be considered where it can more accurately represent the load path without compromising safety.

When posting remains necessary, HUVAL will identify the controlling mechanism and, when authorized, develop practical concepts to improve or eliminate the restriction. Options may include localized repair, member strengthening, load redistribution, replacement of deficient components, or other feasible modifications. Recommendations will consider access, construction sequencing, temporary support, maintenance of traffic, durability, and the expected effect on the rating - giving LADOTD a direct bridge between the numerical result and a preservation decision.

BRR FILE CORRECTION AND OVERWEIGHT PERMIT SUPPORT For an existing BrR file, HUVAL will perform a documented audit of geometry, materials, member definitions, loads, distribution, vehicles, deterioration, and analysis settings; reconcile the model with plans and current condition; correct meaningful discrepancies; and rerun the analysis to confirm stable, repeatable results. A correction log will identify material changes so LADOTD can understand and reuse the final model. For time-sensitive overweight permit assignments, the team will use a streamlined sequence: verify the governing bridge model, apply the permit vehicle and required operating assumptions, independently check the controlling response, and provide a clear recommendation with any conditions or limitations directed by LADOTD. Specialized analysis will be used when the proposed vehicle or bridge system cannot be reliably evaluated in BrR.

QUALITY CONTROL / QUALITY ASSURANCE QA/QC will begin with the bridge record and continue through final data transfer. HUVAL will identify the preparer, independent checker, and reviewer at task-order startup. Neel-Schaffer work products will enter the same HUVAL-controlled review process, and selected complex assignments may be paired so one firm develops the primary analysis while the other performs independent technical review.

Hold point	Required review and evidence	Release question
H1 Data and Rating Basis	Record index; data gaps; assumptions; materials; bridge configuration; vehicles; condition treatment; analysis and field plan.	Is the governing basis complete, traceable, and appropriate before modeling proceeds?
H2 Model Verification	Geometry/member audit; dead-load reconciliation; boundary/distribution review; reactions and benchmark calculations; preliminary controlling results.	Does the model behave like the bridge, and are the critical inputs correct?
H3 Independent Technical Check	Independent critical force/capacity/ <u>rating</u> checks; reasonableness review; refined-analysis validation; report/model cross-check.	Are the controlling results defensible and independently reproducible?
H4 Final Closeout	Comment-response matrix; backcheck; signed summary; deliverable checklist; native files; forms; naming and index review.	Are all comments closed and is the package complete, consistent, and reusable?

COORDINATION, REVIEW, AND COMMENT RESOLUTION Technical coordination will be aligned with task-order risk. Routine assignments will use focused kickoff, preliminary-result, draft, and final checkpoints. Complex structures may add rating-basis and model-review meetings. Potential safety concerns, major assumptions, likely posting outcomes, and analysis-method changes will be raised before draft submission. LADOTD comments will be recorded in a response matrix, incorporated or dispositioned, backchecked, and closed by the Project Manager.

TRAINING AND MISCELLANEOUS RATING SUPPORT HUVAL will treat training as a task-specific knowledge-transfer assignment rather than a generic software demonstration. At startup, the team will confirm the audience, bridge types, current experience, software environment, and desired outcomes. Instruction can use actual or representative LADOTD bridges and progress from rating basis and model setup through deterioration modeling, interpretation of results, troubleshooting, refined-analysis triggers, independent checking, and final documentation.

1 Plan Needs assessment, learning objectives, agenda, bridge examples, software, and expected deliverables.	2 Demonstrate BrR and approved refined-analysis workflows using realistic bridge records, assumptions, and condition data.	3 Practice Hands-on model and calculation exercises, result interpretation, troubleshooting, and independent checks.	4 Sustain Editable examples, checklists, job aids, Q&A documentation, and targeted follow-up support.
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Miscellaneous support may include BrR file audits and troubleshooting; rating-policy, procedure, template, and checklist development; quality audits; overweight permit-review support; special or emergency analyses; model/data/database checks; and other rating assignments directed by LADOTD. Training will draw on HUVAL's Louisiana bridge experience and Neel-Schaffer's program-management depth, including Richard Withers' prior responsibility for MDOT's bridge rating, posting, permitting, and staff-training programs.

COMPLETE AND REUSABLE FINAL DELIVERY Following independent review and comment resolution, HUVAL will submit one complete rating record for each bridge in the format required by the task order.

Final rating report	Bridge identification/recall number; purpose and criteria; structure description; governing records; assumptions and material values; present-condition discussion and photographs; analysis method; critical ratings and controlling members; recommendations.
Rating results and checks	Output for every rated member; required influence lines/surfaces; hand or sample calculations; independent-check evidence; response to significant model or condition issues.
Native technical files	One BrR/BrD model per bridge where applicable; supplemental analysis models; editable Mathcad/spreadsheets/calculations; model/version identification; correction log when existing files are revised.
Supporting records and forms	Applicable plans, field measurements, inspection/test records, sketches of deterioration, required District Response and Posting Option forms, and task-specific data/database updates.
Closeout control	Signed and sealed summary documents as required; completed QA/QC checklist; comment-resolution matrix; final file index; transmittal in the required electronic or document-management format.

REPRESENTATIVE TASK-ORDER SCHEDULE AND CONCURRENT CAPACITY The schedule below illustrates a routine single-bridge rating with reasonably complete records. Actual T.O. durations will be established based on bridge count, complexity, field-access needs, urgency, and review requirements. File-correction and permit assignments may be compressed; grouped and refined-analysis assignments will use additional bridge- or model-specific milestones.

Consultant work period	Primary activities	Checkpoint / deliverable
Week 1	Kickoff; Task Order Definition Sheet; record retrieval; Bridge Record Index; Data Gap Matrix.	Scope/schedule confirmation; H1 basis development begins.
Weeks 1-2	Focused field verification; material assumptions resolved; rating basis and analysis path established.	H1 release / basis concurrence as applicable.
Weeks 2-5	Develop BrR or refined model; present-condition capacity; required vehicles; preliminary results.	H2 model verification; preliminary-results coordination.
Weeks 4-6	Independent technical checks; report/model consistency review; posting/repair decision support.	H3 release; draft package.
Weeks 7-8	LADOTD comment response; backcheck; final report, model, forms, and indexed electronic files.	H4 closeout / final delivery.

PROVEN CAPACITY AND COMMITMENT

210+ Louisiana parish bridges inspected, rated, evaluated, repaired, or rehabilitated under HUVAL prime-led programs.	400+ Louisiana structures rated by HUVAL's proposed rating personnel across timber, concrete, steel, culvert, and other bridge types.	200 TDOT bridge ratings completed by Neel-Schaffer, including curved, skewed, widened, flared, and refined-analysis structures.	~800 Mississippi statewide inspections and superstructure/substructure ratings supporting routine, timber, and NSTM/complex bridges.
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19. Workload:

Firm(s) <u>ALL FIRMS</u> MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Huval & Associates, Inc.	Bridge	Co. #:4400005673 S.P. H. 011235	I-49 South @ Verot School Road Lafayette Parish – Design Phase Supp. #3,4,5	\$11,000
	Bridge	Co. #:4400010428 S.P. H.004774.5	Kansas Lane-Garrett Road Connector – Supp #1	\$11,644
	Bridge	Co. #:4400017421 S.P. H.001352.5	Comite Diversion Bridge at LA 67 – Construction Services	\$110,464
	Bridge	Co. #:4400017421 S.P. H.002273.5	Comite Diversion Bridge at LA 19 & LA 19 Railroad – Const. Services	
		Co. #:4400029193 S.P. H.004100.5	I-10 CMAR –Design	\$2,221,000
	Bridge	Co. #:4400029193 S.P. H.004100.6	I-10 CMAR – Construction Services	\$500,916
	Bridge	Co. #. Not Assigned S.P.H. 001779	Jimmie Davis Bridge (LA 511 – Design-Build Project)	\$70,000
	Bridge	Co.#. 4400023923 S.P.H. 013821.5	LA 6: Youngs Bayou Bridges	\$10
	Bridge	Co.#. 4400023923 S.P.H. 007300.5	I-20 Widening and Kansas - Garrett Connector	\$15,073
	Bridge	Co.#. 4400023923 S.P.H. 012545.6	LA 454 - Wiggins Bayou Bridge: Construction Services	\$39,352
	Bridge	Co.#.4400023923 S.P.H. 014560.6	LA 94: Vermillion Bridge Replacement	\$28,105
	Bridge	Co.#.4400023923 S.P.H. 014283.5	US 90 IHNC Danzinger Bridge	\$839,721
	Bridge	Co.#.4400023923 S.P.H. 015114.6	US 90 Over Bayou Ramos Repairs – Construction Services	\$27,472
	Bridge	Co.#.4400023923 S.P.H. 011808.6	LA 10: Palmetto Company Canal Bridge	\$24,364
	Bridge	Co.#.4400023923 S.P.H. 011808.6	LA 58: Petit Caillou Bridge Rehab	\$310,284
	Bridge	Co.#.4400023923 S.P.H. 013821.6	LA 6: Young Bayou Bridges – Construction Services	\$44,008

Huval and Associates, Inc.

Huval & Associates, Inc.	Bridge	Co.#.4400023923 S.P.H. 016537.5	LA 1: W Larose VLB Elec and Mech Repairs	\$42,759
Neel-Schaffer, Inc.	Bridge	N/A	N/A	N/A

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20. Certifications/Licenses:



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Name	Type	City	Status
HUVAL & ASSOCIATES, INC.	Business Corporation	LAFAYETTE	Active

Previous Names

Business: HUVAL & ASSOCIATES, INC.

Charter Number: 34351949D

Registration Date: 3/21/1990

Domicile Address

922 W. PONT DES MOUTON RD.
LAFAYETTE, LA 70507

Mailing Address

C/O DAVID S. HUVAL, SR.
922 W. PONT DES MOUTON RD.
LAFAYETTE, LA 70507

Principal Office Address

922 W. PONT DES MOUTON RD.
LAFAYETTE, LA 70507

Status

Status: Active

Annual Report Status: In Good Standing

File Date: 3/21/1990

Last Report Filed: 3/5/2026

Type: Business Corporation

Registered Agent(s)

Agent: DAVID S. HUVAL, SR.

Address 1: 922 W. PONT DES MOUTON RD.

Citv. State. Zip: LAFAYETTE. LA 70507

Huval and Associates, Inc.



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Name	Type	City	Status
NEEL-SCHAFFER, INC.	Business Corporation (Non-Louisiana)	JACKSON	Active

Previous Names

Business: NEEL-SCHAFFER, INC.
 Charter Number: 34112054F
 Registration Date: 4/25/1983

Domicile Address

4450 OLD CANTON ROAD
 SUITE 100
 JACKSON, MS 39211

Mailing Address

4450 OLD CANTON ROAD
 SUITE 100
 JACKSON, MS 39211

Principal Business Office

4450 OLD CANTON ROAD
 SUITE 100
 JACKSON, MS 39211

Registered Office in Louisiana

450 LAUREL STREET, 8TH FLOOR
 BATON ROUGE, LA 70801

Principal Business Establishment in Louisiana

450 LAUREL STREET
 8TH FLOOR
 BATON ROUGE, LA 70801

Status

Status: Active

Annual Report Status: In Good Standing

Huval and Associates, Inc.

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.**

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
Neel-Schaffer, Inc.	10000 Perkins Rowe, Suite G360 Baton Rouge, LA 70810	Nick Ferlito, Jr., PE, PTOE nick.ferlito@neel-schaffer.com	225.924.0235

(Add rows as needed)

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.**