ATLAS

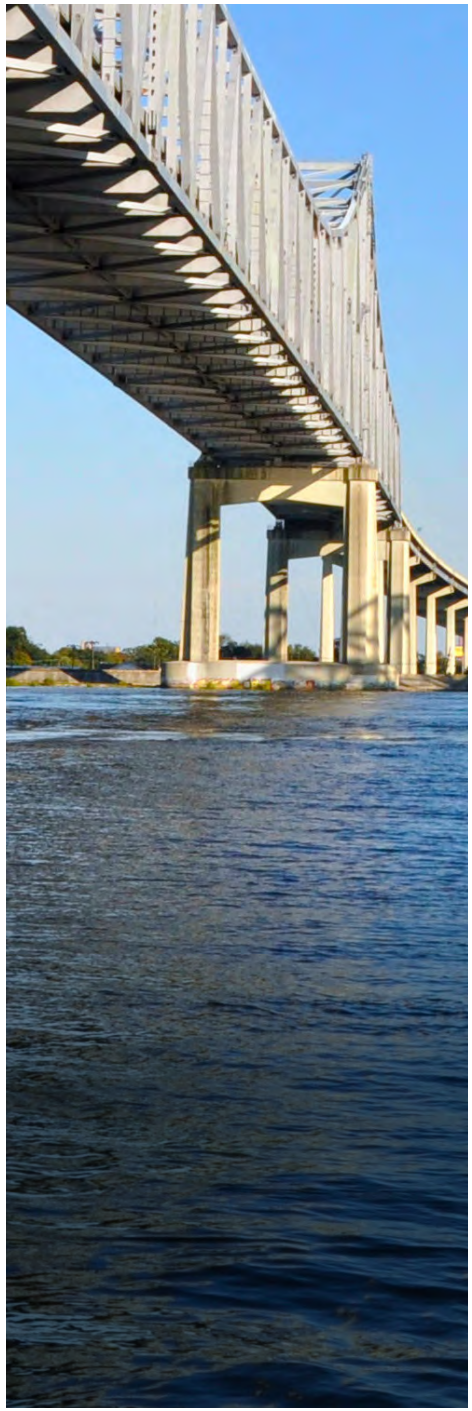
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

CONTRACT NO. 4400032013
STATE PROJECT NO. H.015788.1
FEDERAL AID PROJECT NO. H015788
I-20: MISSISSIPPI RIVER BR AT VICKSBURG
ROUTE: I-20
MADISON PARISH

04.30.25 | Submitted by Atlas Technical Consultants LLC

Louisiana Department of Transportation & Development (LADOTD)
ATTN: RYAN MORVANT
1201 Capitol Access Rd.
Baton Rouge, LA 70802

8440 Jefferson Hwy Suite 400,
Baton Rouge, LA 70809



Re: CONTRACT NO. 4400032013, STATE PROJECT NO. H.015788.1, FEDERAL AID PROJECT NO. H015788
I-20: MISSISSIPPI RIVER BR AT VICKSBURG, ROUTE: I-20, MADISON PARISH

Dear Selection Committee Members:

As the prime consultant, Atlas brings an integrated team of nationally recognized specialists with proven experience in delivering Planning Environmental Linkages (PEL) and National Environmental Policy Act (NEPA) documentation for for the vital project of the I-20 Mississippi River Bridge at Vicksburg.

Our partners— Ardaman, Dan Brown and Associates, Franklin Associates, Forte and Tablada, GM2, Gresham Smith, TRC, The Lakvold Group, and Providence—represent best-in-class expertise in bridge design, geotechnical engineering, environmental compliance, traffic operations, and public involvement. With over 100 project personnel located in Louisiana and Mississippi, and more than 1,100 nationwide ready to support, our team provides more than capability—we offer close and timely coordination, continuity, and commitment between our team and the DOTs.

The I-20 Mississippi River Bridge at Vicksburg project is one of urgency and consequence. The ongoing movement of bridge piers E1 and E2 requires swift yet carefully planning to protect long-term regional connectivity. Our approach will identify technically feasible, environmentally sound, and publicly supported solutions that can move directly into the NEPA process with minimal duplication or delay.

OUR ADVANTAGE: Integration, Experience, & Momentum

What sets our team apart is not just technical strength, but our clear focus on delivering legally defensible NEPA documents through transparent communication with LADOTD, MDOT, FHWA, the public, and cooperating agencies. We offer:

- **Collaboration with specialists in each major issue area.** While Atlas maintains robust internal capabilities, we achieve our best results by aligning with the right technical partners. Each teaming firm was chosen not only for their excellence, but for their ability to seamlessly contribute to responsive, high-quality deliverables.
- **Tailored approaches to public and environmental review.** We do not believe in a “one size fits all” model. Every project site is unique, and our team’s approach reflects that—with flexibility in methods, data needs, and engagement strategies to match the specific context and level of review required.
- **Leverage of existing relationships and local understanding.** With extensive experience supporting LADOTD and other state DOTs on transportation infrastructure across the region, we bring institutional knowledge, regulatory familiarity, and stakeholder trust to every stage of the process. The core of this team has also worked together successfully in the very recent past with LADOTD’s PEL submission to FHWA for the Mississippi River Bridge connecting LA 1 to LA30.

We thank you for the opportunity to submit this proposal and look forward to supporting LADOTD in delivering one of the state’s most significant infrastructure studies.

R. Adam Davis, PE | Project Manager
c: 225.610.0123
Adam.Davis@oneatlas.com

Todd I. Long, PE, PTOE | Principal-in-Charge
o: 770.263.5945 | c: 770.530.9194
Todd.Long@oneatlas.com

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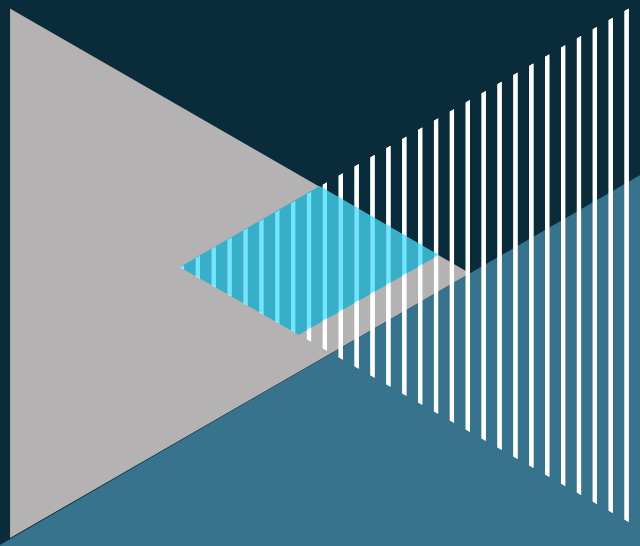


1 - 15 ADMINISTRATIVE

1	Contract Name Shown in Advertisement	(FEDERAL AID PROJECT NO. H015788) **I-20: MISSISSIPPI RIVER BR AT VICKSBURG ROUTE: I-20**	
2	Contract Number	CONTRACT NO. 4400032013	
3	State Project Number	STATE PROJECT NO. H.015788.1	
4	Prime Consultant Name	Atlas Technical Consultants LLC	
5	Prime Consultant License Number	EF6606	
6	Prime Consultant Mailing Address	8440 Jefferson Hwy Suite 400, Baton Rouge, LA 70809	
7	Prime Consultant Physical Address	8440 Jefferson Hwy Suite 400, Baton Rouge, LA 70809	
8	Prime's Point of Contact	**R. ADAM DAVIS, PE** *Louisiana Sector Leader* | 225.610.0123 | adam.davis@oneatlas.com	
9	Official with Signing Authority for Proposal	**TODD LONG, PE, PTOE** *South Atlantic Division Lead* | 770.530.9194 | todd.long@oneatlas.com	
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.		 **Todd I. Long, PE, PTOE** Signature above shall be the same person listed in Section 9: Date: 04.30.25
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.	Firms: The Lakvold Group, LLC (DBE/WBE) Franklin Associates, LLC (MBE)	Firm's MBE/DBE %: 5.25%

		Prime	Subconsultants										
Discipline	% of Overall Contract	Atlas	Ardaman	Dan Brown	Forte	Franklin	Gresham	GM2	KCI	Lakvold	Providence	TRC	Discipline Must Equal 100%
Bridge	25%	5%						50%	10%			35%	100%
Environmental	35%	35%				10%				5%	50%		100%
Geotech	15%		25%	75%									100%
Road	5%	20%			5%		55%		5%			15%	100%
Survey	5%	20%			80%								100%
Traffic	5%	20%					80%						100%
Contract Management	10%	100%											100%
% of Contract	100%	26.5%	3.75%	11.25%	4.25%	3.5%	6.75%	12.5%	2.75%	1.75%	17.5%	9.5%	100%

Ardaman & Associates, Inc. (Ardaman)

Dan Brown & Associates, LLC (Dan Brown)

Forte & Tablada, Inc. (Forte)

Franklin Associates, LLC (Franklin)

GM2 Associates, Inc. (GM2)

Gresham Smith (Gresham)

KCI Technologies, Inc. (KCI)

The Lakvold Group, LLC (Lakvold)

Providence Engineering & Environmental Group LLC (Providence)

TRC Engineers, Inc. (TRC)

Firm Name	DOTD Job Classification	# of personnel committed to contract	# personnel in DOTD Job Classification
Atlas (PRIME)	Principal	1	4
	Supervisor - Engineer	7	17
	Engineer	5	135
	Engineer Intern	1	5
	Designer	2	23
	Environmental Manager	2	85
	Envrionmental Professional	4	468
	Clerical	2	100

Our team comprises of:

- **100+ PROJECT PERSONNEL LOCATED IN LOUISIANA AND MISSISSIPPI**
- **1,100+ PERSONNEL NATIONWIDE**

Firm	DOTD Job Classification	# of personnel committed to contract	# personnel in DOTD Job Classification
Ardaman	Administrative	1	1
	Clerical	1	2
	Engineer	2	4
	Engineer Intern	3	6
	Principal	4	6
	Senior Technician	7	9
	Supervisor - Eng	3	3
	Supervisor - Other	2	2
	Technician	10	14
Dan Brown	Engineer	2	19
Forte	Principal	1	2
	Administrative	0	2
	Surveyor	1	5
	Supervisor - Other	1	1
	Senior Technician	1	7
	CADD Technician	2	3
	Technician	1	2
	Party Chief	2	6
	Instrument Man	2	4
	Rodman	0	3

Firm	DOTD Job Classification	# of personnel committed to contract	# personnel in DOTD Job Classification
Franklin	Other (Public Outreach & Relations Support)	4	38
GM2	CADD-Operator	1	17
	Clerical	1	7
	Engineer	4	8
	Graphics	1	6
	Supervisor - Other	1	8
	Supervisor - Eng	3	3
Gresham	Clerical	1	1
	Engineer	4	12
	Engineer Intern	4	12
	Planner	1	4
	Principal	1	1
	Professional	1	4
	Senior Technician	2	6
	Supervisor - Engineer	4	8

Firm	DOTD Job Classification	# of personnel committed to contract	# personnel in DOTD Job Classification
KCI	Other (Estimator)	4	15
Lakvold	Professional (Real Estate Appraiser)	1	2
Providence	Environmental Manager	2	2
	Biologist/Wetlands	2	4
	Archaeologist	3	3
	Geologist	1	2
	Historian	1	1
TRC	Principal	1	1
	Supervisor - Eng	2	4
	Supervisor - Other	1	1
	Engineer	6	10
	CADD Technician	2	4
	Administrative	2	3
	Engineer - Other	3	6
	Inspector - Bridge	2	10
	Archaeologist	2	12
	Archaeologist - Tech	8	30
	Historian	1	2

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LEGEND	
Atlas Technical Consultants	
(XX) Years of Experience	
★ Resume included	
Service Lead	
MPR # - Meets Minimum Personnel Requirement #	
SUBCONSULTANTS	
Ardaman	Gresham Smith
Dan Brown & Associates	KCI
Forte & Talbada	Providence
GM2	TRC
DBE SUBCONSULTANTS	
Franklin	Lakvold

PRINCIPAL-IN-CHARGE (PIC)

★ Todd Long, PE, PTOE ***MPR 1 & 2***

PROJECT MANAGER (PM)

★ Adam Davis, PE

DEPUTY PROJECT MANAGER (DPM)

★ Kerry Oriol ***MPR 4***

QA/QC | TECHNICAL ADVISORS

Environmental - ★ Kara Swanson
Planning - ★ Mike McCarthy, PE, AICP
Traffic Management - ★ Todd Long, PE, PTOE ***MPR 1 & 2***
Bridge Design - ★ Randall Mullins, PE, SE ***MPR 3***
Road Design - Ben Buchan, PE

COMMUNITY OUTREACH

★ Perry Franklin

Johnathan Hill
Laura Livingston
Angela Noote
Cristina Lacroix

ENVIRONMENTAL & PLANNING

★ Anna Choudhuri

Transportation Resources
★ Todd Long, PE, PTOE ***MPR 1 & 2***
L.N. Manchi, PE, PMP

NEPA/PEL Documentation
★ Kerry Oriol ***MPR 4***

RIght-of-way/Relocation
★ Angela Lemoine-Lakvold, MAI, SRA, R/W-AC, MBA ***MPR 13***

Cultural Resources/Section 4(f)
★ Elizabeth Hunt, RPA ***MPR 9***
★ Morgan Granger ***MPR 10***
★ Christine Halling, RPA ***MPR 11***

Section 6(f)/Non-Historic 4(f)
★ Kerry Oriol ***MPR 4***
★ Kara Swanson

Social Resources
★ Anna Choudhuri
Alex Davis

Visual / Aesthetics
★ Anna Choudhuri
Alex Davis

T&E Species/Habitat
★ Chad Turner ***MPR 7 & 8***
Chris Coyne

Wetlands/Water Resources
★ Chad Turner ***MPR 7 & 8***
Chris Coyne
Kenneth "Mac" McKenzie

Air Quality & Noise
★ Rob Whitesides, PE ***MPR 5 & 6***
David Fairlie, PE

Hazardous Materials
★ Clinton Wallace, PG ***MPR 12***

GEOTECHNICAL

★ Paul Axtell, PE, BC.GE

Robert Thompson, III, PE, BC.GE
Andy Boeckmann, PhD, PE
Benjamin Turner, PhD, PE
★ Megan Bourgeois, PE ***MPR 16 & 17***
★ Mark Woodard, PE ***MPR 18***
★ Kenneth Wilson, PE ***MPR 19***
Robert Jewell, PE
Evelio Horta PH.D., PE, GE

BRIDGE DESIGN

★ Wade Bonzon, PE ***MPR 15***

Kevin Dascall, PE
Barry Brown, PE, SE
★ Kent Montgomery, PE, SE ***MPR 14***
★ Cesar Fernandes, PhD, PE, SE, PMP ***MPR 14***
★ Christopher Burgess, PE, SE, P.Eng ***MPR 15***
★ Matthew Lengyel, PE, SE, PMP, CBI ***MPR 20***
Steve Fultz, PE, SE
Jagdeesh Gopal, PE
Luis Vila, PhD, PE
★ Durk Krone, PE ***MPR 14***
Michael Paul, PE
Xianzhi Liu, PE
Meiwen Guo, PhD, PE
Mark Castay, PE
Dong Wang, PhD, PE

Hydrologic/Hydraulic Analysis
Robert Moreman, PE

ROAD DESIGN

★ Brad Hale, PE

★ Janet Crouse, PE ***MPR 22***
W. Travis Barr, PE
Brent Campbell
Trenton Iglehart
★ Greg Williams, PE ***MPR 23***
★ Richard Savoie, PE ***MPR 22***
Michael Joyner, PE

TRAFFIC

★ Brandon DeJean, PE, PTOE ***MPR 21***

★ Bert Moore II, PE, PLS, PTOE ***MPR 21***
Alben Cooper, III, PE, PTOE
Rebecca Murray, PE, PTOE, RSP

COST ESTIMATING

★ John Armeni ***MPR 26***

SURVEY

★ Todd Harris, PLS ***MPR 24***

★ Bradley Holleman, PLS, PE ***MPR 24***
★ Ross Wilson, PLS ***MPR 25***

Subsurface Utility Engineering (SUE)
Randy Sanborn, PE

MPR #	Personnel to Meet MPR	Firm Employed by	Type of License & #	State of License	License Expiration Date
1	Todd Long, PE, PTOE	Atlas	PE 43910 - Civil	LA	03.31.26
2	Todd Long, PE, PTOE	Atlas	PE 43910 - Civil	LA	03.31.26
3	Randall Mullins, PE, SE	Atlas	PE 44228 - Civil	LA	09.30.26
4	Kerry Oriol	Providence	N/A	N/A	N/A
5	Rob Whitesides, PE	Atlas	PE 29666 - Civil	GA	12.31.25
6	Rob Whitesides, PE	Atlas	PE 29666 - Civil	GA	12.31.25
7	Chad Turner	Providence	N/A	N/A	N/A
8	Chad Turner	Providence	N/A	N/A	N/A
9	Elizabeth Hunt, RPA	Providence	Professional Archaeologist #17020	N/A	N/A
10	Morgan Granger	Providence	N/A	N/A	N/A
11	Christine Halling, RPA	Providence	Prof. Archaeologist #34906365	N/A	N/A
12	Clinton Wallace, PG	Providence	PG 1388 – Geology	LA	01.16.26
13	Angela Lemoine-Lakvold, MAI, SRA, R/W-AC, MBA	Lakvold	Appraisal - General	LA	12.31.25
14	Durk Krone, PE	TRC	PE 31955 - Civil	LA	03.31.26
	Kent Montgomery, PE, SE	GM2	PE 32007 – Civil	LA	03.31.26
	Cesar Fernandes Jr., PhD, PE, SE, PMP	GM2	PE 38411 – Civil	LA	03.31.26
15	Wade Bonzon, PE	GM2	PE 42967 – Civil	LA	03.31.27
	Christopher Burgess, PE, SE, P.Eng	GM2	PE 43799 – Civil	LA	03.31.26
16	Megan Bourgeois, PE	Ardaman	PE 36725 – Civil	LA	03.31.26
17	Megan Bourgeois, PE	Ardaman	PE 36725 – Civil	LA	03.31.26
18	Mark Woodard, PE	Ardaman	PE 29797 – Civil	MS	12.31.25
19	Kenneth Wilson, PE, PG	Ardaman	PG 1032 – Geology	LA	03.08.26
20	Matthew Lengyel, PE, SE, PMP, CBI	GM2	PE 33881 – Civil	LA	09.30.26
21	Brandon DeJean, PE, PTOE	Atlas	PE 37234 – Civil	LA	09.30.26
	Bert Moore II, PE, PLS, PTOE	Gresham	PE 31065 – Civil | PLS 5043	LA | LA	PE 09.30.26 | PLS 09.30.26
22	Janet Crouse, PE	TRC	PE 40798 - Civil	LA	09.30.26
	Richard Savoie, PE	Gresham	PE 20936 - Civil	LA	09.30.26
23	Greg Williams, PE	Gresham	PE 14058 - Civl	MS	12.31.25
24	Todd Harris, PLS	Atlas	PLS 5049 – Survey	LA	03.31.27
	Bradley Holleman, PLS, PE	Forte	PLS 5082 – Survey	LA	09.30.26
25	Ross Wilson, PLS	Forte	PLS 5148 – Survey	LA	03.31.26
26	John Armeni	KCI	N/A	N/A	N/A

16 STAFF EXPERIENCE

TODD I LONG, PE, PTOE *(Principal-in-Charge | PIC)*

MPR 01 MPR MPR 02 MPR

YEARS OF EXPERIENCE // 34

YEARS WITH ATLAS // 7

Degree / Year / Specialization
MS / 1990 / Civil Engineering BS / 1989 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #43910 *(Exp. 03.31.26)* • GA #21052 • AL #38635-E • TX #138251 • MS #31361 Professional Traffic Operations Engineer (PTOE) #1030
Year Registered / Discipline
1993 / Civil
MPR 1
At least 1 principal of the prime consultant shall be a registered professional engineer in Louisiana.
MPR 2
At least 1 principal the prime consultant shall be currently registered in Louisiana as a PE in civil engineering.

PIC while also providing QA/QC for roadway design. He brings 34 years of experience in government services, with a strong background in planning, engineering, operations, and administration. Currently at Atlas, he leads teams in road and structure design, traffic engineering, survey, civil/site design, and business development. Earlier in his career at Georgia Department of Transportation (GDOT), he developed and applied transportation planning models for several Georgia cities—many of which still influence long-range planning today.

LADOTD S.P. No. H.013284, Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA. (2020 – Present)
Traffic QA/QC Engineer for a proposed new crossing of the Mississippi River for the purpose of alleviating traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 on the west side of the Mississippi River and to LA 30 (and widening of LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the Enhanced Planning Study, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.

Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study Hinesville, GA. (2021 - 2022)
Senior PIC on a study that focused on capacity and safety improvements based on findings in a previous Road Safety Audit (RSA) performed by the GDOT a few years prior. The scope included initial & final data collection, review of existing plans, existing safety analysis, existing & no build analysis, incorporation of GDOT RSA recommendations, final alternative analysis, conceptual design layout, cost estimation, and preparation of a final report. A multi-lane roundabout was included at one location as an additional analysis.

GDOT PI #522570, US 84 Connector EA Liberty County, GA. (2018 - 2021)
PIC for this 2.8-mile new location roadway proposed to relieve truck traffic congestion along the existing SR 119, in which design modifications were required to avoid impacts to a National Register-eligible historic cemetery. A Memorandum of Agreement (MOA) was executed among stakeholders to mitigate the visual effects on the cemetery. The project included environmental justice initiatives around the project area. Todd was personally involved with funding investigations and application preparation early in the project's life while at GDOT and before his employment at Atlas. He reviewed concept development and was instrumental in a multitude of survey and plan changes.

GDOT PI #0007526 - GA 400 at McGinnis Ferry Rd, EA/FONSI Fulton, and Forsyth Counties, GA. (2018 - 2021)
PIC for the widening of 1.534 miles of McGinnis Ferry Road and major construction improvements, including a new full-diamond interchange, bridge construction, and approaches over GA 400. The project includes the addition of auxiliary lanes on GA 400 between Windward Parkway and McFarland Parkway and aims to improve traffic flow by allowing free-flowing left turns and eliminating backups at signals. Atlas provided comprehensive services including design, environmental permitting, plan reviews, geotechnical services, stormwater engineering, construction engineering and inspection, right-of-way services, and full contract administration. Todd was also personally involved in the early stages of project development while serving as Director of Preconstruction and Planning at GDOT, where he provided executive oversight and management for several phases of the project.

GDOT PI #0012698 I-85 at SR 324 Interchange Justification Report (IJR) Gwinnett County, GA. (2018 - Ongoing)
PIC for this Interchange Justification Report (IJR) provided justification and documentation of the need for additional access to Interstate 85. This proposed project consisted of constructing a compressed diamond interchange and relocating Morgan Road to accommodate the proposed interchange ramps. Todd was personally involved with early project development in his role as Director of Preconstruction and Planning while at GDOT. He provided executive project design performance oversight and management for several phases.

ADAM DAVIS, PE *(Project Manager | PM)*

YEARS OF EXPERIENCE // 18

YEARS WITH ATLAS // 2

Degree / Year / Specialization
BS / 2005 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #34767 *(Exp. 11.30.25)*
Year Registered / Discipline
2009 / Civil
Trainings
NBIS Certified Bridge Inspector NHI - NEPA & Transportation Decision Making
Affiliations
American Society of Civil Engineers (ASCE) Louisiana Engineering Society (LES)

Adam Davis has a strong background in managing complex public and private sector projects, with expertise in coordinating diverse teams and overseeing all phases of project development. He has contributed to major transportation efforts like the I-10 Corridor Improvement and I-49 Inner City Connector, and now leads teams on projects including the Mississippi River Bridge, BREC Program Enhancement, and other initiatives across the South.

LADOTD S.P. No. H.013284, Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA. (2022 – Present)
Project Quality Control (QC) for an Enhanced Planning Study for the new bridge crossing of the Mississippi River for the purpose of alleviating traffic congestion in the Capital Region. The five- parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 with a connection to Interstate 10 on the west side of the Mississippi River and to LA 30 (and widening of, LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. After a handful of alternatives were identified at the conclusion of the Enhanced Planning Study, Part 2 of the project consists of preparing the NEPA document to identify a preferred alternative.

LADOTD S.P. No. H.004100.2, I-10 Corridor Improvement Study, LADOTD, Baton Rouge, LA. (2012 - 2021)
PM and QC for Stage 0/1 Study of I-10 through Baton Rouge to develop feasible improvements and obtain an environmental decision to implement improvements to I-10 from the LA 415 interchange to the I-10 and I-12 interchanges at Essen Lane.. Project includes examining approximately 9 miles of interstate to provide increase capacity. Public outreach and communication efforts are a substantial portion of this project as this is a somewhat controversial project. Project team is tasked with developing and evaluating various alternatives throughout the corridor. Tasks include project coordination, geometric design, public outreach coordination, traffic study review and coordination. This project covered both an advanced Stage 0 effort and led into NEPA, ultimately leading to a design-build effort. Overall project cost estimated at approximately $1.2B

City-Parish Project No. 09-CS-US-0041, S.P. No. 700-17-0221, Pecue Lane/I-10 Interchange Stage 1 EA, City/Parish of East Baton Rouge, Baton Rouge, LA. (2012 - 2016)
Engineering PM for Stage 1 EA and related services including review of a previously completed IJR to meet NEPA compliance and obtain an environmental decision. The City-Parish, as part of the Green Light Plan Transportation and Street Improvements Program, proposed converting the existing two-lane Pecue Lane overpass and Interstate 10 into a new interchange, with Pecue Lane having multiple through lanes. The new interchange would provide entrance and exit ramp access to both eastbound and westbound lanes of I-10. Elevations and widths of the new Pecue Lane/I-10 interchange would require widening existing Pecue Lane to the south towards the Kansas City Southern Railroad and to the north towards Airline Highway (US 61). This would also require existing Pecue Lane and I-10 bridges over Wards Creek to be replaced or modified; subsequently, Reiger Road would be extended to Pecue Lane and a new intersection would be constructed as part of the final design. The EA was prepared in accordance with all FHWA Technical Advisory and DOTD laws, rules policies and regulations.

S.P. No. 700-09-0171, I-49 Inner City Connector, North Louisiana Coalition of Governments, Shreveport, LA. (2012 - 2022)
Project Engineer for a Stage 0 Feasibility Study and Environmental Inventory. The project is a connector segment of the I-49 Corridor which runs from Winnipeg, Manitoba, Canada to New Orleans, LA. The connector is designed to intersect Shreveport, Louisiana through the urban area adjacent to the center of downtown with an approximately 3.6-mile-long highway segment connecting the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange. The Stage 0 was completed four months ahead of schedule and within the specified project budget. Unlike many Stage 0 studies, public outreach was a major component in determining project feasibility. Public opposition in previous years to I-49 through this area forced the original alignment to be removed from consideration. This project included both Interchange Modifications Reports (IMRs) and Interchange Justification Reports (IJRs) through the use of subconsultants. The Stage 1 EA is currently underway.

YEARS OF EXPERIENCE // 25

YEARS WITH ATLAS // <1

Degree / Year / Specialization
MA / 2002/ Urban and Regional Planning
MA / 1993 / Economics and Finance
BA / 1991 / English Literature
Registration Number / State / Expiration Date
N/A
Year Registered / Discipline
N/A

ANNA CHOUDHURI *(Environmental & Planning Lead)*

Anna Choudhuri will be the Environmental and Planning Lead for this contract. Anna has extensive project management experience, overseeing a wide range of transportation and infrastructure projects. Her expertise spans environmental assessments, multi-modal transportation solutions, and regional transportation planning, with a strong focus on stakeholder coordination and meeting regulatory requirements.

Mississippi River Bridge (MRB) South GBR: LA 1 to LA 30 Connector, Baton Rouge Parish, LA. (04/25 - Ongoing)
Project Manager for proposed project would construct a new crossing over the Mississippi River Bridge between LA 1 and LA 30. The connector is to be located north of the Sunshine River Crossing Bridge (Sunshine Bridge), and south of the I-10 river crossing. In addition to satisfying all NEPA requirements for an Environmental Assessment, the Proposed Project includes several technical reports related to traffic and toll, geotechnical, biological and cultural resources, hydrology, line and grade, bridge design as well as intense public participation.

Mobility Hub and Central Campus Linkages, University of California, Riverside, CA. (09/20 - 06/21)
Project Manager for the proposed redevelopment would create a centralized multi-modal bus transit center known as the Mobility Hub and expand and enhance pedestrian networks to address current and future campus transportation needs. The development is intended to simplify public transit, private vehicle drop-off/pick-up, emergency and service access, and bicycle and pedestrian connections at a new campus gateway. The proposed project will enhance public transportation access to campus, create safe pedestrian and bicycle-friendly environments, and address circulation along key east-west and north-south alignments. The project is a partnership between UCR and Riverside Transit Agency (RTA). Currently, 53 percent of students and 23 percent of employees commute to and from campus by some form of alternative transportation such as carpooling, walking, or biking. The ability for RTA to fully implement planned bus service improvements is compromised by existing facilities, and reduces the possibility of introducing new routes and increasing bus frequency. The construction of a new Mobility Hub and its associated linkages is in part a response to the increasing demand for alternative transportation options.

Regional Transportation Plan/ Sustainable Communities Strategy Environmental Impact Report, Kern County, CA. (05/18 - 08/19)
Project Manager for the 2018 RTP was the culmination of a multi-year effort with the intent to improve the balance between land use and transportation systems. Kern COG is required by federal law to develop an RTP that determines the needs of the transportation system and prioritizes proposed transportation projects. Key issues associated with the project include greenhouse gas emissions, specifically meeting targets set by the Air Resources Board, and developing land use planning scenarios.

Transportation Plan, Lafourche Parish, LA. (07/17 – 03/18)
Project Planner. Due to unperceived growth as a major medical hub for the Louisiana Gulf Coast region, under a regional grant, the Parish was updating its Transportation Plan in order to manage transportation needs in the area. Planning tasks were related to coordination and management of all public meetings, conducted discussion groups, and presentations at project meetings. She also developed the reports for the grant required assessment and reporting.

Airport Turning Lane Expansion Project Environmental Assessment, Lafourche Parish, LA. (01/16 – 12/16)
Project Manager. Lafourche Parish Airport had received federal and state funding for airport expansions for access and internal roadway network. Anna supervised the planning staff, contributed to sections of the EA, and coordinated between the Airport staff, planning department staff and agency project managers.

Rome Woodard Road Extension Project, Terrebonne Port Commission, LA. (03/15 – 12/16)
Project Manager. Under an EDA grant, the Terrebonne Port Commission had undertaken the extension and improvements to the major access roads to a Port facility. Anna served as the project manager and coordinated with Port and EDA staff, developed certain sections of the EA, and provided overall senior review of the EA document. She also conducted all EDA semi-annual and annual reporting requirements.

BRANDON DeJEAN, PE, PTOE *(Traffic Lead)*

MPR 21 MPR

Brandon DeJean has 19 years of experience working for both consultants and state government, encompassing program and project management, traffic engineering, civil site design, geometric roadway design, and construction management. This also includes roles as a project engineer and designer responsible for preparing final plans and specifications, requiring field data collection, site analysis, design calculations, design studies/memorandums, and engineering during construction.

YEARS OF EXPERIENCE // 19

YEARS WITH ATLAS // 3

Degree / Year / Specialization
BS / 2007 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #37234 *(Exp. 09.30.26)* PTOE #4721 LADOTD Traffic Engineering Process & Report – Modules 1 - 3 (2019) Traffic Control Supervisor and Technician / LA / ATSSA (2026)
Year Registered / Discipline
2012 / Civil
MPR 21
At least 1 professional traffic engineer, registered in the state of Louisiana, shall have a minimum of 10 years of experience in traffic forecasting, capacity analyses, and traffic simulation.

Jimmy Carter Blvd (SR 140) at I-85 Interchange Modification Report & Regional Traffic Study, Gwinnett & Dekalb County, GA. (11/23 – Ongoing)
Project Manager & Technical Lead. Evaluation of existing I-85 at Jimmy Carter Blvd diverging diamond interchange, and adjacent I-85 at Indian Trail and Pleasantdale Rd interchanges. Regional Study includes 78 signalized intersections along several arterials. Major tasks include data collection; HCS, Synchro, & VISSIM operational analysis; safety analysis; environmental screening for NEPA considerations; alternative concept layouts; cost estimates; and benefit-cost analysis.

Pleasant Hill Road at I-85 Interchange Modification Report, Gwinnett County, GA. (11/23 – Ongoing)
Project Manager & Technical Lead. Evaluation of existing I-85 at Pleasant Hill Rd diverging diamond interchange and adjacent Steve Reynolds Blvd at I-85 interchange. Major tasks include data collection; HCS, Synchro, & VISSIM operational analysis; safety analysis; environmental screening for NEPA considerations; alternative concept layouts; cost estimates; and benefit-cost analysis.

Cobb Parkway (US 41) at McCollum Parkway Realignment, Cobb County, Kennesaw, GA. (02/23-09/24)
Traffic Engineering Analyst. Performed operational analysis using Synchro and VISSIM microsimulation to evaluate realignment of McCollum Pkwy, Kennesaw Due West Rd, and Old US 41 Hwy along 1.5-mile segment of US 41. Scope included data collection, alternatives analysis, concept layout development, cost estimation, and final report.

H.013284 Mississippi River Bridge South: LA 1 to LA 30 Connector, Iberville Parish, LA. (01-23 – Ongoing)
QA/QC for traffic study deliverables. The project includes a new Mississippi River bridge crossing with interchanges at LA 1 and LA 30. Traffic study tasks include data collection, traffic forecasting, existing and no build analysis, alternative analysis, and final report. Conley Road at I-285 Interchange Feasibility Study, Clayton County GA – Traffic Engineering Analyst. Performed HCS freeway segment analysis, Synchro intersection analysis, alternative analysis, and final report. New Conley Rd interstate access would provide direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. Study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54 and the associated arterial corridors with signalized intersections. .

S.P. H.003931 I-10 Calcasieu River Bridge, Calcasieu Parish, LA. (07/22 – 11/22)
DOTD Traffic Engineering Task Lead. IAJR prepared during the NEPA process and to satisfy FHWA policy and DOTD EDSMs for changes in interstate access. Project includes replacement of the I-10 Calcasieu River Bridge, the widening of I-10 from I-210 to I-210, and modification of interchanges throughout the corridor. Study area and analysis includes approximately 9 miles of I-10 corridor from PPG Drive to US 171 as well as arterial corridors and interchanges. Tasks included data collection, operational analysis using VISSIM and Highway Capacity Software, preparation of a final report to discuss findings and recommendations.

S.P. H.003931 I-10 Calcasieu River Bridge, Calcasieu Parish, LA. (06/13– 07/22)
DOTD Traffic Engineering Task Lead. IAJR prepared during the NEPA process and to satisfy FHWA policy and DOTD EDSMs for changes in interstate access. Project includes replacement of the I-10 Calcasieu River Bridge, the widening of I-10 from I-210 to I-210, and modification of interchanges throughout the corridor. Study area and analysis includes approximately 9 miles of I-10 corridor from PPG Drive to US 171 as well as arterial corridors and interchanges. Tasks included data collection, operational analysis using VISSIM and Highway Capacity Software, preparation of a final report to discuss findings and recommendations.

YEARS OF EXPERIENCE // 25

YEARS WITH ATLAS // 1

Degree / Year / Specialization
BS / 2002 / Construction Management
Registration Number / State / Expiration Date
Professional Land Surveyor: • LA #5049 *(Exp. 09.30.26)* • MS #34137
Year Registered / Discipline
2011 / Land Survey
MPR 25
At least 1 professional land surveyor, registered in the state of Louisiana, shall have a minimum of 5 years of experience in topographic surveying for DOTD.

TODD HARRIS, PLS *(Survey Lead)*

MPR 25 MPR

Todd has 25 years of experience in surveying, including extensive work in right of way mapping, LIDAR, boundary and topographic surveys, and construction stakeout. He manages survey operations across Louisiana and Mississippi, supporting additional offices in Georgia, Oklahoma, and Washington. Todd's leadership has included oversight of large teams and advanced technologies such as mobile and aerial LIDAR. He continues to stay involved in project execution through department management and coordination.

LADOTD Contract No. 4400023718; H.013340 Valhi Blvd. Multi-Use Trail Phase, Terrebonne Parish, LA. (2023-2024)
As one of the project managers involved with this project Mr. Harris helped in providing the surveying, design, and construction support for this project. Specific surveying services were provided for this public project through DOTD as dictated by the DOTD Location and Survey Manual. This included running a closed level loop utilizing a Leica LS-15 digital level, on all control points and temporary benchmarks throughout the project area. GPS static and RTK observations were also performed on all horizontal control and a GPS control sketch was produced accordingly. The standard survey file deliverables were provided to the client as required by the Location and Survey Manual.

LA 1256, at Walker Road, Intersection Improvements, Calcasieu Parish, LA. (2024-2022)
Responsible for the oversight, management and quality control of a 76-acre aerial LIDAR topographic survey, 7,000 LF of roadway conventional topographic surveying and establishing of the existing right of way for a new turn lane and signalization project in south Louisiana. (2024-2025). The standard survey file deliverables were provided to the client as required by the Location and Survey Manual.

Old Hammond Highway: Segment 1, East Baton Rouge Parish, LA. (2012-2013)
Topographic and right-of-way surveying services necessary for the construction of a four-lane divided curb and gutter roadway with sidewalks and subsurface drainage.

Nicholson Drive at Brightside Lane/West Lee Drive Intersection Improvements, East Baton Rouge Parish, LA. (2008-2012)
Topographic and property survey/right of way for engineering design of alignment, grade and intersection improvements including turn-lanes and traffic signals at the intersection of Nicholson Drive at Brightside Lane/Lee Drive.

LADOTD: Widening of I-10: Siegen Lane to Highland Road – Construction Stakeout, East Baton Rouge Parish, LA. (2011-2013)
Construction Stakeout and survey for dirt quantity purposes, perform robotic as-built surveys, and verify calculations and drawings as a subconsultant to James Construction. Coordinated with the Contractor and the survey crews to ensure project deadlines met and documents are correct.

Buddy Ellis Road Improvements, Livingston Parish, LA. (2014-2018)
Topographic and property boundary survey for narrow and failing roadway between LA 1026 and LA 447. This project included standard LADOTD topographic and right of way surveying along this entire corridor.

Cook Road, Livingston Parish, LA. (2003-2014)
Topographic survey, right-of-way survey and right-of-way plans for the proposed construction of a three-lane roadway and subsurface drainage for a connection between LA 1026 and LA 16.

Enterprise Boulevard: Belleview to Bayou Road: Road Improvements, Iberville Parish, LA. (2009-2012)
Topographic, ROW retracement, and ROW acquisition surveys. This project consisted of 1.8 miles of topographic survey that included over 35 acres of survey area.

YEARS OF EXPERIENCE // 43

YEARS WITH ATLAS // 6

Degree / Year / Specialization
MS / 1981 / Civil Engineering
BS / 1983 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #44228 *(Exp. 09.30.26)* • MS #30377 • AL #15762 • GA #44938 • FL # 88173 • TN #123079 Structural Engineer: • GA #00302 *(Exp. 12.31.25)*
Year Registered / Discipline
1986 / Civil
MPR 3
At least 1 principal or responsible member of the prime consultant shall be a professional civil engineer, registered in the state of Louisiana, and shall have a minimum of 5years of experience in responsible charge of bridge design.

RANDALL MULLINS, PE, SE *(QC/QA Bridge Lead)*

MPR 3 MPR

Randall Mullins has over 40 years of experience in bridge design, rehabilitation, and project management, including 30 years with ALDOT, where he served as Assistant State Bridge Engineer. He led multiple bridge design and hydraulic teams, guided the adoption of AASHTO LRFD specifications, and contributed to several AASHTO committees. His work includes managing design efforts for over 240 bridges under the ATRIP program, overseeing complex projects in Alabama and Georgia, and leading emergency and rehabilitation efforts on major structures like the Cochran/Africatown Bridge and I-65 over the Mobile River Delta.

Bridge Design Reviews (243 bridges) for the Alabama Transportation Rehabilitation & Improvement Program (ATRIP), Statewide, AL. (2013 - 2016)
The Design Section was responsible for reviewing the above consultant-designed bridges and ultimately signed off by the State Bridge Engineer. When engineering questions (alignments and structure types) or differences of opinion arose, it was his responsibility to provide a solution and, in some cases, bring them to the attention of the State Bridge Engineer for design exceptions. He met with the ATRIP Coordinator, his staff, the consultants, and the project owners to coordinate the efforts with regard to the design of the roads and how it impacted the bridge design.

Bridge on SR-182 over Little Lagoon Pass, Baldwin County, GA. (2010 - 2013)
The design consisted of a 3-span continuous concrete superstructure with spliced parabolic precast beams, a CIP deck, precast caps, spun cast post-tensioned concrete piles, CIP abutments, and precast square piles at the abutments. The bridge had to be designed for hurricane-force winds, wave forces, buoyancy forces, bicycle and pedestrian loads, HS-20-44 loads, and scour. The bridge was designed with aesthetics in mind and was approved by the Assistant Chief Engineer down through the State Bridge Engineer.

ALDOT Bridges on Waterway Boulevard over the Intracoastal Waterway Canal, Baldwin County, AL. (2017 - 2019)
Bridge Project Manager - The project consisted of three bridges, one 2190' long structure over the Intracoastal Canal (5@ 125' BT72, 3 Span continuous welded plate girders system (290'-360'-290') and 5 @ 125' BT72) and two bridges (the first is 600' long (horizontally curved with a span arrangement of 4@40' AASHTO Type I, 3@80' AASHTO Type III and 5 at 40' AASHTO Type I girders) and the second is 520' long (horizontally curved and skewed with a span arrangement of 1@40' AASHTO Type I, 3@80' AASHTO Type III and 6 @ 40' AASHTO Type I girders)) over Cotton Creek. The project required close coordination with both the United States Coast Guard and the United States Army Coop of Engineers.

Bridge on SR-14 over the Mortar Creek and Norfolk Southern Railroad (NSRR), Elmore County, AL. (2012 - 2016)
The project consisted of two bridges using staged construction. The initial coordination was the phasing diagrams to ensure that at least the minimum traffic width was maintained during phase I. At the same time, negotiations started with NSRR to verify the need for additional tracks, which drove the span lengths and the girder depths. The roadway designer could only go up only a small amount before the impact would be too great on the surrounding businesses. To mitigate these issues, the decision was made to use Modified BT54 prestressed girders at close spacing and to use drilled shafts to help shorten the span over NSRR. The severe skew and the vertical curve made the geometry very difficult to detail. The geometry had to be run numerous times to verify the track clearances (horizontal and vertical) and deck elevations.

I-20 at Savannah River Bridge Replacements, Augusta, GA. (2020)
Performed the independent design review (IDR) for the widening and replacing the I-20 Savannah River Bridges (Savannah River and Augusta Canal).

I-10 over the Mobile River Bridge, Mobile, AL. (2019)
ALDOT Technical Manager supporting the State Bridge Engineer for the concept and feasibility phases of the proposed I-10 Bridge over the Mobile River. The proposed bridge will have a main span of 1500 ft and 215 ft of vertical clearance. Randall reviewed numerous Alternate Technical Concepts and special provisions for the bridge before the bridge project being put on hold due to funding issues in the fall of 2019.

YEARS OF EXPERIENCE // 12

YEARS WITH ATLAS // 12

Degree / Year / Specialization
BA / 1996 / Civil Engineering BS / 1997 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • GA #29666 *(Exp. 12.31.25)*
Year Registered / Discipline
2004 / Civil
MPR 5
At least 1 environmental professional shall have a minimum of 3 years of experience preparing noise analyses for highway projects using the latest FHWA noise model.
MPR 6
At least 1 environmental professional shall have a minimum of 3 years of experience preparing air analyses for highway projects using the latest EPA model.

ROB WHITESIDES, PE *(QC/QA Bridge Lead)*

MPR 5 MPR 6

Rob Whitesides is a transportation planner and traffic engineer in the Environmental Department of Atlas. He has been involved in a wide variety of traffic, rail, and transportation planning and environmental projects. After shifting gears to become a middle school math/science teacher, he returned to the field of civil engineering with a renewed perspective and rejoined Atlas part-time in August 2016. Rob performs a wide array of engineering/planning and project management duties for a variety of environmental documents, transportation planning projects, traffic impact studies, Interstate access studies, and transportation concept reports, as well as transit planning and rail projects. In addition, his responsibilities include air and noise analyses under NEPA guidelines for environmental assessments, and he is our resident noise expert. He is fully experienced with TNM, BREEZE Roads, as well as TRAF-CORSIM and HCS. He is prequalified for noise impact assessments with GDOT and has also completed projects in South Carolina.

Courtesy Parkway Extension over I-20, Rockdale County, GA. (2018 – Ongoing)
Completed the noise impact assessment for this 1.5-mile new location roadway in metro Atlanta that extended the three-lane Courtesy Parkway over I-20 onto the new location to tie into an existing east-west corridor. Unique project challenges included establishing baseline ambient noise levels within urban and suburban areas for a variety of noise-sensitive receivers (schools, churches, apartments, and single-family residential), as well as incorporating background interstate traffic and a variety of terrain features including bridge structures throughout the project to adequately reflect those features in the TNM model for the existing and future build conditions as existing roadway alignments changed and new alignments were added.

US 84 Connector, Liberty County, GA. (2017 - 2024)
After writing the FHWA-approved Need, Effectiveness & Logical Termini (NELT) Report for this 2.6-mile new location rural freight corridor around the southeast side of Walthourville, he then completed the noise impact assessment. Unique project challenges included establishing baseline ambient noise conditions for a rural new location project with multiple noise sources from surrounding roadways and how to adequately reflect those influences in the TNM model for the existing and future build conditions to provide valid results for more isolated receivers.

SR 400 at McGinnis Ferry Rd Interchange, Fulton County, GA. (2015 - 2020)
Performed a noise impact assessment addendum for a new interchange based on changes in the design and project limits that involved reassessing more than 300 receivers located along the freeway and intersecting streets. Specific challenges included redesigning previously proposed barriers based on shifts in interchange ramp alignments and elevations due to value engineering to determine feasible locations for the revised barrier design.

17th Street/I-85/75 Interchange, Atlanta, GA. (2000 - 2008)
Responsible for all traffic noise analysis of the proposed redevelopment of the Atlantic Steel Site adjacent to the Downtown Connector in the heart of the city and all subsequent roadway and HOV improvements. Primary tasks included establishing an existing baseline noise condition for areas east and west of the downtown connector and analyzing future build and no-build alternatives. Challenges included examining future roadway network grid patterns involving elevated roadways, ramps, etc., incorporating noise abatement measures and traffic calming strategies for a mixed-use development in an urban environment.

I-85/SR 316 Interchange Improvements, Gwinnett County, GA. (2008 - 2015)
Assisted in drafting a revised project concept report to reflect new HOV and roadway modifications under federal air quality restrictions for the interchange. Performed all air and noise impact analyses associated with interchange ramp and flyover improvements, including HOV lanes, and helped draft the approved Environmental Assessment for this project.

YEARS OF EXPERIENCE // 32

YEARS WITH ATLAS // 32

Degree / Year / Specialization
BS / 1992 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • GA #23733 • SC #27723 • AL #32313
Year Registered / Discipline
1997 / Civil

BRAD HALE, PE *(Road Design Lead)*

Brad Hale is the Southeast Region Highway Design Manager and will be the Road Design Lead for this contract. Brad has led numerous major highway projects, including the I-16/I-75 Interchange and the Windy Hill Road/I-75 Diverging Diamond Interchange in Georgia. Brad oversees a team of engineers and technicians, ensuring projects are completed on time using the latest design software and techniques. His expertise spans from concept development to final plan preparation, with a strong focus on highway design, environmental permitting, and innovative solutions. He also contributed to the development of Georgia DOT's 2004 Electronic Data Guidelines.

I-16/I-75 Interchange, Bibb County, GA. (1999 - Ongoing)
Improvement project includes widening and reconstructing I-75 from Hardeman Avenue to Pierce Avenue and I-16 from I-75 to Walnut Creek city of Macon. Within this corridor are three interstate/arterial route interchanges (I-16 at Spring Street, Second Street, and Coliseum Drive), and a freeway-to-freeway interchange between I-16 and I-75. As project manager, Hale had direct supervision over the database preparation, concept development, preliminary engineering, right of way plans, and final plan development.

Windy Hill Road/I-75 DDI, Cobb County, GA. (2012 - 2015)
The complex traffic movements at the I-75/Windy Hill interchange have been studied by GDOT and Cobb County for many years. The existing infrastructure is bottlenecked by the bridge width over the interstate and previous proposals for upgrading the interchange required replacement or widening of the bridge. Atlas applied an alternative solution involving an innovative interchange design known as a "diverging diamond." This concept crosses the traffic flow on either side of the interstate and has been successfully implemented across the U.S. The project includes a roundabout on Interstate North Parkway. This 50-foot mini-roundabout is a single, 20-foot-wide travel lane with a 10-foot grassed median and 20-foot truck apron capable of accommodating a WB-67 truck. As project manager, Hale had direct supervision over the database preparation, concept development, preliminary engineering, right-of-way plans, and final plan development.

SR 20 Widening and Relocation, Gwinnett County, GA. (2014)
Phase I of this project consisted of relocating SR 20 between I-85 and SR 324 (1.25 miles). Phase II consisted of widening SR 20 from SR 324 to I-985 (1 mile). The roadway was widened from 2 lanes to 4 lanes with a 44-foot depressed median. At select locations, the median was reduced to a 20-foot raised median to better accommodate the proposed development. As project manager, Hale had direct supervision over the database preparation, concept development, preliminary engineering, right-of-way plans, and final plan development.

SR 20 Widening from Samples Road to the Chattahoochee River, Forsyth and Gwinnett Counties, GA. (2014)
This roadway segment was divided into three projects with three different GDOT PI numbers, but all were done under one environmental document. As Director of Highway Engineering, Hale provided quality assurance review as well as coordination for this complex group of projects. The three contiguous projects are as follows:

- PI 0002392 (Samples Road to James Burgess Road) included widening of SR 20 from two lanes to four lanes divided. Atlas provided all environmental permitting, all surveying, all design functions and managed the project for Forsyth County.
- PI 132985 (James Burgess Road to Burnette Trail across the Chattahoochee River). Atlas provided all environmental permitting and liaison through GDOT with the National Park Service as well as FHWA. Atlas reviewed the bridge plans and project managed this section. Additional work included a parking area as mitigation to the National Park Services, and Atlas acquired the right of way.
- PI 0004430 (Burnette Trail to Peachtree Industrial Boulevard). Atlas did project management for Gwinnett County on this project; provided environmental permitting to include 404 Individual Permit and Stream Buffer

KARA SWANSON *(QC/QA Environmental Lead)*

YEARS OF EXPERIENCE	//	**24**
YEARS WITH ATLAS	//	**1**

Degree / Year / Specialization
BS / 1999 / Environmental Science
MS / 2007 / Environmental Science and Policy
Registration Number / State / Expiration Date
N/A
Year Registered / Discipline
N/A

Kara brings National Environmental Policy Act (NEPA), Planning and Environmental Linkages (PEL) study, environmental compliance, and design-build compliance to the project team. She excels at clear and continual communication with clients and the public and brings the ability to understand projects from a multi-disciplinary view. She is experienced in writing and reviewing NEPA documentation, managing environmental staff and NEPA documents, agency coordination, public involvement, alternatives development, and post- NEPA mitigation compliance and tracking.

West Vail Pass Auxiliary Lanes Environmental Assessment, CDOT Region 3; Eagle and Summit Counties, CO. (2019 - 2023)
Kara served as Project Manager for this critical 10-mile auxiliary lane project to improve safety and operations located along I-70 on the west side of Vail Pass and included complex wetland, wildlife, and water quality requirements. She also served as the I-70 Context Sensitive Solutions lead for the project and partnered with CDOT to gain consensus on all project elements through extensive and close coordination with local jurisdictions, regulatory agencies, stakeholder groups, and the public.

Planning and Environmental Linkages Training, CDOT Environmental Programs Branch. (2021 - 2023)
Kara served as the project manager to assist the prime consultant and CDOT to update and conduct the PEL Training for internal CDOT staff. In addition to updating the training presentation to present the basics of PEL studies, the team developed updates including refining a pre-scoping tool for environmental, traffic, and engineering tasks; developing a standardized alternatives screening matrix; and developing hands-on scenarios for attendees to utilize throughout the training.

WestConnect Planning and Environmental Linkages (PEL) Study; CDOT; Jefferson and Boulder Counties, CO. (2015 - 2017)
Kara was the environmental lead for 32-mile corridor PEL study to identify existing and future needs and develop improvements to improve safety and operations along C-470, US 6, and SH 93 corridors in the western Denver metropolitan area. The study included an extensive stakeholder involvement program, as well as thorough documentation of the existing and future forecasted traffic conditions, an environmental scan for potential constraints and impacts, alternatives development and evaluation, and recommendations for phased project implementation along the major transportation corridors.

I-70/Kipling Interchange NEPA and Preliminary Design, CDOT Region 1, CO. (2017 - 2019)
Building off of the work completed for the I-70/Kipling PEL study, Kara served as the environmental lead for the environmental assessment (EA) for CDOT Region 1. Her work included managing the team's environmental resource specialists, writing and reviewing technical memos, and collaboration with the project team on confirming and updating the purpose and need and alternatives analysis from the PEL study.

SH 24 Planning and Environmental Linkages (PEL) Study, for CDOT Region 2, El Paso County, CO. (2016 - 2018)
Environmental Task Leader for this PEL study of a 40-mile highway corridor, spanning from Colorado Springs east to the Town of Ramah. The study defined a future implementation plan for corridor projects to improve regional and local mobility and enhance safety for the surrounding communities and regional travelers. The study included documentation of traffic conditions, environmental overview and potential impact assessment, and an alternatives evaluation process, as well as stakeholder coordination with numerous agencies and local jurisdiction.

CDOT NPS Environmental Project Management, for CDOT, CO. (2014 - 2019)
Kara served as an extension to the CDOT Region 1 Planning and Environmental staff as an Environmental Project Manager. Her responsibilities include attendance of scoping, progress, and FIR and FOR meetings, managing schedules, and extensive communication and coordination with the engineering project managers and resource specialists. Kara managed and cleared over 50 categorical exclusions over the five year contract for CDOT Region 1.

YEARS OF EXPERIENCE // 37

YEARS WITH ATLAS // 3

Degree / Year / Specialization
MBA / 1994 / Systems Theory BS / 1986 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • OH #E-55072 • AL #36978 • KY #27543 • IL #62.062277 • MI #6201063000 • TX #143249 American Institute of Certified Planners (AICP) #016247 *(Exp. 12.31.25)*
Year Registered / Discipline
1986 / Civil

MICHAEL McCARTHY, PE, AICP *(Planning Lead)*

Mike will serve as Project Technical Advisor, bringing extensive experience from major transportation initiatives. He previously led technical teams during the procurement of the $2.5B+ Mobile River Bridge & Bayway project in Alabama and supported ODOT with P3 project development, proposal reviews, and stakeholder coordination. His background includes engineering leadership on complex corridor and bridge studies, with a strong focus on NEPA compliance and integrated planning.

Mobile River Bridge & Bayway, ALDOT, Mobile, AL. (2016 - 2019)
Project Manager during the procurement phase of the Mobile River Bridge and Bayway Project. On this $2.5B+ DBFOM, Mike led a team of technical, environmental, financial, insurance, asset management, public relations, civil rights, quality assurance and legal advisors during the Industry Outreach, RFQ and RFP phases, including development of complete performance-based technical provisions and attachments. A Finding of No Significant Impact (FONSI) was issued in August, 2019 for this high-level I-10 crossing of the Mobile River and Bayway.

On-Call Statewide Public Private Partnerships (P3) Services, Ohio Department of Transportation (ODOT), Statewide, OH. (2014 - 2016)
As a Technical Advisor co-located in ODOT's Division of Innovative Delivery, performed various services, including a high-level screening of candidate P3 projects, developing scoping documents, reviewing Design-Build-Finance proposals, preparing and reviewing cost estimates, project and environmental coordination, research and agency outreach, preparation and delivery of presentations, preparing and reviewing funding applications, serving as ODOT's designate at meetings with FHWA, public officials, stakeholders and study teams, and providing technical and procedural direction, quality control and review assistance on major projects.

Cleveland Innerbelt (I-90) Preliminary Development Phase, Ohio Department of Transportation, Cleveland, OH. (2004 - 2006)
As Chief Engineer for the reconfiguration of I-71/I-90 through downtown Cleveland, Ohio and over the Cuyahoga River Valley, examined new route locations, alternative modes using ODOT's integrated NEPA/Preliminary Development Planning process. Mike was responsible for managing the engineering portions of Step 5 (i.e., PEL) Studies , including studies for the replacement of a one million square foot Cleveland Innerbelt bridge conveying I-71 and I-90 across the 1-mile Cuyahoga River Valley. The new bridge was built in 2013.

TRU-422 Corridor Eastgate Regional Council of Governments, Northeast, OH. (2002 - 2004)
As Project Manager delivered the TRU-422 Corridor Analysis Study, which examined the operational conditions of all major elements of the existing transport roadway network using ODOT's 14-Step Integrated Planning/Environmental process. The study considered a wide array of alternatives to address capacity and safety concerns within a study area comprised of interstate, toll and arterial components. This comprehensive planning effort entailed PDP studies in full compliance with the NEPA and FHWA requirements. Via a stakeholder-driven process, consensus was achieved on a range of needed improvements and an implementation strategy was published.

SCI-823 Portsmouth Bypass Study, ODOT District 9, Scioto County, OH. (2000 - 2002)
As Task Manager responsible for all elements of Conceptual Alternatives Engineering performed for this 16-mile corridor, Mike guided engineering work through the conceptual and preliminary engineering phases. Mike helped develop a multi-level screening methodology used to refine conceptual corridors and identify those worthy of further advancement into the feasible alternatives phase. As part of the screening process, order-of-magnitude costs were compiled for all considered segments and links, taking into account variable soil conditions, terrains, property impacts, railroad interferences, structure and drainage needs, access, maintenance of traffic, earthwork, and pavement. Engineering investigations were advanced to the degree necessary to determine an overall project footprint, impacts and probable costs for each alternative, taking into consideration both engineering and a full array of environmental factors.

YEARS OF EXPERIENCE // 18

YEARS WITH ARDAMAN // 18

Degree / Year / Specialization
BS / 2006 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #0036725 *(Exp 03.31.26)* Traffic Control Supervisor / LA / *Exp 06.21.28* DOTD Flagger / LA / *Exp 08.14.28*
Year Registered / Discipline
2011 / Civil
MPR 16
At least 1 professional engineer, registered in the state of Louisiana, shall have a minimum of 10 years of experience in geotechnical design of major foundation elements for major river-crossing bridges.
MPR 17
At least 1 professional engineer, registered in the state of Louisiana, shall have a minimum of 10 years of experience in geotechnical design of major foundation elements in Louisiana soils.

MEGAN BOURGEOIS, PE *(Geotechnical Engineer)*

MPR 16 MPR 17

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

SP NO. H.004646.5 / I-20 Mississippi River Bridge Review, Vicksburg, MS. (10/09 - Ongoing)
Project Manager. Megan manages this multi-million-dollar, high risk, high technical needs, high visibility project consisting of investigating movement of the I-20 Bridge in Vicksburg, MS. She managed a highly technical team including academia, experts, including internationally recognized geotechnical engineers, geohydrologists, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and personally oversaw a comprehensive laboratory testing program and was involved in refining the geotechnical site characterization for the bank/bluff where there was evidence of shifting creating movement in the bridge structure. The specialized testing, she personally performed or managed included x-ray diffraction, x-ray scanning of unextruded samples to identify existing shearing planes and stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation program for this project including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, Ms. Bourgeois performed seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures including design and evaluation of large foundation structures and developed technically feasible solutions to mitigate ground movement. She co-authored the geotechnical analysis and design report.

SP NO. H.000263 / Chef Menteur Pass Bridge & Approach, Orleans Parish, LA. (10/18 - 06/21)
Project Manager. Managed and oversaw all aspects of an extensive field investigation program which included 37 deep soil borings, including borings to depths of over 200 feet in over 80 feet of high flow water. Megan also managed a laboratory testing program to provide geotechnical characterization data for use in design of deep foundations and embankments, oversaw the field resistivity (geophysical survey) testing program, and developed the data report.

SP NOs. 700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257 / Rural Bridge Initiative Phase II, West Feliciana, East Feliciana, Livingston, St. Bernard Parishes, LA. (04/21 - Ongoing)
Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, over various size rivers and creeks.

SP NO. H.004100.5 / I-10: LA 415 to Essen Lane on I-10 & I-12 (CMAR), Baton Rouge Parish, LA. (07/21 - Ongoing)
Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. This is a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles.

YEARS OF EXPERIENCE // 45

YEARS WITH ARDAMAN // 7

Degree / Year / Specialization
BS / 2009 / Civil Engineering
BS / 1982 / Civil Engineering
MS / 1986 / Civil Engineering
MS / 2019 / Risk Management
Registration Number / State / Expiration Date
Professional Engineer: • LA #29797 *(Exp 12.31.25)*
Year Registered / Discipline
1991 / Civil
MPR 18
At least 1 professional engineer, registered in the state of Mississippi, shall have a minimum of 10 years of experience in geotechnical design of major foundation elements in Mississippi soils.

MARK WOODWARD, PE *(Geotechnical Engineer)*

MPR 18 MPR

Mark Woodward served as a geotechnical engineer for 36 years in the geotechnical branch of USACE New Orleans District, retiring as the Deputy Chief of the Geotechnical Branch and Dam and Levee Safety Program Manager. He was responsible for managing all departments in the branch including engineering, drilling, soils laboratory, dredge material testing, concrete testing, and administration. Mark has considerable experience designing and managing various types of projects on the Mississippi River, Atchafalaya Basin and Storm Surge Levees in Southeast Louisiana, Mississippi and Texas, as well as mitigation and coastal projects in Louisiana. These projects included design of major foundation elements for dams, earthen levees, hydraulic structures, floodwalls, revetments, channel stabilization, bank degrading. ground improvement, deep excavations, relief wells, wick drains, dewatering systems, seepage and stability berms, preloads, reinforced levees and marsh creation for mitigation, coastal restoration and protection and beneficial use of dredge material in marsh and coastal environments with field investigations requiring use of specialized marine and marsh drilling equipment. Since 2018, Mark has served as Principal Geotechnical Engineer of Ardaman for Louisiana, Mississippi, Alabama, Arkansas, and Texas. Mark provides oversight and review of design major foundation elements for transportation, industrial, commercial and municipal projects.

Mississippi River And Tributaries Project – Geotechnical Investigation, Design and Construction Oversight, LA. (1983 - 2015)
Senior Geotechnical Engineer. Mark conducted or oversaw the review of existing geotechnical data and implementation of field investigation to obtain subsurface data, selection and reduction of laboratory testing, geotechnical engineering analyses, development of conclusions and recommendations, final report preparation and construction oversight for over 50 levee and floodwall projects on the Mississippi River and Atchafalaya Basin. Responsible for providing final geotechnical approval of 1000 permits a year for construction activities on and around levees.

Dam And Levee Safety Program, USACE, New Orleans District, LA. (2014 - 2018)
Dam and Levee Safety Program Manager. Markserved as the USACE New Orleans District Levee Safety Program Manager for over four years, responsible for Levee Evaluation Reports for Levee Certifications and the National Flood Insurance Program, Levee Inspection Reports on over 1300 miles of levee on an annual basis, Risk Assessments and Communication for all levees in the District's jurisdiction. Responsible for final Section 408 permitting approval to ensure that construction activities do not increase risk or diminish function of levees and do not cause harm to the public.

Cheniere Spillway & Bridge Replacement, Ouachita Parish, LA. (2019 - 2023)
Senior Geotechnical Engineer. Mark served as the Senior Geotechnical Engineer for this project which includes the replacement of the current damaged spillway and bridge. structure in Ouachita Parish, Louisiana.

SP NO. H.013987 / Rural Bridges Phase I, Claiborne Parish, LA. (04/21 - 2025)
Senior Geotechnical Engineer. The Rural Bridges project initiative is to replace many older bridges throughout the State of Louisiana. The geotechnical design includes geotechnical exploration, analyses, and foundation recommendations for 3 bridges (recall numbers 016831, 016842, and 016850).

SP NO. H.011152.5/ I-12 Widening (US 190 to LA 59), St. Tammany Parish, LA. (05/18 - 08/19)
Principal Engineer. Mark provided technical oversight for this project which included the widening of Interstate 12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation which included 23 deep soil borings, sampling, and laboratory testing along the 3-mile alignment between US 190 and LA 59 for lane widening which included four bridges structures. The field investigation, conducted in accordance with LADOTD specifications, included field reconnaissance including determining access and gaining rights of entry, completing utility locations, locating/staking boring locations, and developing a plan for the initial mobilization of equipment to the site and mobilization between sites. Soil boring logs were created in LADOTD format. Mr. Woodward is providing oversight for an effort to perform additional soil borings, lab testing and engineering analyses for a retaining wall for one of the bridge abutments.

KENNETH WILSON, PE, PG *(Geotechnical Engineer)*

MPR 19 MPR

YEARS OF EXPERIENCE // 38

YEARS WITH ARDAMAN // 3

Degree / Year / Specialization
BS / 1983 / Geology BS / 1987 / Civil Engineering; MS / 1993 / Geotechnical & Environmental Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #35355 *(Exp 09.30.26)* Professional Geologist: • LA #35355 *(Exp 03.08.26)*
Year Registered / Discipline
2010 / Civil
MPR 19
At least 1 geologist or geoscientist shall have a minimum of 10 years of experience in geological investigation and recommendations.

Kenneth Wilson is a principal engineer for the Baton Rouge office of Ardman and Associates, providing project management and technical solutions for geotechnical and environmental projects mostly in the State of Louisiana. His specialties include soil mechanics of marine and alluvial deposits, industrial solid waste design and construction elements, roadway improvements, levee/impoundment design, and hydrogeological evaluations. Kenneth is also adept at cost engineering, preparing specifications and bid documents, and managing construction quality assurance programs.

SP No. H.009260 / I-10 HWY 73 TO HWY 30 Widening: Ascension Parish, LA. (12/1 - Ongoing)
Project Engineer. Performed engineering analysis including settlement, pavement and base thickness recommendations and deep foundation recommendations for overpasses and bridges. The project consists of widening the existing interstate including overpasses and bridges along the alignment.

Mosaic Fertilizer, LLC, Uncle Sam Plant, Stack Nos. 4 Side Slope Closure, St. James, LA. (05/22 - Ongoing)
Project Engineer. Assisted with design and specifications for the closure of Stack No. 4 gypsum side slopes. He is currently managing and overseeing the construction quality control inspection and testing during the closure including oversight of technicians providing construction inspection and testing for gypsum grading and compaction, clay barrier placement and compaction, HDPE liner installation, placement and compaction of soil cover atop HDPE liners, seepage collection drain installation and construction of surface water conveyance and control devices.

Mosaic Fertilizer, Llc, Uncle Sam Plant, Stack Nos. 1-5 Design, St. James, LA. (08/24 - Ongoing)
Principal Engineer. Assisted with design and specifications for the gypsum stack growth and expansions of Stack Nos. 1-5. This included review of existing geological data, survey information, and soil boring data.

SP NO. H.004100.5 / I-10: LA 415 to Essen Lane ON I-10 & I-12 (CMAR), Baton Rouge Parish, LA. (07/21 - Ongoing)
Project Engineer. Assisted in various aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. This is a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles.

SP NOs. 700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257 / Rural Bridge Initiative Phase II, West Feliciana, East Feliciana, Livingston, St. Bernard Parishes, LA. (04/21 - Ongoing)
Project Engineer. Oversaw all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, mainly over small rivers, and creeks.

SP NO. H.004273.5 / I-49 Connector (Lafayette Regional Airport To I-10/I-49/Us 167 Interchange), Lafayette Parish, LA. (07/15 - Ongoing)
Project Engineer. Reviewed the Phase I geotechnical investigation, which included 116 deep and shallow soil boring, and 15 CPT soundings. The design was for the construction of 5 miles of freeway consisting of a 3.5-mile elevated structure that will include pile supported approach slabs, pile foundations, slope stability, embankment settlement, advanced load test programs, and earth retaining structures. He is overseeing the Geotechnical Investigation and Design Report to be developed for this project. In addition, he will also oversee and coordinate the Phase 2 field and laboratory program which will include a total of more than 400 borings including deep borings, shallow borings, and CPT soundings.

PAUL AXTELL, PE, BC.GE *(Geotechnical Lead)*

YEARS OF EXPERIENCE // 18

YEARS WITH DBA // 11

Degree / Year / Specialization
MS / 2001 / Civil Engineering
BS / 1999 / Civil Engineering

Registration Number / State / Expiration Date
Professional Engineer: • IA #26360 • IL #062.068836 • KS #18118 • KY #38545 • MN #48089 • MO #2008014530 • MT #49808 • WI #43380-6 • NJ #24GEO5998400 Board Certified Geotechnical Engineer (BC.GE)

Year Registered / Discipline
2004 / Civil

Paul has extensive experience as a Lead Geotechnical Designer, having contributed to numerous major bridge projects across the US, including the Brent Spence Companion Ohio River Bridge and the I-70 Missouri River Bridge. He will serve as the Geotechnical Lead for this contract, bringing his expertise in foundation design and geotechnical engineering to ensure the success of the project.

Brent Spence Companion Ohio River Bridge, Cincinnati, OH. (2023 - Ongoing)
Lead Geotechnical Designer for the new double-decker companion structure crossing the Ohio River.

I-70 Missouri River Bridge, Rocheport, MO. (2021-2024)
Lead Geotechnical Designer for the replacement structures crossing the Missouri River.

Iowa 9 Black Hawk Mississippi River Bridge, Lansing, IA. (2021 - Ongoing)
Lead Geotechnical Designer for the replacement structure crossing the Mississippi River.

I-80 Mississippi River Bridge, Rapids City, IL. (2022 - Ongoing)
Geotechnical Designer for the replacement structure crossing the Mississippi River.

I-90 Clark Fork and Cyr Bridge Structures, Alberton, MT. (2020 - Ongoing)
Lead Geotechnical Designer for the two westbound replacement structures crossing the Clark Fork River.

I-535 Blatnik Bridge, Duluth, MN. (2020 - Ongoing)
Lead Geotechnical Designer for Phase I design of the replacement structure crossing the St. Louis Bay of Lake Superior.

IL100/106 Illinois River Bridge, Florence, IL. (2019 - Ongoing)
Lead Geotechnical Designer for the replacement structure crossing the Illinois River.

Gordie Howe International Bridge, Detroit, MI. (2018 - Ongoing)
Subject Matter Expert for foundation design and construction representing the Owner.

I-30 Crossing Project, Little Rock, AR. (2017 - 2024)
Geotechnical Designer for the replacement structures crossing the Arkansas River.

Rainey River Bridge, Baudette, MN. (2017 - 2020)
Lead Geotechnical Designer for the international border crossing bridge across the Rainey River.

I-90 Bridges over the Blackfoot River, Bonner, MT. (2017 - 2019)
Lead Geotechnical Engineer for the slope stabilization project beneath the replacement bride structures crossing the Blackfoot River.

US 52 – Illinois 64 Mississippi River Bridge, Savanna, IL. (2012 - 2017)
Expert Foundation Consultant to structural engineer for the replacement structure crossing the Mississippi River.

TH63 Mississippi River Bridge, Red Wing, MN. (2015 - 2018)
Lead Geotechnical Designer for the replacement structure crossing the Mississippi River.

TH53 Thomas Rukavina Memorial Bridge, Virginia, MN. (2014 - 2017)
Lead Geotechnical Designer for bridge across the currently inactive and flooded Rouchleau iron ore mine pit.

Sellwood Bridge over Willamette River, Portland, OR. (2013 - 2016)
Lead Geotechnical Designer for the drilled replacement structured crossing the Willamette River.

TH36 St. Croix River Bridge, Stillwater, MN. (2012 - 2017)
Lead Geotechnical Designer for the pre-bid load test program and the structure crossing the St. Croix River.

ROSS WILSON, PLS *(Surveyor)*

MPR 25 MPR

YEARS OF EXPERIENCE	//	**16**
YEARS WITH FORTE	//	**14**

Degree / Year / Specialization
BS / 2010 / Geomatics
Registration Number / State / Expiration Date
Professional Land Surveyor • LA #5148 *(Exp. 03.31.26)*
Year Registered / Discipline
2015 / Land Surveying
MPR 25
At least 1 professional land surveyor, registered in the state of Louisiana, shall have a minimum of 5 years of experience in topographic surveying for DOTD.

Ross will serve as a Surveyor during this contract, and in that role he will supervise all field and office work performed on task orders. He will also lead the effort on estimating task orders and producing project deliverables ahead of any project deadlines. Ross will be responsible for all QA/QC efforts from beginning to end of each task order, including the final project deliverables. Ross has 12 years of experience managing field crews and office work on on-system LADOTD Topographic Surveys, with 9 years being the Professional Surveyor in Charge on these projects. Ross has managed 37 task orders under 3 separate Topographic IDIQ Contracts with LADOTD.

Contract 4400025029- H.015547, H.015548, H.015549, H.015341, H.015551, H.015552, H.015545, H.015550, H.015544, H.015553 - Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - 10 State Project Numbers (13 Bridge Sites), East Baton Rouge Parish, LA. (08/23 – Ongoing)
Surveyor-in-Charge for topographic surveying and right-of-way mapping services for 13 bridge sites on 2 lane roadways.

IDIQ Contract No. 4400021974 for Professional Surveying Services – Statewide with Majority of Work in Districts 03 and 07, LA. (12/21 - Ongoing)
Surveyor-in-Charge performing Topographic Surveys for LA DOTD. This contract showcases Mr. Wilson's familiarity with the process of managing LADOTD Survey IDIQ Task Orders from beginning to end. To date, this IDIQ contract has included a total of 9 separate Task Orders for 7 State Highway Projects. Survey tasks included establishing deep rod control monuments, Conventional Topo, Hydrographic Survey, terrestrial and mobile LiDAR Survey, and producing Existing Drainage Maps.

Contract 4400019336- H.014219, H.014222, H.014228, H.014231 and H.014236 – Rural Bridge Replacement Initiative Phase II; 5 SP Nos. (20 Bridge Sites) in Districts 04 and 05, LA. (06/21 - Ongoing)
Surveyor-in-Charge for topographic surveying and right-of-way mapping services for 20 bridge sites on 2 lane rural roadways.

H.011670- I-10/Loyola Interchange Improvements, Kenner, LA. (08/19 - Ongoing)
Surveyor-in-Charge providing Topographic Survey, Right- of-Way Survey, Drainage Survey, and Right-of-Way Monument Mapping. The project stretches along I-10, from the levee in Kenner to the Williams Blvd. off ramp, as well as Loyola Avenue and portions of Veterans Blvd for approximately 3.2 miles of roadway. The Survey was part of a Design-Build Project, which required weekly data updates, to allow the Design team to begin working and stay on schedule.

H.004273.5 – I-49 Connector, Lafayette Parish, LA. (08/15 - Ongoing)
Survey Manager/ Surveyor-in-Charge responsible for providing topographic, terrestrial LiDAR scanning, and property surveying services for the I-49 Connector. The project is in a dense urban area and is approximately 5 miles long. Forte and Tablada, Inc. was able to mobilize up to 4 Survey crews on this project, in order to meet phased deadlines. This project demonstrates Ross' ability to fulfill the minimum personnel requirement of having over five (5) years of experience in conducting topographic surveys.

Contracts 4400010587- Task Order 18; 4400015237- Task Order 1; 4400021974- Task Orders 1, 3, and 4- H.003931- Calcasieu River Bridge (HBI), Calcasieu Parish, LA. (05/21 – 12/22)
Surveyor-in-Charge for this project providing topographic survey, Mobile and Terrestrial LiDAR, Multibeam Hydrographic survey of Lake Charles, and drainage mapping. This project is in a high-traffic industrial area along I-210 and is approximately 7 miles long. This Survey included four Phases of work, which were completed within a condensed timeline, requiring up to 6 Survey Crews being mobilized in order to meet deadlines for each Phase.

BRADLEY HOLLEMAN, PLS, PE *(Surveyor)*

MPR 24 MPR

YEARS OF EXPERIENCE // 19

YEARS WITH FORTE // 4

Degree / Year / Specialization
SCE / 2009 / Civil Engineering with Minor in Land Surveying
Registration Number / State / Expiration Date
Professional Engineer: • LA #347165 *(Exp. 03.31.25)* Professional Land Surveyor • LA #5082 *(Exp. 09.30.26)*
Year Registered / Discipline
2012 / Land Surveying
MPR 24
At least 1 professional engineer or 1 professional land surveyor, registered in the state of Louisiana, shall have a minimum of five 5 years of experience in developing surface models from LiDAR data.

Bradley "Brad" Holleman will serve as a Surveyor for this contract. In this role, he will coordinate closely with the Project Manager to ensure that the contract is properly estimated, initiated, and completed on schedule—meeting both LADOTD deliverable standards and Forte and Tablada's quality expectations. Since 2013, Brad has developed extensive experience in processing and interpreting LiDAR data to generate accurate surface models, meeting the minimum personnel requirement for this contract. He also brings a strong background in Subsurface Utility Engineering (SUE), having performed and managed investigations across all four quality levels (A, B, C, and D). In addition, Brad has significant hydrographic surveying experience throughout Louisiana's rivers, lakes, and coastal environments. His well-rounded skillset and leadership have contributed to the successful delivery of numerous LADOTD topographic, LiDAR, SUE and hydrographic surveying projects.

H.009456 – Tchefuncte River Bridge, Tangipahoa Parish, LA. (05/12 – 09/12)
Surveyor-in-Charge for the topographic survey, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for a bridge replacement over the Tchefuncte River in Tangipahoa Parish. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of the Tchefuncte River.

H.002375 Amite River Bridge Near French Settlement, Livingston Parish, LA. (09/13 – 03/14)
Surveyor-in-Charge for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for constructing a new bridge over Amite River in French Settlement Louisiana to the replace the existing swing bridge. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of the Amite River as well as collecting and utilizing LiDAR data to generate surface and bridge models. This project demonstrates Brad's ability to fulfill MPR 24 of having more than 5 years in developing surface models from LiDAR data.

H.011137 & H.011152- I-12 (LA 21 to LA 59), St. Tammany Parish, LA. (12/14 – 03/16)
Surveyor-in-Charge for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for widening of Interstate 12 from LA 21 to La 59 in St. Tammany Parish. The topographic survey included a hydrographic survey of the Tchefuncte River as well as collecting and utilizing LiDAR data to generate surface and bridge models.

Crescent city Connection Bridges Hydrographic Survey, New Orleans, LA. (06/22 – 12/22)
Principal-in-Charge for the multibeam hydrographic survey on the Crescent City Connection bridges in New Orleans, LA. The focus of the project was to document 2 piers, scour/debris, and produce sounding tables at increments upstream and downstream of each pier. In order to capture the necessary vertical information on the 2 pier structures, the R2Sonic 2022 was tilted to 30 degrees, allowing data capture from the waterline down. A full multibeam survey from approximately 350' upstream and downstream was performed giving a comprehensive look at the water bottom around the bridge.

Contract 4400021974 - Task Order 2- H.014218 US190-Livingston Parish Line, East Baton Rouge Parish, LA. (01/23 - 01/24)
Principal-in-Charge for this project providing topographic survey, Mobile LiDAR, and drainage mapping. This project is in a dense urban area and includes approximately 4 miles of a 4 lane highway. The purpose of the project is to complete a road overlay and drainage improvements. The topographic survey included collecting mobile LiDAR throughout the entire project length to generate surface models of US 190.

YEARS OF EXPERIENCE // 31
YEARS WITH FRANKLIN // 20

Degree / Year / Specialization
MBA / 1998 BS / 1992 / Business Management
Registration Number / State / Expiration Date
N/A
Year Registered / Discipline
N/A

PERRY FRANKLIN *(Community Outeach Lead)*

Perry Franklin founded Franklin Associates in 2005 in the wake of Hurricanes Katrina and Rita. At that time, he served on the Governor's Housing Task Force and worked tirelessly in the housing development arena. Nearly two decades later, Perry leads his team of professionals specializing in community engagement, staff augmentation, disaster management, and governmental relations. He has over 30 years of experience with community redevelopment, including stakeholder and community engagement. Perry excels at putting together a competent team that can tackle any project while providing the guidance they need to succeed. Perry also has 20 years of experience managing and advising project-based staff augmentation and disaster management projects. Perry will be the Community Outreach Lead.

Calcasieu River Bridge Replacement Project, Lake Charles, LA. (06/23 – Ongoing)
Principal. Oversees program management team to align communications; Oversees the public outreach plan implementation; Serves as government liaison to facilitate elected officials' engagement.

MRB South LA 1 South Pre-NEPA Study, Greater Baton Rouge Area, LA. (08/20 – Ongoing)
Principal. Oversaw the development of a public engagement plan and oversees project team's implementation of said plan; Serves as government liaison to facilitate elected officials' engagement.

University Lakes Improvement Project, Louisiana State University, Baton Rouge, LA. (02/20 – Ongoing)
Principal. Oversaw the development of a public engagement plan and oversees project team's implementation of said plan; Serves as government liaison to facilitate elected officials' engagement.

MOVEBR Program Management, East Baton Rouge Parish, LA. (08/18 – Ongoing)
Principal. Provided oversight on the development of a public engagement plan and oversees project team's implementation of the plan for the city-parish's largest transportation infrastructure program; Serves as government liaison to facilitate elected officials' engagement.

Pecan Acres Buyout & Resettlement Project New Roads, LA. (08/18 – Ongoing)
Louisiana Office of Community Development Disaster Recovery Unit (LA OCD-DRU) Principal. Provided oversight on the development of the processes necessary to stand up CDBG-DR program and implement it in a timely fashion; Assisting with policy and technical advisory assistance, case management processes, and workflows with other state contractors to effect forward movement, helping to provide continued leadership related to Louisiana's first resettlement project and its new subdivision development.

Belle Chasse Bridge and Tunnel Replacement Multi-Year Communications and Engagement Plan Development, Belle Chasse, LA. (02/18 – Ongoing)
LADOTD/Plenary. Principal. Provided oversight on the development of a public engagement plan and oversees project team's implementation of said plan; Serves as government liaison to facilitate elected officials' engagement.

Louisiana Housing Corporation (LHC) Program Management Statewide LA. (04/16 – Ongoing)
LHC Senior Advisor. Serves as executive with ultimate oversight over 50+ distinct task orders providing disaster housing program management services; Personally provided oversight for development and implementation of COVID-19 homeless non-congregate sheltering effort across two cities and seven sites, operable 24/7 for more than a year; Oversaw training of Franklin staff that became full time LHC staff; Assisting with creation of rental program policies and procedures for five of LHC's CDBG-DR funded rental programs including three CDBG-DR LIHTC funded programs, Rural Rehabilitation Program, and Middle Market Loan Program.

I-10 Widening Design/Build, Baton Rouge, LA. (10/11 – Ongoing)
Principal. Oversees program management team to align communications for LADOTD's costliest, most complex project in state history; Guided the implementation of a stakeholder engagement plan; Provides resource and personnel management; Serves as government liaison to facilitate elected officials' engagement.

YEARS OF EXPERIENCE // 36

YEARS WITH GM2 // 1

Degree / Year / Specialization
MS / 1998 / Civil Engineering, BS / 1985 / Architectural Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #32007 *(Exp. 03.31.26)* • IL#081.005333
Year Registered / Discipline
1992 / Civil 1996 / Structural
MPR 14
At least 2 professional engineers, registered in the state of Louisiana, shall each have a minimum of 5 years of experience in the design of major river-crossing bridges.

KENT MONTGOMERY, PE *(Bridge Design Engineer)*

Kent is a national long span bridge and foundation expert with 36 years of experience in the design of major river-crossing bridges. He has had a key role in the design, construction, and CEI of over 30 landmark bridges with construction values exceeding $500M. His extensive experience includes bridges with all types of foundation systems and various site constraints, including long spans over waterways. His dual experience from Resident Engineer and inspection roles on construction sites ensures LADOTD a constructability-focused design.

I-10 Bridges over Lake Pontchartrain, St. Tammany and Orleans Parishes, LA. (11/05 – 08/06)
Kent was Principal Bridge Engineer for the precast segmental concrete box girder alternative replacement structures for the I-10 Bridges over Lake Pontchartrain that were destroyed by Hurricane Katrina. The dual bridges span lengths ranged from 151' to 155' for the approaches and 251' for the main span. The foundations utilized precast prestressed piles. Kent was responsible for the superstructure and substructure design, technical leadership, and design oversight.

Sagadahoc Bridge, Bath-Woolwich, ME. (09/97 – 05/20)
Kent served as the Lead Engineer for this $46.6M design/build project to replace the Sagadahoc Bridge with a 2,972' long structure featuring a record precast concrete segmental main span of 420' over the main channel of the Kennebec River near the Bath Ironworks shipyard. The deck has a typical width of 69' that widens to 121' for a total deck area of 243,979 square feet. The substructure includes twin wall piers supported by 8' diameter drilled shafts in 40' of water with significant ice and ship impact loading. Kent performed the substructure and superstructure design and was responsible for the design oversight, project management and construction support. He reviewed submittals, shop drawings, and geometry monitoring during construction.

Cline Avenue Bridge, East Chicago, IN. (06/15 – 01/20)
Kent served as Project Engineer for this bridge carrying SH-912 over the Indiana Harbor and Ship Canal which connects the Grand Calumet River to Lake Michigan. This canal is an important commercial vessel channel providing a connection to the lake for Arcelor Mittal and other major industries in the vicinity. This 6,236' long concrete segmental bridge features 29 spans and a 316' long main span over the Indiana Harbor and Ship Canal. Completely privately funded. Kent performed preliminary superstructure design and final design for pier, deviator, and expansion joint segments.

Winona Bridge, Winona, MN. (01/14 – 04/16)
Lead Substructure Engineer on the approach spans for this 2,300' long bridge carrying southbound lanes of Trunk Highway 43 across the Mississippi River. Approach spans are MN63 precast beams. A unique post-tensioned flat slab unit reduced the bridge profile and opened the space below for city redevelopment as park space. Kent provided technical leadership, expertise, and oversight for the pile, foundation, column, and cap designs for the precast beam spans and flat slab unit.

US-85 Bridge over the Missouri River, Williston, ND. (09/12 – 11/13)
Concrete Bridge Lead Bridge Engineer for replacement of this major crossing of the Missouri River as part of reconstruction and widening to four lanes of the US Highway 85 corridor between Watford City and Williston. The new four lane US-85 Bridge replaces an existing two-lane fracture critical two-girder steel bridge built in 1973, doubling capacity and providing a new structure designed to current standards. The concrete solution features a five-span cast-in-place balanced cantilever post-tensioned box girder bridge with three typical 350' spans and 233' end spans. The existing 300' navigational channel was maintained in its original location. Kent was responsible for conceptual, preliminary, and final design.

CESAR FERNANDES, JR., PHD, PE, SE, PMP *(Bridge Design Engineer)*

MPR 14 MPR

YEARS OF EXPERIENCE // 32

YEARS WITH GM2 // 1

Degree / Year / Specialization
PhD / 1999 / Civil Engineering
MBA / 2005 / Business Administration
MS / 1995 / Civil Engineering
BS / 1990 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #38411 *(Exp. 03.31.26)* • AZ #37923
Year Registered / Discipline
2001 / Civil
2002 / Structural
MPR 14
At least 2 professional engineers, registered in the state of Louisiana, shall each have a minimum of 5 years of experience in the design of major river-crossing bridges.

Cesar has more than 32 years of experience in the analysis, design, and project management of major bridges including cable-stayed, long-span segmental, steel girders, and precast prestressed beams. His experience includes Mississippi River crossings and bridges over other navigable waterways, bringing LADOTD unmatched technical knowledge.

US 181 Harbor Bridge Replacement, Corpus Christi, TX. (04/15 – Ongoing)
The new bridge over the Corpus Christi Ship Channel will be the longest cable-stayed span in the U.S. with a record-setting 1,661' main span and features a multi-level interchange with I-37 at the south end of the project. Cesar served as the Engineer of Record responsible for the design of the prestressed girder and steel plate girder direct-connect interchange bridges and precast segmental concrete high-level approaches, which feature some of the longest spans constructed using the span-by-span method in the United States. Cesar is currently serving as the Construction Services Manager, managing construction engineering services including construction manual development, design office support, production of as-built drawings, on-site construction phase engineering assistance, and coordinating with all design subconsultants.

Ship Channel Bridge – Sam Houston Tollway (East), Houston, TX. (11/13 – 03/17)
As Deputy Project Manager, Cesar ensured that the overall project design was completed in accordance with the Owners' design criteria and to Texas DOT plan production standards for the new cable-stayed main span structure, which features a free span of 1,320' over the Houston Ship Channel supported by 514' tall sculpted towers. The bridge provides eight lanes of vehicular traffic and more than 187' of vertical clearance for navigation, allowing future widening and deepening of the channel by the Port of Houston. Cesar was responsible for preliminary design, the structure type selection report, and final design and detailing of the cable-stayed bridge towers for the concrete alternate.

New I-35W Bridge, Minneapolis, MN. (10/07 – 04/08)
Cesar was responsible for superstructure and substructure design for this emergency replacement project. The concrete segmental bridge carries ten lanes of interstate through a congested urban site and over the Mississippi River. The twin bridges were designed and built in just 11 months, opening to traffic over three months ahead of schedule. The 1,223' structures feature twin 504' main spans over the river. Cesar performed the main pier foundation and footings design and performed independent designs for the superstructure.

Penobscot Narrows Bridge & Observatory, Prospect-Verona, ME. (01/04 – 08/04)
Lead Independent Design Engineer for this 2,120' concrete cable-stayed bridge over the Penobscot River. The bridge features a 1,161' cast-in-place main span and a unique three-level glass observatory at the top of one of the 420' pylons. Cesar was responsible for the independent design of the cable-stayed superstructure, managing the independent design team, and providing technical guidance and engineering solutions.

Loop 375 Border Highway West Extension, El Paso, TX. (01/11 – 12/13)
Assistant Project Manager and Technical Lead for the schematic design and advanced planning phases of this 9-mile project carrying two lanes of traffic in each direction. Cesar developed superstructure, substructure, and foundation concepts for the preliminary bridge layouts and coordinated roadway, utilities, drainage, geotechnical, and surveying.

CHRISTOPHER BURGESS, PE, SE, P.ENG *(Bridge Design Engineer)*

MPR 15 MPR

YEARS OF EXPERIENCE // 32

YEARS WITH GM2 // 1

Degree / Year / Specialization
MS / 1991 / Civil Engineering
BS / 1989 / Architectural Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #43799 *(Exp 03.31.2026)* • UT #6530514-2203
Year Registered / Discipline
1996 / Civil
2007 / Structure
MPR 15
At least 2 professional engineers, registered in the state of Louisiana, shall each have a minimum of 10 years of experience in the design of complex bridges, which shall include at least one cable-stayed bridge.

Chris has more than 32 years of experience in the design and construction of complex bridges including cable-stayed bridges. Chris has provided design and construction expertise on more than 33 major bridges across the U.S., including six cable-stayed bridges, with construction values exceeding $3B. Chris has served nearly a quarter of his career on-site in charge of construction engineering and inspection bringing a unique constructability focused design for efficiency, cost, and schedule savings. He has served as Engineer of Record for four long span bridges over the Mississippi River.

Penobscot Narrows Bridge & Observatory, Prospect-Verona, ME. (04/2007 – 09/2008)
Chris led the technical development, managed the bridge design, served as Lead Bridge Engineer, and is Engineer of Record for this iconic 2,120' cable-stayed bridge across the Penobscot River. The bridge features a 1,161' cast-in-place main span and a unique threelevel glass observatory at the top of one of the 420' pylons. Chris was also on-site during construction, responsible for construction engineering and complex geometry control. He provided technical assistance to the Maine DOT and construction engineering support to the Contractor. Chris collaborated with the Contractor and stay cable supplier to develop the project's cable installation procedure. Chris also developed the cable replacement procedure for a carbon fiber research project after the bridge was open to traffic.

US 181 Harbor Bridge Replacement, Corpus Christi, TX. (09/2014 – 06/2019)
Chris served as QC Lead Engineer for the Independent Design Team, providing all technical direction and leadership for independent design of the cable-stayed main span unit, precast segmental concrete approach spans, and the prestressed girder and steel plate girder direct-connect interchange bridges. The new bridge over the Corpus Christi Ship Channel will be the longest cable-stayed span in the U.S. with a record-setting 1,661' main span and 538' tall towers. The design keeps the towers and foundations completely out of the waterway, along with 205' of vertical clearance over the navigation channel. Attention to design and construction details are critical in order to minimize future maintenance during the 25-year maintenance period.

Ship Channel Bridge – Sam Houston Tollway (East), Houston, TX. (07/2015 – 04/2019)
Chris served as QC Lead Engineer for the Independent Design Team, providing all technical direction, final decisions, engineering solutions, and OA/QC for the concrete cable-stayed main span unit design. The new cable-stayed main span structure features a free span of 1,320' over the Houston Ship Channel supported by 514' tall sculpted towers. The bridge provides eight lanes of vehicular traffic and more than 187' of vertical clearance for navigation, allowing future widening and deepening of the channel by the Port of Houston. This project is located within a narrow existing right-of-way surrounded by critical industrial stakeholders and crosses the shipping lanes of the second largest port in the U.S.

I-280 Veterans' Glass City Skyway, Toledo, OH. (05/2000 – 08/2003)
Chris was the lead substructure designer on the approach spans for this 8,798' long urban viaduct structure featuring a major cable-stayed bridge carrying I-280 over the Maumee River near downtown Toledo. The bridge carries the six-lane interstate over a navigable waterway and through urban/suburban terrain and complex environmental conditions. The bridge established many "firsts", including the first use of an innovative cradle system to carry the cable stays through the pylon, the first use of stainless steel as sheathing material on the stays, the first use of glass on a bridge pylon, and the largest cable stays ever used on a bridge. Chris also provided technical guidance to the on-site engineer during initial stay stressing.

5. Senator William V. Roth, Jr. Bridge, St. Georges, DE. (08/1992 – 08/1993)
Chris was responsible for shop drawing review during construction of this 4,650' precast concrete segmental cable-stayed bridge with a 750' main span. The bridge carries Delaware Route 1 over the Chesapeake & Delaware Canal. The bridge main span has 138' vertical clearance and was erected from above in one-directional cantilever without interruption to canal traffic. This bridge was the first concrete cable-stayed bridge in the northeast United States.

WADE BONZON, PE *(Bridge Design Lead)*

MPR 15

Wade has more than 32 years of experience in the design, construction engineering & inspection (CEI), and project management of major transportation projects throughout the U.S, including complex cable-stayed bridges, major interstate bridges in urban areas, fast-track design-build projects, and projects in environmentally sensitive areas. Wade has successfully managed design on similar projects, ensuring design criteria were met and designs were delivered on-schedule. Wade understands construction and how to successfully deliver large, technically complex bridge projects.

YEARS OF EXPERIENCE // 32

YEARS WITH GM2 // 1

Degree / Year / Specialization
MS / 1996 / Civil Engineering BS / 1994 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #42967 *(Exp 03.31.27)*
Year Registered / Discipline
2001 / Civil
MPR 15
At least 2 professional engineers, registered in the state of Louisiana, shall each have a minimum of 10 years of experience in the design of complex bridges, which shall include at least one cable-stayed bridge.

MRB South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA. (07/20 – Ongoing)
Wade is serving as bridge design project manager overseeing all aspects of the project development related to the various bridges including the interchange bridges, low level crossings over wetlands, the high level approach spans, and the cable-stayed main span units across the Mississippi River. Wade is working closely with the consultant team to coordinate roadway geometry, geotechnical design data, and scour analysis necessary to perform the conceptual bridge designs. During the first phase of the study, Wade evaluated the feasibility of 30 separate alignments for a variety of criteria. Wade presented main span bridge layouts for fifteen separate alignments during meetings with stakeholders such as the U.S. Coast Guard, U.S. Army Corps. of Engineers, Levee Districts, River Pilots, and other major navigational stakeholders. Wade also participated in public meetings, after which the list of preferred alternates was narrowed to three alignments. Wade is currently evaluating 3 potential crossing locations during the pre-NEPA phase of the project, coordinating conceptual engineering tasks and cost estimating services for the bridges.

Ship Channel Bridge – Sam Houston Tollway (East), Houston, TX. (04/15 – 08/20)
Wade served as Design Manager for this new cable-stayed bridge that features a free span of 1,320' over the Houston Ship Channel, the second largest port in the U.S. The concrete main span is supported by 514' tall, sculpted towers. The bridge provides eight lanes of vehicular traffic and more than 187' of vertical clearance for navigation, allowing future widening and deepening of the channel by the Port of Houston. During design, Wade managed all aspects of the project design and the subconsultant team for the concrete design alternate. He participated in stakeholder meetings with the USCG and the Houston Pilots during development of the bridge design.

US 181 Harbor Bridge Replacement, Corpus Christi, TX. (07/15 – 11/18)
Wade managed the design efforts of team members assigned to the cable-stayed main span unit of this new record-setting bridge. Design tasks included time-dependent erection modeling of the high level approach spans featuring some of the longest spans ever constructed with the precast segmental span-by-span method, design of the large diameter drilled shaft foundations supporting the towers at each edge of the shipping channel, and design of the high level steel plate girder flyover spans at the US 281 / I-37 interchange. The bridge over the Corpus Christi Ship Channel will be the longest cable-stayed span in the U.S., with a 1,661' main span and 538' tall towers. The design keeps the towers and foundations completely out of the waterway, along with 205' of vertical clearance over the navigation channel. Attention to design and construction details were critical to minimize future maintenance costs during the 25-year maintenance period.

I-95 Pearl Harbor Memorial Bridge, New Haven, CT. (01/09 – 07/15)
This project included the demolition and replacement of the I-95 bridge over the Quinnipiac River with a new extradosed cable-stayed bridge, the largest of its kind on the US Interstate System. The concrete main span unit featured a 510' span over the navigation channel and was constructed in balanced-cantilever with self-launching form travelers to avoid impacts to shipping traffic. The approach structures consisted of HPS-70 steel plate girder spans greater than 200 ft in length with cast-in-place composite decks and latex modified concrete overlay. During construction, Wade was on-site responsible for managing the multidiscipline CEI team in close coordination with the design office and subconsultants. Wade provided quality assurance and monitoring of construction activities for conformance with the contract plans and specifications. He reviewed contractor submittals for the drilled shaft installation plans, post-tensioning procedures, and segmental concrete erection. Wade monitored mass concrete curing temperatures and main span geometry control, and inspected stay cable installation and stressing operations.

YEARS OF EXPERIENCE // 24

YEARS WITH GM2 // 1

Degree / Year / Specialization
MS / 2003 / Civil Engineering
BS / 2000 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #33881 *(Exp 09.30.26)* • WA #43390
Year Registered / Discipline
2005 / Civil
2007 / Structure
MPR 20
At least 1 individual with a minimum of 5 years of experience in navigational analyses acceptable to the United States Coast Guard.

MATTHEW LENGYEL, PE, SE, PMP, CBI *(Bridge Design Engineer)*

MPR 20 MPR

Matt has over 24 years of bridge design and construction engineering & inspection (CEI) experience on major bridge projects across the United States, including eight alternative delivery projects. Matt provided on-site construction quality control for the cable-stayed John James Audubon Bridge over the Mississippi River. Matt has performed permitting and navigational analyses for river-crossing bridge projects including the US 181 Harbor Bridge and the Ship Channel Bridge for over 10 years.

MRB South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA. (07/20 – Ongoing)
Matt is serving as bridge engineer during the pre-NEPA phase of this project development. During the Part 1 study, Matt assisted in preparing materials for various stakeholder meetings with the U.S. Coast Guard, U.S. Army Corps. of Engineers, Levee Districts, and River Pilots. Matt also performed an extensive survey of bridge costs to determine maximum feasible span lengths for the cable-stayed river crossing. During the Part 2 study, Matt performed a vessel impact analysis as per AASHTO requirements to evaluate the proposed cable-stayed bridge pylon foundations at the 3 potential river crossings and to determine extreme event design loads for use in conceptual design of the sunken caisson foundations. Matt also performed an evaluation of the feasibility and cost to provide supplemental vessel collision structures such as fenders or dolphins for each of the 3 crossings. Matt is currently performing conceptual bridge design for the interchange bridges and low level bridges over wetlands for each of the 3 alignments under consideration.

US 181 Harbor Bridge Replacement, Corpus Christi, TX. (07/15 - Present)
As Professional Services Quality Assurance Manager for this new record-setting cable-stayed bridge over the Corpus Christi Ship Channel, Matt developed the Design Quality Management Plan and is currently ensuring the over 400 separate design submittals are completed in accordance with the project QA/QC requirements. During design, Matt ensured quality of submittals to the USCG and other stakeholders within the navigable shipping channel, as well as compliance with their agency requirements. He coordinated with the design and construction teams during the development of various submittals and performed quality checks/reviews prior to submission to the USCG.

Ship Channel Bridge – Sam Houston Tollway (East), Houston, TX. (07/15 – 08/21)
As Deputy Project Manager, Matt developed and monitored the completion of all final design tasks for concrete alternate of this cable-stayed bridge carrying eight lanes of traffic over the Houston Ship Channel. Matt worked with the design team to develop a new signature bridge design and existing bridge deconstruction sequence that met the requirements of the USCG and other stakeholders on the Houston Ship Channel. He developed submittals for the USCG and ensured that all USCG comments on the design and deconstruction sequence were addressed. During the preliminary design/structure type study, Matt performed a vessel collision analysis to evaluate the vulnerability of the existing Ship Channel Bridge during extreme loading events. This analysis was a important factor in the decision to locate the new bridge's pylons out of the waters of the ship channel.

Murray Morgan Bridge Rehabilitation, Tacoma, WA. (04/10 – 12/13)
Matt served as Resident Structural Engineer on the Owner's Engineer team for this design-build project to repair 1,750' long, over 100-year-old movable bridge featuring a 220' long vertical lift main span. The bridge originally carried four lanes of traffic across the Foss Waterway and provides a 60' of vertical clearance over the waterway in its closed position and 130' of vertical clearance when opened. Matt worked on the feasibility report, prepared design-build procurement documents, and performed technical design and construction support services. He developed performance specifications for the project and wrote the scope of services for the design-build rehabilitation project. This work included careful coordination with electrical, mechanical, environmental, historical, and other specialists involved in the project. Matt reviewed and approved the project's vessel collision analysis, ensuring its' compliance with the projects' technical provisions and USCG requirements.

YEARS OF EXPERIENCE // 26

YEARS WITH GRESHAM // 10

Degree / Year / Specialization
BS / 1999 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #431065 *(Exp. 09.30.26)* PTOE #2728 *(Exp. 09.30.26)* Professional Land Surveyor: • LA #5043 *(Exp. 09.30.26)*
Year Registered / Discipline
2004 / Civil 2009 (PTOE) 2010 / Land Surveying
MPR 21
At least one 1 professional traffic engineer, registered in the state of Louisiana, shall have a minimum of 10 years of experience in traffic forecasting, capacity analyses, and traffic simulation.

HERBERT "BERT" MOORE, II, PE, PLS, PTOE *(Traffic Engineer)*

MPR 21 MPR

In his 26 years of experience as both as a consultant and as **LADOTD's District Traffic Operations Engineer for District 61,** Bert has demonstrated his knowledge of LADOTD requirements and preferences, and proven adept at getting things done efficiently. Bert has spent the majority of his 26-year career working with the traffic signal system and ITS equipment in the Baton Rouge area, having performed design, operations, CE&I and maintenance duties on these systems. Bert will lead the traffic related tasks for this contract.

LADOTD, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study, Lake Charles, LA. (05/17 – 03/19)
Gresham Smith was selected to develop a calibrated VISSIM model to model existing conditions and the future proposed diverging diamond interchange at I-210 at Nelson Road in order to evaluate the proposed interchange design. The project included data collection, development of growth rates, lead the Road Safety Assessment, developing and calibrating an existing VISSIM model and evaluation of the proposed alternative. Bert was the Project Executive responsible for the overall study, overseeing data collection, conducting safety analysis, development of VISSIM models, development of alternatives and the report.

LADOTD, US 171 MLK Boulevard Traffic Study, Lake Charles, LA. (05/17 – 01/19)
Project Executive. The study area includes 3 miles of US 171, 8 signalized intersections and a cloverleaf interchange with Interstate 10. Traffic count data was collected used to create Vissim models of the study area. These models will be calibrated to accurately represent existing traffic patterns along the corridor. Alternative solutions will be analyzed with additional models. Conceptual designs for potential solutions will be developed and presented to the public in an open house public meeting.

TDOT, I-40 at Donelson Pike Interchange, Nashville, TN. (02/18 – Ongoing)
Project Designer. The purpose of the proposed I-40/SR 255 (Donelson Pike) Interchange modification is to improve traffic operations at the interchange and access to the Nashville International Airport (BNA). The airport serves a large portion of Tennessee residents as well as residents from surrounding states; the interchange is the airport's primary access point and very important to the overall success of the state and its tourist industry. The project consists of a proposed Diverging Diamond Interchange, a 1.2-mile collector-distributor road along I-40 eastbound, and 1.75 miles of new urban alignment for the relocation of Donelson Pike.

YEARS OF EXPERIENCE // 46

YEARS WITH GRESHAM // 6

Degree / Year / Specialization
BS / 1978 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer: • LA #20936 *(Exp. 09.30.26)*
Year Registered / Discipline
1983 / Civil
MPR 22
At least 1 professional engineer, registered in the state of Louisiana, shall have a minimum of 5 years of experience in Louisiana roadway design.

RICHARD SAVOIE, PE *(Road Design Engineer)*

MPR 22 MPR

Richard will assist with development of alternatives, conceptual designs, low cost safety improvements and pedestrian and bike design tasks including cost estimates and development of bid packages.

LADOTD, SRTS/LRSP Task Order 14: Farmerville Sidewalks Design, Union Parish, Farmerville, LA. (09/18 – 12/19)
Senior Engineer. Richard provided quality control review for the Final Plan submission for this Safe Routes to Public Places Project. The review was to ensure that the plans were developed in accordance with standard DOTD policy and procedure. Plans included installation of sidewalks along various local roadways, driveway adjustments to ensure ADA compliance and utility relocation avoidance.

LADOTD, SRTS/LRSP Task Order 6 and 21: Endom Bridge Preliminary & Final Design, West Monroe, LA. (09/18 – 12/20)
Senior Engineer. The project consisted of roadway realignment at the bridge approach to improve roadway geometry and safety. Right-of-way is being acquired at one quadrant of the intersection and Richard is assisting with the coordination between the right-of-way plans and the roadway requirements. Richard performed Quality Control reviews on the final preliminary design submission and is overseeing Quality Control on the final design process.

LADOTD, SRTS/LRSP Task Order 18: Denham Springs Striping Design, Livingston Parish, LA. (09/18 – 01/20)
Senior Engineer. This project includes the site evaluation of 9 local roadways with the highest accident rate history in the City of Denham Springs. Gresham Smith performed ball bank evaluations for every curve on the 9 routes and evaluated driveway locations, intersection geometry and signing issues. Richard was responsible for overall Quality Control on the project. He mentored the engineering staff on the field evaluation requirements, reviewed all potential improvements, and performed QC review on the preliminary and final design plan submissions.

LADOTD, SRTS/LRSP Task Order 16: Tangipahoa Striping Design, Tangipahoa Parish, LA. (10/18 – 05/21)
Senior Engineer. This project includes the site evaluation of 39 state and local roadways with the highest accident rate history in the Parish. Gresham Smith performed ball bank evaluations for every curve on the 39 routes. Richard was responsible for overall Quality Control on the project. He mentored the engineering staff on the field evaluation requirements, reviewed all potential improvements, and performed QC review on the preliminary and final design plan submissions.

SRTPP/LRSP Applications, Ascension Parish, LA. (09/18–06/19)
Project Manager. The Parish of Ascension selected Gresham Smith to review their capital plan, investigate the accident rates and safety history of the locally maintained roadways, develop a proposed plan, and to submit applications to LADOTD for Safe Routes to Schools and Public Places and Local Road Safety Plans to acquire construction funding. Richard coordinated with the Parish officials and LTAP personnel on the submission requirements for the funding applications and ensured that all Parish and state guidelines and requirements were adhered to for the application process.

EBR DTD, MovEBR-Plank Road Corridor Enhancement, Baton Rouge, LA. (06/21 – Ongoing)
Project Manager. Gresham Smith was selected to perform the corridor enhancement of Plank Road between Dawson Drive to Harding Boulevard. This project will include a topographic survey, a design study for bicycle and pedestrian facilities, improved drainage, transit facilities, new traffic signals and street lighting. Once the design study is complete the project will move into the development of design plans. The project will result in a revitalized corridor with improvements for all users. Richard is managing the project on a day-to-day basis and leading the coordination with our sub-consultants.

Hooper Road (LA 408) at Sullivan Road (LA 3034) Roundabout Design, Central, LA. (04/20 – 11/22)
Senior Engineer. Gresham Smith is tasked with the full roundabout design which will be in accordance with LADOTD's Roadway Design Manual geometric requirements and LADOTD's Complete Streets Policy to accommodate both pedestrians and bicycles through this intersection. Richard was responsible for overall Quality Control on the project. He mentored the engineering staff on the field evaluation requirements, reviewing all potential improvements, and performed

GREG WILLIAMS, PE *(Road Design Engineer)*

YEARS OF EXPERIENCE // 30

YEARS WITH GRESHAM // 6

Degree / Year / Specialization
BS / Engineering / Mississippi State University
Registration Number / State / Expiration Date
Professional Engineer: • MS #14058 *(Exp. 12.31.25)*
Year Registered / Discipline
1999 / Civil
MPR 23
At least 1 professional engineer, registered in the state of Mississippi, shall have a minimum of 5 years of experience in Mississippi roadway design.

Senior Transportation Engineer / Greg will lead our design team for roadway design tasks. Greg is a licensed professional engineer with 30 years of experience, 25 of which was within the **MDOT Roadway Design Division** as a Section Engineer, a Design Team Leader, and a designer. Serving as Section Engineer for four of the six MDOT districts, Greg gained a broad range of expertise in numerous MDOT projects, including design of the state's first continuous-flow intersection, numerous bridge replacement projects, and the recently completed I-269 beltway interstate. He was also heavily involved in helping accomplish the 1987 Ahead 4-Lane Program, designing both new construction and parallel 4-lane projects along six different routes in sixteen counties. During his last few years at MDOT, Greg was tasked as Project Manager of the updated Roadway Design Manual, which is now nearing completion. At Gresham Smith, he has taken the role as Project Manager for the US 11 bridge replacement and urban widening project in Pearl River County and assisted in the design of a variety of other projects.

MDOT, Interstate New Construction I-269 from I-55 to the MS/TN State Line DeSoto and Marshall Counties, MS. (06/2018 – 05/2023)
Design Section Engineer. Supervised the preparation of grading and paving construction plans for 26 miles of new interstate highway in DeSoto and Marshall Counties, including a new full cloverleaf interchange with collector-distributor roads at I-22, as well as eight new diamond interchanges at other crossing routes including SR 302, SR 305, and SR 309.

MDOT, Interstate Widening I-55 from Commerce Street (Hernando) to S.R. 302 (Southaven) - DeSoto County, MS. (05/17 - 05/22)
Design Section Engineer. Supervised the preparation of final right-of-way plans for 11 miles of interstate widening in DeSoto County to increase capacity, including reconstructed interchanges at Commerce Street, Nesbit Road, and Church Road, as well as one additional proposed new interchange at Starlanding Road.

MDOT, 2020 RWD WA#4 I-10 Widening & ITS Design, Harrison/Hancock County, MS. (05/21–06/24)
Project Manager. Gresham Smith was contracted to provide Phase B roadway design and ITS plans. Design components included 12 miles of interstate widening, 25 miles of ITS design, and a two-mile multi-use path. Greg led this project for the widening and with the multi-use path design.

YEARS OF EXPERIENCE // 39

YEARS WITH KCI // 18

Degree / Year / Specialization
BS / 1986 / Civil Engineering
Registration Number / State / Expiration Date
N/A
Year Registered / Discipline
N/A
MPR 26
At least 1 cost estimator shall have a minimum of 10 years of experience in developing ICE for major roadway and bridge construction projects using labor, material, and equipment costs, subcontractor and indirect costs, bond rates, operating margins, etc. as the basis for construction cost estimation.

JOHN ARMENI *(Cost Estimates Lead)*

MPR 26 MPR

Johns will be the Cost Estimates Lead for the Independent Cost Estimate.

Mississippi River Bridge (MRB) South, (East Baton Rouge/West Baton Rouge Parishes) (LaDOTD). (2009)
Chief Estimator. The bridge is currently in the early phases of design and will be a cable stay bridge with a potential main span ranging in length from 1,600 feet to as long as 1,900 feet, with the main tower as tall as 600 feet above the water. KCI's role is to develop a preliminary budget estimate along with construction means and methods. The current preliminary design utilizes floating caissons for the main pier foundations and investigates the use of sand-island caissons for the back span piers. ($2.0 billion budget).

LA-1 Phase 2B, 2C and 2E (Lafourche Parish, LA) (LaDOTD). (2015 - 2019)
Estimating Manager. Provide a detailed contractor-style production-based estimate for HNTB, who the designer of record, in order set the budget for LaDOTD the owner. The LA-1 Bridge Project Phases 2 and 3 was the bridge portion that was constructed to elevate the existing LA-1 highway connecting Golden Meadow and Leeville, LA extending to US90. This included the 8.3 miles of elevated bridge structure through sensitive wetlands of Bayou Lafourche using Top-Down Method of construction.

I-10 LA 415 to Essen Lane on I-10 and I-12 (East Baton Rouge Parish, LA) (LaDOTD). (2021 - Ongoing)
Estimating Manager. The Project is the largest urban interstate reconstruction project in the history of the Louisiana Department of Transportation. The purpose of the project is to replace the aging infrastructure throughout the corridor and to widen the interstate from six to eight lanes. The prime contractor for the project consists of a joint venture between Kiewit Infrastructure South Co. and Boh Bros. Construction Co., LLC. KCI is a sub-consultant to Krebs Corporation on the Independent Cost Estimator (ICE) team and is responsible for estimating all the bridge structures throughout the corridor. The project's total estimated construction cost is $872 million.

John J. Audubon Bridge over the Mississippi (Pointe Coupee/West Feliciana Parishes, LA) (LaDOTD – TIMED Program). (2007)
Engineering Consultant. The John S. Audubon Bridge is a cable-stayed structure over the Mississippi River. The main span was 1,583 feet, which was the longest cable stay bridge span in North America at the time of construction. John's role on the project was that of a specialty consultant working on the project site to assist the contractor in developing details for the temporary access and lowering of the precast cofferdam structure (64 ft x 160 ft) with a follower cofferdam into the base of the Mississippi River. He also assisted the General Superintendent during the construction of the initial eight-foot diameter drilled shafts which were drilled into the river bottom using the oscillator method of installation. ($409 million construction value).

Brent Spence Corridor Project, (Hamilton Couty OH to Cambell County, KY). (2023 - Ongoing)
Project Manager. The Brent Spence Bridge Corridor Project is for the Bi-State Management Team (ODOT and KYTC). This Progressive Design-Build (PDB) project consists of the construction of a new two-deck cable-stay or steel arch companion bridge over the Ohio River, rehabilitation of the existing Brent Spence Bridge, interchange reconstructions in both Ohio and Kentucky, and eight miles of roadway widening and reconstruction. John's role on the project is that of the Project Manager for the independent State Cost Estimator (SCE). He oversees the estimate review as well as performing quality control for the project schedule and the various construction means and methods for the project. ($3.6 billion budget)

THE LAKVOLD GROUP
Commercial Real Estate Appraisers

YEARS OF EXPERIENCE // 39

YEARS WITH LAKVOLD // 25

Degree / Year / Specialization
MBA / 1998 / Business Administration BS / 1985 / Business and Public Administration
Registration Number / State / Expiration Date
N/A
Year Registered / Discipline
N/A
MPR 13
At least 1 real estate professional shall have a minimum of 3 years of experience preparing Conceptual Stage Relocation plans.

ANGELA LEMOINE-LAKVOLD, MAI, SRA, R/W-AC, MBA

(RIght-of-way/Relocation Specialist)

MPR 13 MPR

Angela will be responsible for right-of-way/relocations.

Prepared the Company-Specific Risk Premium (CSRP) for:

- **SP No. H.002344, CPP No. 12-CS-HC-0015, East Baton Rouge Parish, LA.** (09/14 – 01/15)
- **SP No. H.004932 (Design-Build), US 90 (Future I-49) LA 318 Interchange, St. Mary Parish, LA.** (06/15 – 09/15)
- **SP No. H.007970, CPP No. 12-CS-HC-0043, Old Hammond Highway (LA 426) Segment 1, East Baton Rouge Parish, LA.** (12/16 – 02/17)
- **SP No. H.005734, F.A.P. No. H005734, LA 447 Corridor Study, Route LA 447, Livingston Parish, LA.** (05/18 – 08/18)
- **SP No. H.001271, Cane River Bridge Church Street, Route LA 1-X, Natchitoches Parish, LA.** (06/18 – 12/18)
- **SP No. H0012308, Cook Road Imp: LA 16 to Juban Crossing, Livingston Parish, LA.** (06/16 – 10/16)
- **SP No. H.000284 and H.000289, F.A.P. No. H000284 and H000286, US 90 Pearl River Bridges, Route US 90, St. Tammany Parish, LA. and Hancock County, MS.** (07/19 – 09/19)
- **SP No. H.009932, F.A.P. No. H009932, US 80 Widening: Vancil Road to Well Road, Ouachita Parish, LA.** (05/19 – 08/19)
  SP No. H.011670 (Design-Build), F.A.P. No. H011670, Interstate 10/Loyola Interchange Improvements, Jefferson Parish, LA. (01/18 – 08/19)
- **SP No. H.005168, Formerly Legacy SP No. 700-92-0021, F.A.P. No. DE-9208 (500), New Orleans Gateway Program, Jefferson Highway Rail Crossing Relocation, Jefferson Parish, LA.** (04/24 – 01/25)
- **SP No. H.003931, F.A.P. No. 010121, I-10 – Calcasieu River Bridge, Calcasieu Parish, LA.** (12/24 – 01/25)

PROVIDENCE

KERRY ORIO *(Deputy Project Manager)*

MPR 4 MPR

YEARS OF EXPERIENCE // 35
YEARS WITH PROVIDENCE // 24

Degree / Year / Specialization
BS / 1989 / Fish & Wildlife Biology
Registration Number / State / Expiration Date
N/A
Year Registered / Discipline
N/A
MPR 4

At least 1 environmental professional shall have a minimum of 5 years of experience with the primary responsibility for authoring NEPA documents; this shall include authoring an Environmental Impact Statement for the Federal Highway Administration (FHWA) for which a Record of Decision was issued. Provide project reference(s), including project name and owner contact information, for Environmental Impact Statement(s) for which a Record of Decision was issued.

Kerry Oriol has over 35 years of multidisciplinary experience in the environmental field. She maintains expertise in project management, NEPA documents and public outreach requirements, including EIS, EA, Environmental Assessment Statement (EAS), and Natural Resource Damage Assessments (NRDA), ecological studies and biological assessments, and mitigation planning and implementation for project specific impacts. Kerry's pre-consulting experience involved working within the former Water Pollution Control Division of the Louisiana Department of Environmental Quality's (LDEQ) Office of Water Resources and as a research associate with Louisiana State University.

Future I-49 South Environmental Impact Statement- Route US 90, SIU 1 Raceland to Davis Pond Diversion, State Project No. 700-92-0011, Federal Aid Project No. HP-920(501), Louisiana Department of Transportation and Development (LA DOTD). Lafourche and St. Charles Parishes, LA. (03/02 - 01/08)
Environmental Impact Statement/NEPA Specialist. **Preparation of a NEPA Environmental Impact Statement (EIS)** for the future Interstate I-49 South, Raceland to Westbank Expressway (I-310), Route US 90, SIU 1, Raceland to the Davis Pond Diversion, a length of approximately 23 miles through communities, the coastal zone, and wetland habitats. Complex issues involved the coastal ecosystem, hurricane protection levees, scenic streams, farmlands, oil and gas activities, wetlands/floodplains, threatened/endangered species, lack of adequate rights-of-way, navigable water crossings, along with commercial and residential developments. The project required close coordination with the community, special interest groups, and regulatory agencies. Considerable effort was made to ensure all potentially affected stakeholders were granted access to project information via both traditional and non-traditional public involvement methods. Door-to-door distribution of materials was conducted in several neighborhoods. Numerous public and town hall meetings were held with all stakeholders, including public officials, landowners, concerned citizens, industrial organizations and other entities to ensure all voices were heard. Outreach events also conducted at local festivals and local facilities to reach the largest possible audience. Website, updates, newsletters used as well. **A Record of Decision (ROD) was issued for this project on January 24, 2008.**

Mississippi River Bridge GBR: LA 1 to LA 30 Connector, EBR, WBR, Ascension, Iberville, LA. (01/19 - Ongoing)
Environmental Project Manager. This project includes an Enhanced Planning investigation with the ultimate objective to construct a new crossing of the Mississippi River. Providence, as a subconsultant to Atlas Technical Consultants, LLC, is providing environmental services that include identifying the preliminary purpose and need (P&N), revising, submitting and updating P&N; permitting agency coordination; reviewing of studies and plans for data gaps; GIS figures; identifying corridors that meet P&N; identifying alternative boundaries; developing/submitting Environmental Screening methodology; compiling environmental inventory for alternatives for use in narrowing alternatives; support outreach and engagement overview, providing appropriate input for the CARB-D website, developing a draft Final Report for Phase I, addresses comments from Phase I, preparing materials and attending agency brief meetings/focus group meetings, and public meetings. Responsibilities: Management of project schedule, NEPA process and NEPA document development, development of the purpose and need statement, environmental and alternatives analyses, environmental justice analysis, organization of agency meetings, public outreach/involvement meetings and materials, development of public information and agency involvement plans, and coordination of public events, development of relocation plan, preparation of decision documents.

LA DOTD, LA 1/LA 415 Connector Environmental Assessment (EA) Reevaluation, State Project No. H.005121, Federal Aid Project No. H005121 West Baton Rouge Parish, LA. (01/19 - 03/22)
Environmental Project Manager. A reevaluation of an existing EA for a LA 1/LA 415 Connector involving a new bridge over the Gulf Intracoastal Waterway, necessary to consider a change in bridge height and possible relocation of approved right-of-way. Efforts include a vessel study and reevaluation of traffic data to assess design modifications and potential right-of-way modifications. Management of project schedule, NEPA process and NEPA document revision, including revision of supporting technical studies, coordination with state agencies, environmental, analyses, organization of agency meetings, and development of public information and agency involvement plans.

CHAD TURNER *(Environmental Engineer)*

MPR 7 MPR 8

YEARS OF EXPERIENCE // 14
YEARS WITH PROVIDENCE // 12

Degree / Year / Specialization
BS / 2008 / Biological Sciences
Registration Number / State / Expiration Date
Richard Chinn 38-Hour Wetland Delineation Training, N/A, #5680
Year Registered / Discipline
2009 / Wetlands
MPR 7
At least 1 biologist with a degree in biology, ecology, or related field shall have a minimum of 3 years of experience preparing wetland delineations.
MPR 8
At least one 1 biologist with a degree in biology, ecology, or related field shall have a minimum of 3 years of experience preparing threatened and endangered species surveys.

Chad Turner has over 14 of natural resource permitting and compliance experience for clients in industrial, commercial, residential, and public sectors. His areas of focus include wetland delineations, analysis, and reporting on 30,000+ acres; U.S. Army Corp of Engineers (USACE) Section 10/404 permitting and compliance assistance (Galveston, Mobile, New Orleans, and Vicksburg Districts); Louisiana Department of Energy and Natural Resources (LDENR), Office of Coastal Management Coastal Use Permitting; NEPA Compliance; Louisiana Department of Wildlife and Fisheries (LDWF) Scenic Rivers System Permitting and Oyster Resource Assessments; U.S. Fish and Wildlife Service (USFWS) Section 7 consultations, State Historic Preservation Office (SHPO) Section 106 consultations; threatened and endangered species surveys and reporting; and USACE wetland mitigation bank assessment, reporting, and monitoring. Chad also specializes in desktop mapping applications, specifically ArcGIS. His GIS experience includes: field data collection with GPS units using Trimble, SonarWiz, and ArcPad systems; data dictionary creation and implementation; field data post-processing and assimilation; basic desktop mapping; desktop analysis of available reference and field-collected data for various client-requested applications; figure creation for use in regulatory permit applications, public meetings and hearings, resource agency meetings, and site visits; and creation of ArcGIS Online web and mobile applications.

Louisiana Department of Transportation and Development, Environmental Section. (05/09 - 06/13)
Environmental Impact Specialist. Mr. Turner was responsible for NEPA compliance for federal and state transportation projects. His duties included: wetland delineations and reporting; threatened and endangered species surveys and reporting; preparation of in-house Categorical Exclusions and Environmental Assessments; and oversight of third-party NEPA documents and other environmental studies. During his time, Mr. Turner conducted over 100 wetland delineations for a variety of transportation projects, including on- and off-system bridge replacements, road realignments and widenings, and new road construction.

East Baton Rouge Parish Multiple Bridge Replacements. (01/14 - 09/14)
Wetland Biologist. On behalf of the City of Baton Rouge/Parish of East Baton Rouge Department of Public Works, conducted wetland delineation and completed Wetland Findings Reports for the Morvant Road (1 and 2), Milldale Road, and Port Hudson Pride Road bridges in East Baton Rouge Parish. For each location, prepared and submitted a Pre-Construction Notification to the USACE, New Orleans District for authorization under Nationwide Permit 12.

City of Baton Rouge Parish of East Baton Rouge, Pecue Lane/I-10 Interchange SPN. H.004104. (06/15 - 09/15)
Project Manager. Provided wetland delineation and reporting for construction of an interchange at I-10 and Pecue Lane adding multiple through lanes on Pecue Lane, entrance/exit ramps on eastbound and westbound I-10. Replacement of two-lane Overpass Bridge and Pecue Lane / Wards Creek bridge, extension to Reiger Road with new intersection at Pecue Lane, and related work. Responsibilities included field investigations, preparation of environmental document, map creation in GIS, and GIS environmental impact analysis.

MoveBR Capacity Project, City of Baton Rouge Parish of East Baton Rouge, LA. (02/20 - 09/23)
Project Manager. Chad served as project manager for four MOVEBR transportation projects in East Baton Rouge Parish: Old Hammond Highway Segment 1, Phases A and B (City-Parish Project No. 19-CP-HC-0034); Bluebonnet Boulevard (Perkins Road to Picardy Boulevard) (City-Parish Project No. 19-CP-HC-0034); Highland Road at Siegen Lane Intersection (City-Parish Project No. 20-CP-HC-0004); Sherwood Forest Extension (Greenwell Springs Road to Joor Road) (City-Parish Project No. 20-CP-HC-0014). Services provided included wetland delineations, preparation of Wetland Data Reports/ Requests for Jurisdictional Determination, and submittal of Pre-Construction Notifications to the USACE for authorization under Nationwide Permit 12.

ELIZABETH HUNT, RPA *(Environmental Engineer)*

MPR 9 MPR

YEARS OF EXPERIENCE // 13
YEARS WITH PROVIDENCE // 13

Degree / Year / Specialization
MA / Anthropology / 2017 BA / Anthropology / 2012
Registration Number / State / Expiration Date
Professional Archaeologist #17020 / N/A
Year Registered / Discipline
2017 / Archaeologist
MPR 9
At least 1 principal investigator for the archaeological work shall meet the Secretary of Interior's Professional Qualifications Standards for Archaeology and Archaeologist Qualifications as published in the Louisiana Register on April 20, 1994.

Elizabeth Hunt has over 13 years of experience in Cultural Resource Management (CRM) and has experience working and consulting with governmental agencies at the local, state, and federal levels. She has participated in and supervised Phase I archaeological surveys, Phase II National Register Eligibility testing, Phase III data recovery excavations, and construction monitoring in Alabama, Arkansas, Arizona, California, Georgia, Louisiana, Mississippi, New Jersey, New York, North Carolina, and Texas. She has experience in both prehistoric and historic site evaluations and has performed analyses on both prehistoric and historic cultural material. Her areas of expertise include Section 106 and 110 compliance of the National Historic Preservation Act (NHPA) and prehistoric archaeology of the Lower Mississippi Valley as well as ceramic analyses.

Phase I Cultural Resources Survey of the PN 16413 BEP-140 Line Lowering Project, Calcasieu Parish, LA. (01/25 - Ongoing)
Principal Investigator. Elizabeth served as the Principal Investigator for the Phase I cultural resources of approximately 14 acres across three project areas. The Phase I cultural resource survey consisted of a pedestrian survey and the excavation of 53 shovel test pits. Based on survey results, no cultural material or archaeological sites were encountered. No aboveground resources 50 years or older were identified using the Louisiana Division of Archaeology (LA DOA) cultural resources online database, historic aerials, topographic maps, or during fieldwork. This will result in a report submitted to SHPO recommending no additional archaeological or aboveground resource investigations for the proposed project.

Phase I Cultural Resources Survey of PN 15787 NOLA Lit-Index 293 Encroachment Project, St. Bernard Parish, LA. (08/24 - Ongoing)
Principal Investigator. Elizabeth served as the Principal Investigator for the Phase I cultural resources of approximately 36. The Phase I survey consisted of a pedestrian survey and excavation of 34 shovel test pits. No new archaeological sites or cultural material were encountered. The previously recorded site, 16SB123, was not relocated during the survey. No aboveground resources were identified using the LA DOA cultural resources database. An updated site form will be submitted to LA DOA. The report will be submitted to the SHPO for review and concurrence.

T.T. Barge Mile 183, Phase I Cultural Resources Survey of the Mile 183 Expansion Project, Ascension Parish, LA. (06/23 - Ongoing)
Principal Investigator. Elizabeth served as the Principal Investigator for the Phase I cultural resources survey of the proposed Mile 183 Expansion Project. The proposed direct APE is approximately three acres, and the indirect APE is a 1,000-foot buffer outside the direct APE boundary. The Phase I cultural resources survey consisted of a pedestrian survey and the excavation of seven shovel tests across the direct APE. A subcontractor was used for deep trenching the direct APE. Based on the survey no new cultural material or archaeological sites were encountered and the previously recorded archaeological site 16AN70 was not relocated during any portion of the survey. Four Louisiana Historic Resource Inventory (LHRI) properties were recommended eligible for the NRHP. It was recommended that the proposed project would have no adverse effects and no additional work was required. Updated site forms and LHRI forms were submitted to SHPO. A technical report was submitted to SHPO for review and concurrence.

Phase I Cultural Resources Survey of the Groom Road/Brushy Bayou Storm System Project, East Baton Rouge Parish, LA. (03/24 - Ongoing)
Principal Investigator. Elizabeth served as Principal Investigator for a Phase I cultural resource survey of 4.8 acres in Baker, East Baton Rouge Parish, which included 84 shovel test pits (STPs). Three positive STPs were deemed isolated finds and not eligible for the NRHP. No archaeological sites were identified. TerraXplorations Inc. conducted the aboveground survey, identifying one previously recorded LHRI resource, one NRHP-listed property, and 29 new LHRI resources. The Baker High School Auditorium (13001125) remains eligible for the NRHP under Criterion C for its distinctive design. Elizabeth co-authored the technical report submitted to the LA DOA and SHPO for Section 106 consultation..

MORGAN GRANGER, MSHP, MA *(Environmental Engineer)*

MPR 10 MPR

YEARS OF EXPERIENCE // 9
YEARS WITH PROVIDENCE // 1

Degree / Year / Specialization
MS / 2017 / Historic Preservation MA / 2011 / History of Art and Architectural History
Registration Number / State / Expiration Date
N/A
Year Registered / Discipline
N/A
MPR 10
At least one 1 architectural historian shall meet the Secretary of Interior's Professional Qualifications Standards for Architectural History.

Morgan Granger is an architectural historian who exceeds the Secretary of the Interior's (SOI) Professional Qualification Standards. She has 9 years of practice in Cultural Resource Management (CRM) providing preservation, conservation, and historian services to a variety of clients including governmental agencies at the local, state, and federal levels. Morgan has experience with Section 106 (of the National Historic Preservation Act [NHPA]) Compliance, Facilities Conditions Assessments for the Department of Veteran Affairs, design guidelines, documentation projects ranging from hand-drawn measured drawings (up to and including Historic American Building Survey [HABS] level) to three-dimensional laser scanning and modeling and has contributed to several grant funded projects. Additionally, she has participated in architectural/cultural/historic resource surveys and building and cemetery condition assessments throughout the United States, and as a student in Bermuda and Scotland. She has worked in several states including Alabama, Arkansas, California, Colorado, Florida, Georgia, Louisiana, Massachusetts, Mississippi, Montana, New Jersey, New York, North Carolina, Oklahoma, Pennsylvania, South Carolina, Texas, Virginia, Washington, and Washington, DC. Morgan has experience working with local, state, and federal grant projects and is familiar with requirements and procedures of grant funding. Her areas of expertise include determination of effects, Section 106 compliance, architectural/historic/cultural resource surveys, conditions assessments, resource documentation, and cemetery assessments and mapping.

Intensive Level Surveys for PennDOT. (2022 - 2024)
Contributor. The intensive surveys were intended to determine eligibility of resources identified during a reconnaissance level survey for the Pennsylvania Department of Transportation (PennDOT). The Section 106 Compliance projects included extensive deed resource coupled with census and agricultural census data to determine resource significance and development eligibility recommendations. Morgan also completed architectural descriptions for resources surveyed.

Reconnaissance and Intensive Level Surveys for TxDOT. (2022-2024)
Contributor. The reconnaissance level surveys sought to identify historic resources within the project's area of potential effect in compliance with Section 106 of the NHPA. During reconnaissance level surveys Morgan utilized historic maps and aerial imagery to identify resources prior to fieldwork. The intensive surveys were intended to determine National Register of Historic Places (NRHP) eligibility of resources identified during a reconnaissance level survey for the Texas Department of Transportation (TxDOT). The projects often included extensive research, deed research, historic map and aerial image review, and fieldwork to determine what resources were extant

Nice Bridge Replacement – GEC Services, MD. (2023)
Contributor. In support of an archaeological data recovery project, the project included genealogical research to locate potential descendants associated with human remains identified during a Maryland Transport Authority (MDTA) bridge improvement project. Morgan utilized online resources to establish a chain of title, then using data provided by archaeological staff, she attempted to identify living ancestors. Ancestry of the family known to inhabit the property during the estimated dates of the remains were traced matrilineally, and no living ancestors were identified through the maternal line. She then traced ancestry through potential paternal relations and the results of the research were provided to MDTA.

Historic Resources Survey of Jackson County, FL. (2022).
Author and Surveyor. The county-wide survey was funded through the State of Florida utilizing funding from the Emergency Supplemental Historic Preservation Fund in response to Hurricanes Florence, Michael, and Typhoon Yutu. The project included in-depth research, development of a historic context, public outreach, and survey documentation-including completion of FMSF forms-for each historic age resource. The survey identified approximately 8,000 historic age resources. Recommendations were made regarding historic significance and eligibility for inclusion in the NRHP. Morgan was highly involved in all aspects of the project

CHRISTINE HALLING, RPA *(Environmental Engineer)*

MPR 11 MPR

Christine Halling has over 15 years of archaeology experience and consultation with governmental agencies at the local, state, and federal levels. She has participated in, and supervised, disaster response projects, cemetery desecration response, and archaeological excavations. She has experience in both prehistoric and historic site evaluations and has performed analyses on both prehistoric and historic cultural material, primarily focused on human remains analyses. Her areas of expertise include compliance with state and federal regulations including Section 106 of the National Historic Preservation Act (NHPA) and the Native American Graves Protection and Repatriation Act (NAGPRA) and human remains analysis of the Middle to Lower Mississippi River Valley.

YEARS OF EXPERIENCE // 15

YEARS WITH PROVIDENCE // 13

Degree / Year / Specialization
MS / Human Biology / 2013 BS / Anthropology / 2006
Registration Number / State / Expiration Date
Professional Archaeologist #34906365 / N/A
Year Registered / Discipline
2015 / Archaeologist
MPR 11
At least 1 individual shall have taken a course on Section 106 of the National Historic Preservation Act offered by the Advisory Council on Historic Preservation or its equivalent training.

Phase I Cultural Resources Survey of the Groom Road/Brushy Bayou Storm System Project, East Baton Rouge Parish, LA. (03/24 - Ongoing)
Senior Archaeologist. Christine served as Field Director for a Phase I cultural resource survey of approximately 4.8 acres in Baker. The survey consisted of 84 STPs. Three positive shovel tests were determined to be isolated finds and are not recommended eligible for the NRHP. No newly recorded archaeological sites or previously recorded sites were identified during the investigation. TerraXplorations Inc. was subcontracted to conduct the aboveground resources survey for the indirect APE. The aboveground resources survey identified one previously recorded LHRI resource, one NRHP-listed property, and 29 newly recorded LHRI aboveground resources. Based on results of the current survey, one previously recorded NRHP-listed property, the Baker High School Auditorium (13001125), remains eligible for listing in the NRHP under Criterion C based on the structure's design and construction which includes a prominent and unique exterior. Christine served as a co-author for a technical report that was submitted to the LA DOA, SHPO as part of consultation under Section 106 of NHPA.

Senior Archaeologist: Phase I Cultural Resources Survey of the Rapides Primary Health Care Center Project, Avoyelles Parish, LA. (02/25- Ongoing)
Senior Archaeologist. Christine served as Field Director for a Phase I cultural resource survey of approximately 1.09 acres in Bunkie, Avoyelles Parish, Louisiana. The survey consisted of 11 shovel test pits (STPs) and there were no new archaeological sites encountered, and no previously conducted surveys or identified archaeological sites overlapped the Area of Potential Effect (APE). The survey did identify 10 new Louisiana Historic Resource Inventory (LHRI) properties from the circa 1950-60's (eight residential) and 1970's (two commercial). Christine will serve as a co-author for a technical report that will be submitted to the Louisiana Division of Archaeology (LA DOA), State Historic Preservation Officer (SHPO) as part of consultation under Section 106 of the National Historic Preservation Act (NHPA).

Senior Archaeologist: Phase I Cultural Resources Survey of the PN 15787 NOLA Lit-Index 293 Encroachment Project, St. Bernard Parish, LA. (08/24- Ongoing)
Senior Archaeologist. Christine served as Field Director for a Phase I cultural resource survey of approximately 39.78 acres. Based on the survey, no new cultural material or archaeological sites were encountered and the previously recorded archaeological site (16SB123) was not relocated during this survey. No aboveground resources 50 years or older were identified using the LA DOA cultural resources online database, historic aerials, topographic maps, or during fieldwork. Christine served as a co-author for a technical report that will be submitted to the LA DOA, SHPO as part of consultation under Section 106 of NHPA.

Senior Archaeologist: Negative Findings: Phase I Cultural Resources Survey of the PN 16413 BEP-140 Line Lowering Project, Calcasieu Parish, Louisiana. (01/25- Ongoing)
Senior Archaeologist. Christine served as Field Director for a Phase I cultural resource survey of approximately 13.9 acres. The survey consisted of 59 pre-plotted STPs. Based on the survey, no cultural material or archaeological sites were encountered. No aboveground resources 50 years or older were identified using the LA DOA cultural resources online database, historic aerials, topographic maps, or during fieldwork. Christine served as a co-author for a technical report that will be submitted to the LA DOA, SHPO as part of consultation under Section 106 of NHPA.

CLINTON WALLACE, PG *(Environmental Engineer)*

MPR 12 MPR

Clinton Wallace possesses professional experience in the environmental science field. Clinton has experience with Solid Waste Permitting, Groundwater Monitoring Reports, Spill Prevention, Control, and Countermeasure (SPCC) Plans, Storm Water Pollution Prevention Plans (SWPPP), TRI Reports, Tier II Reports, Phase I/II ESA Reports, and Fenceline Monitoring.

Louisiana Integrated PE JV LLC, Lyondell Phase I ESA, Westlake, LA. (01/23)
Project Manager. Conducted a Phase I ESA of the 5-acre industrial site, in Westlake, Louisiana in accordance with ASTM E1527-21. The Phase I ESA provided LIP-JV with information on potential liability concerns in connection with the Property. This assessment did not reveal evidence of RECs in connection with the Property. Responsibilities: Overall project management.

Deep River Investments, V-Systems, Desktop Phase I Environmental Site Assessments, Lea County, NM. (08/22)
Project Manager. Conducted Phase I site visits and ESAs of 4 properties in New Mexico totaling over 1,000 acres of multiple oil and gas production/exploration sites. The Site visit included assessment of previously identified crude oil/produced water spill locations to evaluate RECs, HREC, or de minimis conditions, assessment of active well and production sites to identify any RECs or de minimis conditions, assessment of the conditions of the adjoining properties, and representative photographs of all locations assessed to be included with the final ESA Report. Providence provided a final ESA Report with findings, photographs, and conclusions, following the ASTM E1527-21. Based on the findings of the Phase I ESA, no RECs were identified in connection with the Properties. Responsibilities: Overall project management.

Plug Power Inc Phase I Environmental Site Assessments Refresh, St. Gabriel, LA. (01/23)
Project Manager. Providence conducted a Phase I ESA of the 32-acre Project Catfish site in an industrial setting Iberville Parish, Louisiana in accordance with ASTM E1527-21 and the All-Appropriate Inquiry Rule per the Code of Federal Regulations (CFR) at 40 CFR §312. This Phase I ESA has revealed no evidence of RECs or other environmental liability concerns in connection with the Property. Responsibilities: Overall project management.

Premier Chemicals & Services Phase I ESA, Baton Rouge, LA. (2022)
Project Manager. Conducted a Phase I ESA at a 7.5-acre site in Baton Rouge, LA. A site visit was conducted, and historical and available regulatory records were reviewed. Issues were not identified in connection with the site and as such, no further investigation was warranted. Responsibilities: Overall project management.

Tenawa Haven Processing, LLC, Phase I ESA, Haven, KS. (10/23)
Project Manager. Conducted a Phase I ESA, in Reno County Kansas in accordance with ASTM E1527-21 and the AAI Standard [40 Code of Federal Regulations (CFR) §312]. Based on the findings, recommendations were prepared and submitted to the client. Responsibilities: Overall project management.

PROVIDENCE

YEARS OF EXPERIENCE // 8
YEARS WITH PROVIDENCE // 8

Degree / Year / Specialization
MA / 2017 / Environmental Engineering BS / 2014 / Geology
Registration Number / State / Expiration Date
Professional Geologist • LA #1388 *(Exp. 01.10.26)*
Year Registered / Discipline
2023 / Geologist
MPR 12
At least 1 environmental professional shall have a minimum of 3 years of experience preparing Phase I Environmental Site Assessments.

DURK KRONE, PE *(Bridge Design Lead)*

MPR 14 MPR

Durk Krone brings over 40 years of experience involving the planning, design, inspection, and construction of bridges, tunnels, railroad facilities, and other associated structures. Over the course of amassing such experience, he has accumulated specialized expertise with the analysis and development of rehabilitation solutions for long-span steel structures and their components spanning major river crossings. Notably, these have included the mitigation of damage from substructure element movement associated with the instability of adjoining soil strata.

S.P. No.: H.005121, LA1/LA415 Connector – Construction Manager at Risk (CMAR), West Baton Rouge Parish, LA. (03/20 - Ongoing)
Project Manager for this high-profile project that involves the design of a new connector between LA 1 and I-10 which will improve resiliency and safety by providing a direct connection and evacuation route for areas south of I-10. The estimated $290 million project is approximately 3 miles in length and includes a new four-lane roadway and bridge(s) over the Gulf Intracoastal Waterway. Initiated as a Design-Bid-Build procurement, the DOTD transitioned the project's delivery method near the end of TRC's preliminary engineering to a CMAR where TRC is now the Lead Designer working hand-in-hand with the DOTD and a CMAR contractor. TRC was issued an advanced Notice-to-Proceed to deliver this project under an accelerated schedule. As part of the transition, TRC developed recommendations to establish segment work packages to facilitate a future early project kick-off if deemed appropriate. A study was also completed to modify the half diamond interchange at LA 1 to a full diamond interchange to avoid the need for reconstruction to meet future traffic demands.

S.P. No: H.001234, LA 1 Port Allen Canal Bridge Rehabilitation/Replacement, West Baton Rouge Parish, LA. (12/10 - Ongoing)
Bridge Study: Project Manager for the development of a detour bridge study where two different detour alignments were developed. Each consisted of a 2,500-foot detour bridge over the Intracoastal Waterway where the proprietary Acrow system was considered and where adequate vertical clearance was provided. Conceptual bridge designs were developed for each alignment. Rehabilitation Study: Project Manager for the feasibility study that investigated three bridge rehabilitation options and one bridge replacement option for the existing twin bridges that carry LA 1 over the ICWW. The Study included the development of new roadway alignment options, construction phasing, traffic control schematics, investigating rehabilitation options for the existing bridge, and preliminary design of a new bridge option. The rehabilitation and replacement options also investigated and proposed the use of Accelerated Bridge Construction techniques. Preliminary & Final Design: Project Principal for preliminary and final design and associated plans which included roadway, traffic control, maintenance of traffic, ITS, traffic signal, MSE wall, highway lighting and bridge plans. Coordinated with UPRR, the US Army Corps of Engineers, the USCG, and the Port of Baton Rouge. The project included a 1.5-mile "superstreet" (Access Management Improvements) portion.

Walter O. Bigby Carriageway, Bossier City, LA (Bossier Parish). (03/15 - 01/25)
Project Manager for design of the North Parkway Extension from North of Eatman Street to Benton Highway. The project follows existing roadway for a portion of the alignment, then continues northward on new alignment between the Red River Levee and Union Pacific Railroad, crosses existing tracks with a new bridge structure (1,550' long consisting of a horizontally curved, haunched 4-span (185'-225'-300'-225') steel plate I-girder main span continuous unit with BT-72 prestressed concrete girder approach spans) and connects to Benton Highway at a new signalized intersection.

S.P. No. 44-17264; H.011965.5, LA 47 over IWGO Rehabilitation, New Orleans, LA. (03/17 - Ongoing)
Project Principal in responsible charge of the structural rehabilitation, cleaning and painting of this historic bridge (1,248 feet of steel main spans with cantilevered arms and tied-arch) spanning a major waterway. Preliminary and final plans addressed the repair and rehabilitation of all substructure and superstructure elements using LA Specs for Roads and Bridges, LA DOTD BDEM, and AASHTO MBE. A preliminary jacking analysis and repair scheme for the tied-arch tie girder (chord) repairs was provided. He also served as a Team Leader during a bridge inspection in advance of the design, as well as provided QA/QC reviews of the inspection and 3D scanning reports. Presently overseeing as-needed engineering

YEARS OF EXPERIENCE // 40
YEARS WITH TRC // 20

Degree / Year / Specialization
M.S. / 1984 / Civil Engineering
B.S. / 1982 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer • LA #31955 *(Exp. 03.31.26)*
Year Registered / Discipline
20051 / Civil
Other Certifications
LADOTD Maintenance & Rehabilitation of Historic Bridges Training Course
FHWA-NHI-130053 – Bridge Inspection Refresher Training
FHWA-NHI-130078 – Fracture Critical Inspection Techniques for Steel Bridge
FHWA-NHI-130092 – Fundamentals of LRFR
MPR 14
At least 2 professional engineers, registered in the state of Louisiana, shall each have a minimum of 5years of experience in the design of major river-crossing bridges.

JANET CROUSE, PE *(Road Design Engineer)*

MPR 21 MPR

Ms. Crouse's nearly 20 years of experience as a project engineer includes work on such projects as interstate highways, state and local roads, and site development parcels. Project tasks have included geometric design, drainage and site design, development of erosion control, signing and marking, and right of way plans. Offering more than 10 years of experience with Louisiana roadway design, she is very familiar with the latest applicable DOTD references, including the latest applicable editions, supplements and revisions.

S.P. No.: H.005121.5, LA1/LA415 Connector, West Baton Rouge Parish, LA (DOTD). (03/20 - Ongoing)
Roadway Design Engineer for the preliminary design of approximately 2.7 miles of new four-lane roadway and a bridges over the Gulf Intracoastal Waterway. Project includes the design of a full diamond interchange connection at LA 1 and the realignment of LA 1 in both directions to accommodate ramp configuration and future widening. Project also includes modifications of the I-10 ramps at LA 415, realignment/extension of the I-10 Frontage Road and S. Westport Drive, and the design of a backage road on new alignment.

SPN# H.001234, Port Allen Canal Bridge, LA 1, West Baton Rouge Parish, LA. (11/14 - Ongoing)
Roadway Design Engineer for the preliminary and final design of 2.26 miles of roadway associated with a replacement of LA 1 over the Intracoastal Waterway. Project features 0.98 miles of new four lane roadway for LA 1 on new alignment, including a separate exit ramp for I-10 EB traffic, coordination with the design of new 2,700' twin bridges over the Intracoastal Waterway, reconstruction of an existing frontage road, and a railroad at-grade crossing for Ernest Wilson Road. Initial design featured 1.27 miles of "Super Street" improvements to LA 1 that included the removal of eight median openings, four new signalized "J-Turns" and left-turn storage. Developed MOT plans required to maintain four lanes of traffic on LA 1 with connections to the I-10 ramps. Project also included involvement with drainage design, geometric details, striping, joint layout, sequence of construction, cross sections, and quantities.

Walter O. Bigby Carriageway, Bossier City, LA. (08/15 - 01/21)
Project Engineer for the design of North Parkway Extension roadway from North of Eatman Street to Benton Highway. Work included the design of two roundabouts at the intersections of Hamilton Road and Shed Road, the reconstruction of three side roads to tie into the new North Parkway Extension, widening of Hamilton Road from south of US 80 to the new roundabout, and the addition of a left-turn lane and driveway reconfigurations along Benton Highway. Total project length was approximately 5,300 feet of reconstructed city streets and 3,600 feet of new four lane roadway, which included a 1,470-foot bridge structure. Tasks involved the geometric design of the new alignment and roundabouts, the development of plan and profile sheets, geometric detail sheets, joint layout sheets, cross sections, quantities, and assistance with the storm drainage Completed for the City of Bossier, all design work was completed in accordance with all applicable DOTD references, including the latest applicable editions, supplements and revisions.

SPN# H.011111, I-49 North – Preliminary & Final Bridge Plans, Caddo Parish, LA. (10/12 - 09/14)
Project Designer for engineering and related services for the bridge design and rating for the I-49/I-220 interchange bridges, specifically directional ramps EN, SE and WN, and the widening of existing I-220 bridges. Areas of responsibility included the design and plan sheet preparation for median barrier and barrier rail layout, bridge deck drainage, and quantity sheets, and design coordination with roadway design team and other team members.

City of Marble Falls, Avenue N Bridge at Backbone Creek, Marble Falls, TX. (06/21 - 07/22)
Design Engineer for the preliminary and final design of Avenue N bridge approaches. Tasks included the geometric design of bridge approaches; walk paths connecting new sidewalk to existing crushed granite trails and a new cul-de-sac at Backbone Street; and the development of roadway plan and profile sheets, walk path plan and profile sheets, quantities, and cross-section sheets.

TRC

YEARS OF EXPERIENCE // 20
YEARS WITH TRC // 13

Degree / Year / Specialization
B.S. / 2003 / Civil Engineering
Registration Number / State / Expiration Date
Professional Engineer • LA #40798 *(Exp. 09.30.26)*
Year Registered / Discipline
2016 / Civil
Other Certifications
Other Pertinent Training / Certifications ATSSA – Traffic Control Design Specialist ATSSA – Traffic Control Technician
MPR 21
At least 1 professional traffic engineer, registered in the state of Louisiana, shall have a minimum of 10 years of experience in traffic forecasting, capacity analyses, and traffic simulation.

17 FIRM EXPERIENCE

MISSISSIPPI RIVER BRIDGE SOUTH GBR: LA 1 TO LA 30 CONNECTOR

Baton Rouge, LA

Firm Responsibility
Prime
Project Number
N/A
Past Performance Evaluation Discipline
Environmental
Owner | Project Manager Address | Phone | Email
LADOTD | Paul Vaught, PE 1201 Capital Access Road Baton Rouge, LA 70802 | 225.379.1816 | Paul.vaughtiii@la.gov
Dates of Services
2020 – Ongoing
Total Consultant Contract Cost ($1,000s)
$2,373
Cost of Consultant Services Provided by Firm ($1,000s)
$698
Firm Members Involved
Brandon DeJean, Adam Davis, Brad Hale, Todd Long, Rob Whitesides, Anna Choudhuri

Atlas conducted an Enhanced Planning Study (contract Part 1) for LADOTD to identify a new crossing over the Mississippi River, alleviating traffic congestion of the Baton Rouge Metropolitan area. The Five-Parish Baton Rouge Metropolitan Area includes the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge. The new Mississippi (MS) River Bridge and approach will be a conventional highway/ expressway facility connecting to LA 1 on the west side of the MS River and to LA 30 on the east side of the MS River.

Atlas serves as the prime consultant responsible for providing and overseeing services in Part 1 (Enhanced Planning), such as:

- Developing a preliminary purpose and need
- Identifying key stakeholders and agencies
- Developing a Travel Demand Model & mesoscopic traffic model
- Public involvement and outreach
- Conducting a navigation study
- Preparing preliminary cost estimates & Level 1 sketch toll analysis
- Undertaking an iterative process of analyzing and assessing plausible alternative corridors
- Narrowing the number of alternatives to a handful of the most feasible alternatives (from 32 to 3 alternatives)

Part 2 (Environmental Evaluation) of the contract, which began in the Summer 2022, will consist of taking the three most feasible alternatives through the NEPA process to ultimately end up with a Preferred Alternative and approved NEPA document from FHWA. Atlas is responsible for providing and overseeing services such as:

- Public Involvement and Outreach,
- Technical Analyses and Studies
- Environmental Assessment
- Development of mitigation measures
- Permit applications
- Assessment and Finding of No Significant Impact (FONSI)
- Conceptual bridge hydraulic study
- Mesoscopic traffic modeling
- Line & grade study/preliminary bridge design
- Topographic survey and hydrographic survey
- GIS project mapping
- Toll Analysis
- Economic Study
- Conceptual stage relocation plan

SIMILARITIES TO I-20 PEL
Planning and Environmental Linkage Document
Public Outreach
Technical issue areas related to biological and cultural resources
Hydrology
Environmental Site Assessments
Traffic analysis
Geotechnical Studies
Topographic and Hydrographic Surveys
Line and Grade Study
Conceptual Bridge Hydraulic Study
Preliminary and Complex Bridge Design
Major River Crossing
Data and Information
US Coast Guard Coordination

GM2 PROVIDENCE FRANKLIN ASSOCIATES KCI

I-16 / I-75 INTERCHANGE IMPROVEMENTS

Macon - Bibb County, GA

Firm Responsibility
Prime
Project Number
PI 311000, 311005, 311400, 311410, 0012699, 0012700
Past Performance Evaluation Discipline
Environmental, Road, Bridge, Traffic
Owner | Project Manager Address | Phone | Email
GDOT | Cherral Dempsey 600 West Peachtree NW, Atlanta, GA 30308 | 404.631.1154 | cdempsey@dot.ga.gov
Dates of Services
1999 - Ongoing
Total Consultant Contract Cost ($1,000s)
$22,000
Cost of Consultant Services Provided by Firm ($1,000s)
$22,000
Firm Members Involved
Brad Hale, Barry Brown, L N Manchi, David Fairlie, Todd Long

This project includes the widening and reconstruction of I-75 from Hardeman Avenue to Pierce Avenue and I-16 from I-75 to Walnut Creek for a total of six miles of interstate reconstruction within the heavily congested city of Macon, GA. We were responsible for the historic records search, field survey of potentially eligible properties, completion of an assessment of effects report, and received State Historic Preservation Office (SHPO) and Federal Highway Administration (FHWA) approval on a Memorandum of Agreement (MOA) which outlined mitigation measures for various historic properties, including the historic Pleasant Hill neighborhood. Atlas was also responsible for drafting the mitigation schedule and mitigation implementation plan. A detailed mitigation plan was developed to address a wide range of issues that are the results of both direct construction impacts and changes indirectly linked to the project over time

Our ecologists worked with National Marine Fisheries Services (NMFS), US Army Corps of Engineers (USACE), Environmental Protection Division (EPD), and the US Coast Guard to complete coordination and seek approvals on all the permitting activities. This was done with extensive consultation and coordination as a team working closely with roadway and bridge designers.

This project involved extensive coordination with local, state, and federal agencies in the various environmental disciplines to seek approvals.

Atlas was responsible for concept validation, public involvement, environmental special studies, NEPA (EA) document, Individual Permit, Stream Buffer Variance (SBV) applications, and extensive coordination with regulatory agencies.

Project Relevance:

- Environmental Assessment (EA) and Finding of No Significant Effect (FONSI) approval from FHWA.
- Pro-active public involvement program that utilized citizen advisory committees, project website, and newsletters, etc.
- Environmental Permitting and coordination with agencies.
- Bridge construction methods review and gain efficiency and streamlining with environmental agencies.
- Includes 9 new bridges over the Ocmulgee River.
- Comprehensive hydraulic & hydrologic study and no-rise certification required.

SIMILARITIES TO I-20 PEL

- *Planning and Environmental Linkage Document*
- *Public Outreach*
- *Technical issue areas related to biological and cultural resources*
- *Hydrology*
- *Environmental Site Assessments*
- *Traffic Study*
- *Conceptual Bridge Hydraulic Study*
- *Topographic and Hydrographic Surveys*
- *Line and Grade Study*
- *Geotechnical Issues*
- *Major River Crossing*
- *Data and Information*

JIMMY CARTER BLVD (SR 141) AT I-85 INTERCHANGE MODIFICATION REPORT & REGIONAL TRAFFIC STUDY

Gwinnett & DeKalb County, GA

Firm Responsibility
Prime
Project Number
N/A
Past Performance Evaluation Discipline
Traffic
Owner | Project Manager Address | Phone | Email
Gwinnett County DOT / Gateway85 Community Improvement District | Yulian Kebede, PE 446 West Crogan St, Suite 410 Lawrenceville, GA 30046 | 912.408.2033 | Yulian.Kebede@gwinnettcounty.com
Dates of Services
11/2023 – Ongoing
Total Consultant Contract Cost ($1,000s)
$524
Cost of Consultant Services Provided by Firm ($1,000s)
$524
Firm Members Involved
Brandon DeJean, Todd Long

Atlas was tasked with developing an Interchange Modificaton Report (IMR) for the Jimmy Carter Blvd at I-85 interchange and a comprehensive regional traffic study aimed at recommending arterial corridor improvements in Gwinnett and DeKalb Counties. The Jimmy Carter Boulevard corridor and the existing diverging diamond interchange is central to the study area, serving as a critical north-south alternative to the I-285 Atlanta Perimeter loop.

The regional study area includes evaluating 78 signalized intersections across several major routes:

- Jimmy Carter Boulevard (SR 140)
- Buford Highway (US 23)
- Beaver Ruin Road (SR 378)
- Indian Trail Lilburn Road
- Singleton/S Norcross Tucker Road

Tasks consist of

- Data collection
- Review of planning and background information to develop project purpose and need
- Operational analysis using HCS, Synchro, & VISSIM
- Safety analysis
- Environmental screening for NEPA considerations
- Alternative concept layouts
- Cost estimates
- Benefit-cost analysis

Recommendations from the study include various corridor and intersection improvements throughout the area, modifications to the existing diverging diamond interchange at Jimmy Carter Boulevard and I-85, and proposals for new interstate access along the I-85 corridor.

SIMILARITIES TO I-20 PEL

- *Planning and Environmental Linkage Document*
- *Public Outreach*
- *Technical issue areas related to biological and cultural resources*
- *Hydrology*
- *Environmental Site Assessments*
- *Traffic analysis*
- *Geotechnical Studies*
- *Topographic and Hydrographic Surveys*
- *Line and Grade Study*
- *Data and Information*

The IMR is being developed in conjunction with the ongoing GDOT I-85 corridor study, which has identified the Jimmy Carter Boulevard interchange as one several hotspots along the 18-mile corridor study area.

COURTESY PARKWAY

Rockdale County, GA

Firm Responsibility
Prime
Project Number
N/A
Past Performance Evaluation Discipline
Road
Owner | Project Manager Address | Phone | Email
Rockdale County | Brian A. Kelley, PE 958 Milstead Ave NE, Conyers, GA 30012 | 770.278.7136 | brian.kelley@rockdalecountyga.gov
Dates of Services
2018 – Ongoing
Total Consultant Contract Cost ($1,000s)
$3,000
Cost of Consultant Services Provided by Firm ($1,000s)
$3,000
Firm Members Involved
Brad Hale, Todd Long, Rob Whitesides

Atlas is providing civil engineering and transportation engineering design to develop construction plan drawings for the extension and roadway reconstruction of Courtesy Parkway (1.5 miles) from Flat Shoals Road to Old Covington Highway. Courtesy Parkway currently serves the residential and retail areas north of I-20 between Old Covington Highway and the interstate. The project's primary objective is to provide the public a point of connection across the I-20 without adding the congestion on an interchange. The project will also help to alleviate congestion soon when a large interchange reconstruction is planned west of the proposed Courtesy Parkway. The proposed construction consisted of two 11-foot travel lanes (one in each direction) with a 14-foot paved median. Over a mile of the proposed roadway will be new construction while the remaining existing road will be reconstructed. The proposed right-of-way varies from 65 feet to 165 feet. The project includes the design of a new double 7-ft x 6-ft box culvert and a 314-ft x 79-ft bridge over I-20. Design challenges include minimizing the impacts to a mitigation area as well as reducing impacts of the construction limits with stream buffer areas.

SIMILARITIES TO I-20 PEL

- *Technical Issue areas related to biological and cultural resources*
- *Hydrology*
- *Traffic analysis*
- *Line and grade study*

I-20 MISSISSIPPI RIVER BRIDGE REVIEW

Port Fourchon to Leeville; and Leeville to Golden Meadow, LA

Ardaman & Associates, Inc.

Firm Responsibility
Prime
Project Number
SP No. H.004646 09-L1049 | H.010603.6 13-3720 | H.010612.6 20-3729 | H.004647.6 22-3753, 24-3707
Past Performance Evaluation Discipline
Geotech
Owner | Project Manager **Address | Phone | Email**
LADOTD | Chris Nickel 1201 Capitol Access Road, Baton Rouge, LA | 225.379.1100 | Chris.Nickel@la.gov
Dates of Services
10/2009 – Ongoing
Total Consultant Contract Cost ($1,000s)
$10,881
Cost of Consultant Services Provided by Firm ($1,000s)
$10,881
Firm Members Involved
Megan Bourgeois, Robert Jewell, Ross McGillivray, John Garlanger, Evelio Horta, Jessica Litt, Donald Anthony

Ardaman conducted a geotechnical study to develop a list of technically feasible remedial alternatives to decrease the potential for ground movements to occur at the site of the I-20 Bridge. Movement of the east abutment of the bridge was first realized in 2001 during an inspection. Over the years Mississippi DOT has retained several consultants who have studied the problem, but no viable solution was identified. Ardaman conducted a comprehensive review of past slope stability evaluations and recommendations. This task was followed by developing a refined geotechnical site characterization plan for the bank/bluff area for further analyses. Drilling operations included obtaining extremely sensitive samples containing prehistoric shear planes from the river via barge and on land, all with extremely difficult access conditions. The drilling program also included installation of geotechnical instrumentation such as Shape Accelerator Arrays, inclinometers, and vibrating wire piezometers. Engineering analyses performed included seepage and drawdown analyses and both equilibrium and finite element numerical modeling slope stability analyses.

SIMILARITIES TO I-20 PEL

- *Geotechnical Issues*
- *Data and Research*
- *Major River Crossing*

As part of the project, Ardaman developed a full slope stabilization design and construction remediation strategy and a monitoring program for the bluff instability and ground movements affecting the existing I-20 Mississippi River Bridge.

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

30 CROSSING PROJECT

Little Rock, AR

Firm Responsibility
Sub
Project Number
CA0602
Past Performance Evaluation Discipline
Geotech
Owner | Project Manager Address | Phone | Email
Arkansas Department of Transportation | Mark Trickey, PE 10324 Interstate 30, Little Rock, AR 72209 | 501-569-2000 | mark.trickey@ardot.gov
Dates of Services
12/2018 – 03/2023
Total Consultant Contract Cost ($1,000s)
$100,000
Cost of Consultant Services Provided by Firm ($1,000s)
$1,000
Firm Members Involved
Paul Axtell

DBA provided geotechnical and foundation engineering services for the new twin bridges carrying I-30 across the Arkansas River. Bridge foundations include large diameter drilled shafts designed to resist extreme event vessel collision demands as well as kinematic forces from spreading soil following an extreme seismic event emanating from the New Madrid fault system. A unique waterline footing concept was also instituted to avoid traditional coffercells, thereby reducing exposure to construction risk, reducing schedule impacts, reducing cost, and reducing predicted scour. Finally, ground improvement utilizing a column-supported embankment on driven timber piles was also designed and constructed to protect the abutment and embankment from damage during, and shortly after, an extreme seismic event.

SIMILARITIES TO I-20 PEL

- *Conceptual Bridge Hydraulic Study*
- *Preliminary and Complex Bridge Design*
- *Line and Grade Study*
- *Major River Crossing*

I-70 STAN MUSIAL VETERAN'S MEMORIAL BRIDGE

St. Louis, MO

DAN BROWN AND ASSOCIATES

Firm Responsibility
Sub
Project Number
J6I0984
Past Performance Evaluation Discipline
Geotech
Owner | Project Manager Address | Phone | Email
Missouri Department of Transportation | Jennifer Wade, PE 1590 Woodlake Drive, Chesterfield, MO 63017 | 314-624-7462 | Jennifer.wade@modot.mo.gov
Dates of Services
01/2009 – 12/2013
Total Consultant Contract Cost ($1,000s)
$66,000
Cost of Consultant Services Provided by Firm ($1,000s)
$200
Firm Members Involved
Paul Axtell

As part of a confidential pre-bid Alternative Technical Concept (ATC) for our contractor client, DBA re-designed the advertised baseline foundation plan for this 1,500-ft main span cable-stayed bridge spanning the Mississippi River. Our ATC foundation design was ultimately accepted and constructed. The re-design revised the drilled shaft foundations by increasing the diameters from 8-ft to 11-ft, reducing the number of drilled shafts by more than half, reducing the rock socket lengths by relying on the contributions of both side and base resistance, reducing the plan dimension of the two coffercells, reducing the plan dimension of the two pile caps, and proving the design by performing a world-record bi-directional axial load test on a full-scale, non-production demonstration/test shaft. Reductions in the size of the coffercells and pile caps produced benefits beyond the material savings in that the reduction in mass substantially reduced the inertial demands during extreme event seismic loading from the nearby New Madrid fault system. The associated reduction in cost, schedule, and risk exposure by implementing our ATC foundation re-design were enormous.

SIMILARITIES TO I-20 PEL

- *Geotechnical Issues*
- *Conceptual Bridge Hydraulic Study*
- *Topographic and Hydrographic Surveys*
- *Line and Grade Study*
- *Major River Crossing*
- *Data and Research*

I-49 INNER CITY CONNECTOR, STAGE 0 AND STAGE 1

Caddo Parish, LA

FRANKLIN ASSOCIATES

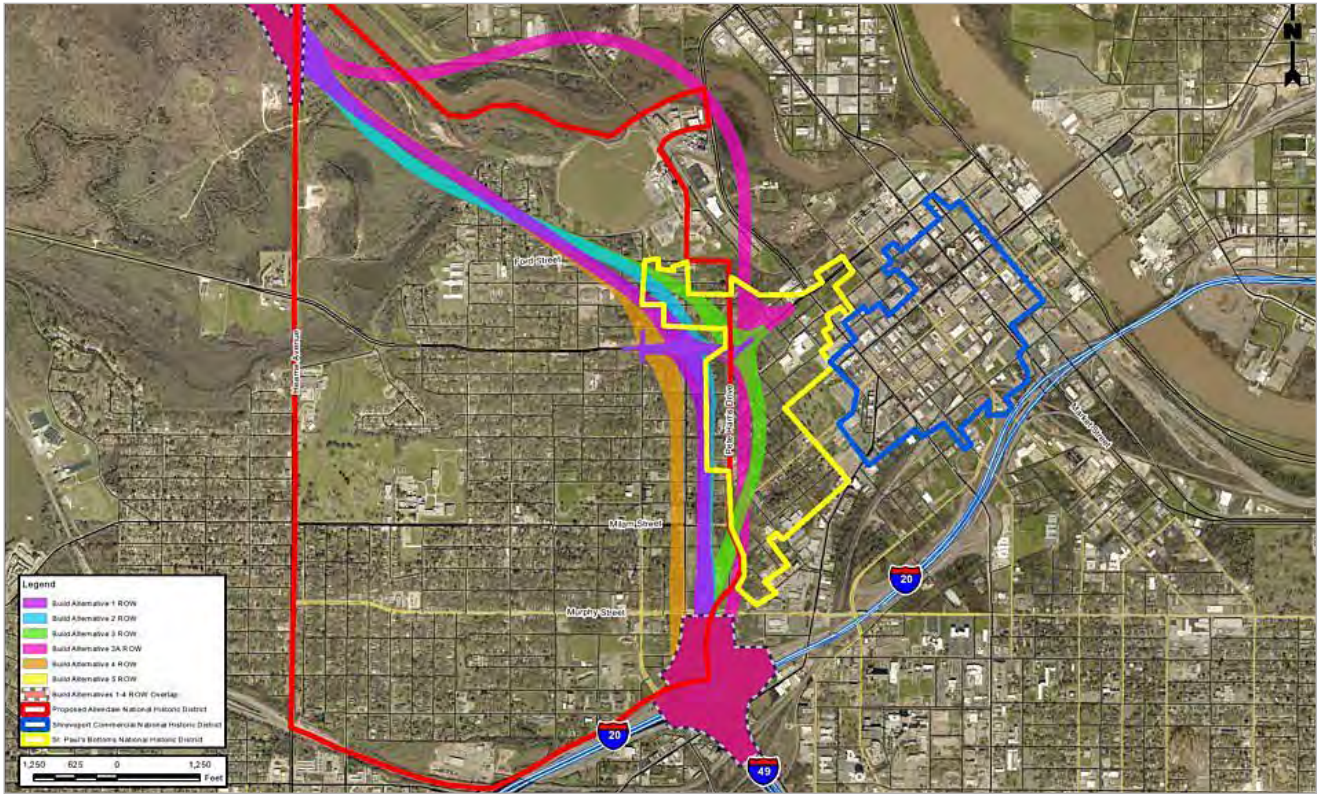
Firm Responsibility
Sub
Project Number
H.003915
Past Performance Evaluation Discipline
Planning, Other (Public Outreach and Relations support)
Owner | Project Manager Address | Phone | Email
Northwest LA Council of Governments | Kent Rogers 625 Texas Street, Suite 200, Shreveport, LA 71101 | 318.841.5950 | kent.rogers@nlcog.org
Dates of Services
12/2008 – Ongoing
Total Consultant Contract Cost ($1,000s)
N/A
Cost of Consultant Services Provided by Firm ($1,000s)
$1,362*
Firm Members Involved
Perry Franklin

Franklin Associates assisted the lead project engineer and NLCOG in conducting stakeholder and public engagement for this 3.5 mile interstate corridor project intended to join two larger segments of existing I-40 both north and south of the city of Shreveport which presently terminate at I-220 and I-20 respectively. The corridor skirts west of downtown Shreveport, and within the eastern portion of Allendale / Ledbetter Heights – low income communities suffering from disinvestment, vacant properties, and underperforming public schools. Franklin identified and conducted meetings with five groups of project stakeholders spanning both Stage 0 and 1 of the project. These meetings informed the project team and client as they prepared to inform, converse and gather input from the general public in three rounds of public meetings. A Citizens Advisory Committee (CAC) was formed and met twice during the Stage 0 effort. Franklin conducted advertising efforts in advance of public meetings including canvasing adjacent neighborhoods and regional public libraries, distributing doorhangers, erecting signs, and drafting posts for project website and email marketing campaigns. An outcome of the Stage 0 feasibility study was the identification of a "NEPA derived alternative" being the previously identified "do nothing" alternative which has motorists bypassing the downtown area on LA 3132.

***the cost of consultant services are provided from the most recent stage (Stage 1)**

SIMILARITIES TO I-20 PEL

- *Public Involvement*
- *Technical issue areas related to biological and cultural resources*



BELLE CHASSE BRIDGE DESIGN/BUILD PUBLIC OUTREACH

Plaquemines Parish, LA

FRANKLIN ASSOCIATES

Firm Responsibility
Sub
Project Number
H.004791
Past Performance Evaluation Discipline
Planning, Other (Public Outreach and Relations support)
Owner | Project Manager Address | Phone | Email
LADOTD | Rodney Mallet 1201 Capitol Access Road, Baton Rouge, LA, 70802 | 225.379.1275 Rodney.mallet@la.gov
Dates of Services
02/2018 – Ongoing
Total Consultant Contract Cost ($1,000s)
N/A
Cost of Consultant Services Provided by Firm ($1,000s)
$1,575
Firm Members Involved
Perry Franklin

Franklin developed and is implementing a 10-year public information strategy tied to the design and build efforts for the Belle Chasse Tunnel & Bridge Replacement Project, which is replacing the outdated bridge and tunnel structures with a new high-rise bridge in Plaquemines Parish. The new bridge is LADOTD's first Public-Private Partnership (P3), a collaboration which provided the funding needed to construct the bridge and is paving the way for this delivery method to be utilized on other state projects. A P3 is a public infrastructure approach using private financing in a long-term partnering agreement. Though LADOTD owns the bridge, Plenary is building and will maintain the structure for the next 30 years.

SIMILARITIES TO I-20 PEL

- *Public Involvement*
- *Technical issue areas related to biological and cultural resources*

Franklin created and maintains the project website www.bellechassebridge.com, updating the website weekly while also posting press releases as needed, especially in the construction section to ensure the public has the easiest to read, timely information on the project's progress. Basic tolling information is available in the FAQ and Tolling As A Solution section of the website.

CALCASIEU RIVER BRIDGE (HBI)

Calcasieu, LA

FORTE & TABLADA
PEOPLE | PROFESSION | CLIENTS | COMMUNITY

Firm Responsibility
Prime
Project Number
H.003931
Past Performance Evaluation Discipline
Survey
Owner | Project Manager Address | Phone | Email
LADOTD | Barrett Smith 1201 Capitol Access Road, Baton Rouge, LA, 70802 | 225-379-1292 | Barrett.Smith@la.gov
Dates of Services
07/2023 – Ongoing
Total Consultant Contract Cost ($1,000s)
$4,282
Cost of Consultant Services Provided by Firm ($1,000s)
$4,282
Firm Members Involved
Brad Holleman, Ross Wilson

Forte and Tablada completed this survey comprised of four task orders under multiple IDIQ Contracts for Professional Surveying Services for LADOTD. Spanning approximately 7 miles, it involved a comprehensive topographic survey of interstate I-10, the I-10 Bridge over the Calcasieu River, and the Calcasieu River Ship Channel, with much of the work conducted within a high-traffic industrial area. Our team established primary survey control, including deep rod monuments meeting National Geodetic Survey standards, to ensure accurate data collection. We conducted a comprehensive topographic survey that met LADOTD On-System survey standards, utilizing conventional, terrestrial LiDAR, and Mobile LiDAR survey methods to minimize risks to field crews. Particularly, LiDAR survey methods enabled detailed capture of deck and substructure features of multiple bridges. Additionally, we performed a multibeam hydrographic survey of the channel, adjacent water bodies, and canals within the project limits, which included identifying existing bridge substructures, fender systems, and debris, complemented by a magnetometer survey.

SIMILARITIES TO I-20 PEL

- *Topographic and Hydrographic Surveys*
- *Line and Grade Study*
- *Major River Crossing*
- *Data and Research*

Services also encompassed producing an existing drainage map covering the survey area and a half-mile perimeter beyond, as well as utility surveys assisted by a Subsurface Utility Engineer's utility locations. The project's magnitude necessitated the mobilization of up to 6 crews, demonstrating Forte and Tablada's capability to efficiently execute large-scale topographic survey tasks within tight project timelines.

CRESCENT CITY CONNECTION BRIDGES HYDROGRAPHIC SURVEY

New Orleans, LA

FORTE & TABLADA
PEOPLE | PROFESSION | CLIENTS | COMMUNITY

Firm Responsibility
Prime
Project Number
N/A
Past Performance Evaluation Discipline
Survey
Owner | Project Manager Address | Phone | Email
Moffat and Nichol | Garth Presgrave 301 Main St #800, Baton Rouge, LA 70802 | 225.610.1944 | gpresgrave@moffattnichol.com
Dates of Services
06/2022 – Ongoing
Total Consultant Contract Cost ($1,000s)
N/A
Cost of Consultant Services Provided by Firm ($1,000s)
$19
Firm Members Involved
Brad Holleman

Forte and Tablada performed a multibeam hydrographic survey on the Crescent City Connection bridges in New Orleans, LA. The focus of the project was to document 2 piers, scour/debris, and produce sounding tables at increments upstream and downstream of each pier. In order to capture the necessary vertical information on the 2 pier structures, the R2Sonic 2022 was tilted to 30 degrees, allowing data capture from the waterline down. A full multibeam survey from approximately 350' upstream and downstream was performed giving a comprehensive look at the water bottom around the bridge.

SIMILARITIES TO I-20 PEL

- *Topographic and Hydrographic Surveys*
- *Line and Grade Study*
- *Major River Crossing*
- *Data and Research*

LADOTD, I-210 AT LA 1138-2 (NELSON RD) INTERCHANGE MODIFICATION RE-EVALUATION STUDY

Lake Charles, LA

Gresham Smith

Firm Responsibility
Prime
Project Number
H.011065.5
Past Performance Evaluation Discipline
Traffic
Owner | Project Manager Address | Phone | Email
LADOTD | Brandon DeJean, PE 1201 Capitol Access Road, Baton Rouge, LA | 225.379.1988 | brandon.dejean@la.gov
Dates of Services
03/2017 – 03/2019
Total Consultant Contract Cost ($1,000s)
$290
Cost of Consultant Services Provided by Firm ($1,000s)
$290
Firm Members Involved
Bert Moore

SIMILARITIES TO I-20 PEL

Traffic Study

The approval of a new interstate interchange configuration for the I-210 at Nelson Road interchanges was granted under several conditions by FHWA Louisiana Division. One of these conditions being that LADOTD revaluate the chosen alternative of the I-210 at Nelson Road interchange configuration sometime after the completion of the I-210 at Cove Lane interchange. The study will identify any issues with Nelson Road and Cove Lane intersections and determine specific design features of the proposed interchange.

Gresham Smith was selected by LADOTD to perform the traffic study on the I-210 at Nelson Road interchange. The scope of this study required the development of a calibrated Vissim model for existing conditions and developing a Vissim model for the proposed Diverging Diamond Interchange (DDI). Gresham Smith was responsible for the data collection, conducting field investigations, travel time runs, conducting a Road Safety Assessment (RSA), reviewing crash reports, developing Vissim models for existing conditions, determining a regional growth rate, developing and modeling a future Build and No Build conditions, and developing a project report. Traffic count data was collected used to create Vissim models of the study area. These models were calibrated to accurately represent existing traffic patterns along the corridor.

In addition to the proposed reconfiguration of the interchange, Nelson Road was also planned to be extended across Bayou Contraband to the Port of Lake Charles and terminate at West Sallier Street and West Prien Lane Road at its intersection with Nelson Road is being converted to a right-in/right-out due to the new roadway being constructed for the Contraband Bayou development that will conect the driveway to the casinos to the roundabout at the intersection of West Prien Lane Road at Holly Hill Road.

Gresham Smith was also responsible developing traffic volumes for the future roadway configuration of all the improvements within this area. To complete this task, volumes were rerouted through the roadway network in accordance with the new configuration. Gresham Smith was responsible for reviewing the existing year and future No Build year TransCAD models for all projects that had dedicated funding. When available, historic data was considered in the development of growth rates using ADT's collected periodically over a number of years.

US 171 MLK BOULEVARD TRAFFIC STUDY

Lake Charles, LA

Gresham Smith

Firm Responsibility
Prime
Project Number
N/A
Past Performance Evaluation Discipline
Road/Traffic
Owner | Project Manager Address | Phone | Email
LADOTD / Ryan Hoyt, PE 1201 Capitol Access Road, Baton Rouge, LA | 225.379.1370 | ryan.hoyt@la.gov
Dates of Services
03/2017 – 03/2019
Total Consultant Contract Cost ($1,000s)
$350
Cost of Consultant Services Provided by Firm ($1,000s)
$350
Firm Members Involved
Bert Moore

SIMILARITIES TO I-20 PEL

Traffic Study

LADOTD contracted with Gresham Smith to perform a traffic study on US 171 from US 90 to LA 3059 in Lake Charles, LA. The need for the traffic study on this portion of US 171 is due to the poor progression through the study area and operation and safety concerns of the intersection of US 171 at Moeling Street which is ajacent to the US 171 at I-10 interchange. A short weaving distance is present at this intersection with vehicles traveling northbound on US 171 and vehicles exiting the interstate going northbound on US 171. This study focused on the detailed movements of vehicles at this intersection as well as the entire US 171 corridor from US 90 to LA 3059.

Gresham Smith was responsible for the data collection, conducting field investigations, travel time runs, reviewing crash reports, developing calibrated Vissim models for existing conditions, determining a regional growth rate, developing and modeling alternatives, and developing a project report. In order to determine a suitable growth rate, Gresham Smith reviewed historic traffic volumes counts and the existing year and future year TransCAD models. The future year TransCAD models included any project adjacent to the study area that had dedicated funding.

The study area included 3 miles of US 171, eight signalized intersections and a cloverleaf interchange with I-10. The segment of US 171 south of I-10 is a four-lane divided arterial (1 mile). North of I-10, US 171 is a six-lane to Lynn Street (three lanes northbound; two lanes southbound) roadway with a two-way-left-turn-lane (TWLTL) (0.75 miles), from Lynn Street to Walmart, US 171 is a five-lane segment with a TWLTL (0.75 miles), and from Walmart to LA 3059, US 171 is a four-lane roadway with a painted median (0.5 mile).

The traffic count data collected was used to create Vissim models of the study area. These models will be calibrated to accurately represent existing traffic patterns along the corridor. Alternative solutions were analyzed with additional models and conceptual designs for potential solutions were developed.

PENOBSCOT NARROWS BRIDGE AND OBSERVATORY

Prospect-Verona, ME

Firm Responsibility
Prime
Project Number
0101-06-095
Past Performance Evaluation Discipline
Bridge
Owner | Project Manager Address | Phone | Email
Maine Department of Transportation | Joyce Taylor, PE 16 State House Station, Augusta, ME 04333| 207.624.3011 | joyce.taylor@maine.gov
Dates of Services
11/2003 – 11/2007
Total Consultant Contract Cost ($1,000s)
$5,260
Cost of Consultant Services Provided by Firm ($1,000s)
$4,570
Firm Members Involved
Christopher Burgess, Cesar Fernandes

The Penobscot Narrows Bridge is Maine's first cable-stayed bridge. This 2,120' cable-stayed bridge has a 1,160' main span across the navigable Penobscot River and incorporates a multi-level glass public observatory at the top of a 420' tall pylon, providing visitors with views of the coastline. The bridge carries two lanes of traffic and provides a multi-use lane in each direction.

The cable-stayed system is state-of-the-art and includes cradles to carry the stays through the pylon, eliminating the need for pylon anchorages; a pressurized inert gas system to protect the strands; and a force monitoring system that tracks important information about the stays throughout the bridge's projected 125-year service life. High-performance, high-strength concrete was utilized for maximum durability and quality.

SIMILARITIES TO I-20 PEL

- *Line and Grade Study*
- *Preliminary and Complex Bridge Design*
- *Data and Information*
- *Major River Crossing*

This owner-facilitated design/build project (a version of CMAR project delivery) was completed on a very aggressive schedule. Final design of the bridge was completed in just 12 weeks. The bridge opened to traffic just 42 months after the project began, including an extremely intensive public involvement phase that involved the community in three design workshops where numerous options were selected including aesthetic theme, pylon shape, cable stay arrangement, colors, and lighting. The bridge was completed on time and within budget.

The GM2 Complex Bridge Team provided community design charettes, bridge design, construction engineering, management of a team of consultants, and on-site construction engineering and inspection. Christopher Burgess, PE, SE, P.Eng. was the Engineer of Record and served on site during construction responsible for construction engineering and geometry control. Cesar Fernandes, PhD, PE, SE served as Lead Independent Design Engineer responsible for the independent design of the cable-stayed superstructure and managing the independent design team. Project Engineer Steve Fultz, PE, SE was responsible for design oversight for the pylon top four-story glass observatory structure, lower pylon mechanical room structure, and pylon public entrance portico and provided design office support during construction.

I-90 DRESBACH BRIDGE

Prospect-Verona, ME

Firm Responsibility
Prime
Project Number
8581-85801, 8581-85802
Past Performance Evaluation Discipline
Bridge
Owner | Project Manager Address | Phone | Email
Minnesota Department of Transportation | Keith Molnau, P.E. 3485 Hadley Ave. N., Oakdale, MN 55128 | 651.366.4456 | keith.molnau@state.mn.us
Dates of Services
01/2011 – 07/2016
Total Consultant Contract Cost ($1,000s)
$5,350
Cost of Consultant Services Provided by Firm ($1,000s)
$5,100
Firm Members Involved
Christopher Burgess, Kent Montgomery

The new Dresbach Bridge is a four-lane interstate bridge across the Mississippi River that includes 1,666' twin, cast-in-place, post-tensioned, segmental concrete structures with 508' long main spans over the navigational channel. Utilizing efficient, long spans resulted in a smaller permanent bridge footprint for the best environmental stewardship and greatest economy. This smallest-possible footprint allowed uninterrupted operations for USACE Lock and Dam No. 7 located just upstream and continuous access for fishermen. The bridge was built from above with form travelers, eliminating the need for large ground- and water-based equipment while maintaining commercial and recreational river traffic. It was built in four directions at once, in balanced-cantilever from two piers at a time. The project was completed ahead of schedule and on budget.

SIMILARITIES TO I-20 PEL

- *Line and Grade Study*
- *Preliminary and Complex Bridge Design*
- *Data and Information*
- *Major River Crossing*

The project was designed to be durable and low maintenance. The superstructure is made of a high performance 8000 psi concrete mix for added strength and long-term durability. The aesthetic details, including pier shape, railing details, bridge color, and abutment/retaining wall treatments, were selected by the community through a series of meetings. Most notable are the bridge piers, which are shaped to honor the old-growth trees that emerge from the water with great size and strength across the river.

The GM2 Complex Bridge Team led the design and provided project team management and aesthetic feature development. During construction, The GM2 Complex Bridge Team provided design office support. Christopher Burgess, PE, SE, P.Eng. was the Engineer of Record and led all aspects of bridge design including the box girder and concrete girder superstructure and challenging deep-water substructures. Kent Montgomery, PE, SE performed optimization studies of concrete I-girder types and span lengths for the approach spans, developed final framing plans, and designed special segments/elements to accommodate integral superstructure to substructure connections. Steve Fultz, PE, SE led the multidisciplinary consultant team and coordinated closely with multiple states, agencies, the adjacent interchange project, and the communities to accomplish this bridge.

I-280 VETERANS' GLASS CITY SKYWAY BRIDGE

Toledo, OH

Firm Responsibility
Prime
Project Number
LUC-280-2.96
Past Performance Evaluation Discipline
Bridge
Owner | Project Manager Address | Phone | Email
Ohio Department of Transportation | Michael Gramza, PE (retired ODOT) 3410 Briarfield Blvd, Maumee, OH 43537 | 567.318.1531 | michael.gramza@collierseng.com
Dates of Services
05/1990 – 06/2007
Total Consultant Contract Cost ($1,000s)
$30,880
Cost of Consultant Services Provided by Firm ($1,000s)
$24,000
Firm Members Involved
Wade Bonzon, Christopher Burgess, Matthew Lengyel

The Veterans' Glass City Skyway Bridge carries I-280 over the Maumee River, a major navigation channel for the Port of Toledo. This 8,798' long urban viaduct structure features a cable-stayed main span unit consisting of a single pylon centered between 612'-6" spans and a single plane of stays. The precast segmental bridge superstructure was constructed completely from above keeping Port shipping lanes open and minimizing traffic impacts. The new bridge established many "firsts", including the first use of an innovative cradle system to carry the cable stays through the pylon, the first use of stainless steel as sheathing material on the stays, the first use of glass on a bridge pylon, and the largest cable stays used on a bridge (156 strands). High-performance concrete was utilized, resulting in a durable, low-maintenance bridge with a service life of more than 100 years.

SIMILARITIES TO I-20 PEL

- *Line and Grade Study*
- *Preliminary and Complex Bridge Design*
- *Data and Information*
- *Major River Crossing*

A series of design charettes were held with representatives from Ohio DOT, stakeholders, and community members. This resulted in the use of glass in the upper 200' of the pylon, accomplishing the City's desire to pay tribute to their heritage of glass production. Aesthetic lighting illuminates the stays and pylon and is programmable for special events.

The GM2 Complex Bridge Team provided feasibility studies, final design, community design charettes, management of the multi-discipline engineering and environmental team, and on-site construction engineering and inspection services. Wade Bonzon, PE provided independent review during design and served as the consultant Resident Engineer on site leading a large team of consultant and ODOT inspection forces. Christopher Burgess, PE, SE, P.Eng. designed complex precast concrete temporary straddle bents to accommodate traffic phasing during construction, provided technical direction and leadership to the substructure team, and provided technical guidance to the CEI team during initial stay stressing operations. Steve Fultz, PE, SE performed designs for large-diameter drilled shafts and developed post-tensioning and reinforcing for straddle bent beams. Matthew Lengyel, PE, SE designed and detailed two 610' long aluminum access walkway platforms attached to the underside the cable-stayed main spans

FUTURE I-49 SOUTH ENVIRONMENTAL IMPACT STATEMENT- ROUTE US 90, SIU 1 RACELAND TO DAVIS POND DIVERSION

Lafourche and St. Charles Parishes, LA

PROVIDENCE

Firm Responsibility
Sub
Project Number
State Project No. 700-92-0011 Federal Aid Project No. HP-920(501)
Past Performance Evaluation Discipline
Environmental
Owner | Project Manager Address | Phone | Email
LADOTD | Mike Aghayan (retired) 1201 Capitol Access Road, Baton Rouge, LA 70802 | 225.242.4505 | mike.aghayan@la.gov
Dates of Services
03/03 – 01/08
Total Consultant Contract Cost ($1,000s)
$8,200
Cost of Consultant Services Provided by Firm ($1,000s)
$1,200
Firm Members Involved
Kerry Oriol

Preparation of a NEPA Environmental Impact Statement (EIS) for the future Interstate I-49 South, Raceland to Westbank Expressway (I-310), Route US 90, SIU 1, Raceland to the Davis Pond Diversion, a length of approximately 23 miles through communities, the coastal zone, and wetland habitats. Complex issues involved the coastal ecosystem, hurricane protection levees, scenic streams, farmlands, oil and gas activities, wetlands/floodplains, threatened/endangered species, lack of adequate rights-of-way, navigable water crossings, along with commercial and residential developments. The project required close coordination with the community, special interest groups, and regulatory agencies. A considerable effort was made to ensure all potentially affected stakeholders were granted access to project information via both traditional and non traditional public involvement methods. Door-to-door distribution of materials was conducted in several neighborhoods. Numerous public and town hall meetings were held with all stakeholders, including public officials, landowners, concerned citizens, industrial organizations and other entities to ensure all voices were heard. Outreach events also conducted at local festivals and local facilities to reach largest possible audience. Website, updates, newsletters used as well. **A Record of Decision (ROD) was issued for this project on January 24, 2008.**

SIMILARITIES TO I-20 PEL

- *Planning and Environmental Document*
- *Public Outreach*
- *Technical issue areas related to Biological and Cultural Resources*
- *Data and Information*

I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12 STAGE 0 FEASIBILITY STUDY AND STAGE 1 ENVIRONMENTAL ASSESSMENT

East and West Baton Rouge Parishes, LA

PROVIDENCE

Firm Responsibility
Sub
Project Number
State Project No. H.004100 & H.004100.2
Past Performance Evaluation Discipline
Environmental
Owner | Project Manager Address | Phone | Email
LADOTD | Brian Kendrick 1201 Capitol Access Road, Baton Rouge, LA 70802 | 225.379.1197 brian.kendrick@la.gov
Dates of Services
09/2011 – 02/2019
Total Consultant Contract Cost ($1,000s)
$5,381
Cost of Consultant Services Provided by Firm ($1,000s)
$2,007
Firm Members Involved
Kerry Oriol

A study of the network of urban arterial in Baton Rouge that provides alternate routes to Interstate 10 (I-10) was conducted that included an analysis of capacity and service levels of various segments and interchanges within the network. At the conclusion of the initial phase of the study, a list of recommended projects was identified. The project team then conducted a Stage 0 analysis for the projects as they progressed through the initial phase. The study also evaluated the impact of shutdowns at various locations along the interstate on the overall network. This project also involved the development of Stage 0 projects and created a list of recommended improvements to alleviate congestion during shutdown periods. Specific work included transportation planning, engineering, and environmental services to formulate viable improvements and secure the environmental documentation required for implementing corridor enhancements.

The Stage 1 study examined I-10 to identify feasible improvements and secure an environmental decision for proposed enhancements along I-10, from the LA 415 interchange to the I-10 and I-12 interchanges at Essen Lane in Baton Rouge. Efforts included analyzing existing conditions on I-10 and exploring various concepts to recommend a preferred alternative. These concepts involved widening the existing infrastructure and revising interchanges. The project also included extensive public outreach initiatives to gather input from the community throughout the process.

SIMILARITIES TO I-20 PEL

- *Planning and Environmental Document*
- *Public Outreach*
- *Technical issue areas related to Biological and Cultural Resources*
- *Data and Information*
- *Major River Crossing*

REHABILITATION OF THE I-10 MISSISSIPPI RIVER BRIDGE

East Baton Rouge Parish, LA

TRC

Firm Responsibility
Prime
Project Number
700-99-0429
Past Performance Evaluation Discipline
Bridge
Owner | Project Manager Address | Phone | Email
LADOTD | Kian Yap, PE 1201 Capital Access Road, Baton Rouge, LA 70802-4438 | 225.379.1330 | kian.yap@la.gov
Dates of Services
05/2008 – 10/2010
Total Consultant Contract Cost ($1,000s)
$416
Cost of Consultant Services Provided by Firm ($1,000s)
$350
Firm Members Involved
Durk Krone

In 1996 it was determined by the LADOTD that the main span of this Structure had shortened due to rotation of one of the river piers. Due to this condition, the false chords were moved out of alignment and over time experienced undue deterioration. Also, due to shortening of the main span the false chords and the roadway expansion joint at panel point 35 would jam at temperatures above 85 degrees Fahrenheit thereby imparting induced stresses into the structure. TRC was awarded a Contract by DOTD to conduct an in-depth inspection of the I-10 Mississippi River Bridge and provide a rehabilitation design of the false chords and one of the finger joints that has expanded excessively due to movement of the structure.

TRC, in coordination with DOTD, developed /designed an innovative method of retrofitting the false chords with an alternative system that included jacking the members into proper alignment, replacing them with an alternative system that would extend the service life of these elements.

In addition, TRC worked with DOTD to develop an alternative means of retrofitting the existing structure to facilitate and jacking scheme to allow jacking of the suspended span to the open the joint at panel point 35 by cutting the longitudinal strut, provide a temporary support system for the strut to allow full range of movement under maximum temperature differential.

SIMILARITIES TO I-20 PEL

- *Line and Grade Study*
- *Preliminary and Complex Bridge Design*
- *Data and Information*
- *Major River Crossing*
- *MOT plans*
- *Structural rehabilitation plans*
- *Jacking and temporary support*
- *Surveying*

Additional services included development of plans for floor beam and floor beam connection distortional crack retrofit repairs as defined in inspection reports; crack treatment and epoxy-urethane waterproofing overlay system for the bridge decks; overall maintenance of traffic scheme; drainage system modifications; temporary and permanent striping plan.

False chord retrofit rendering.

Jacking system at longitudinal strut.

MISSISSIPPI RIVER BRIDGE REHABILITATION, US 190

East Baton Rouge Parish, LA

Firm Responsibility
Prime
Project Number
H.004266 (700-24-0031)
Past Performance Evaluation Discipline
Bridge
Owner | Project Manager Address | Phone | Email
LADOTD / Chris Guidry, P.E. 1201 Capital Access Road, Baton Rouge, LA 70802-4438 | 225.379.1328 | Chris.Guidry@LA.gov
Dates of Services
07/2010 - 08/2016
Total Consultant Contract Cost ($1,000s)
$3,579
Cost of Consultant Services Provided by Firm ($1,000s)
$2,979
Firm Members Involved
Durk Krone

TRC was responsible for preliminary engineering and final design associated with the structural rehabilitation, cleaning, and painting of this major railroad/highway bridge across the Mississippi River. The bridge consists of 8,884 feet of railroad approach spans; 2,552 feet of highway approach spans; and 3,326 feet of cantilever steel truss main spans. Rehabilitation / replacement work included:

- Top lateral bracing members
- Main truss vertical and diagonal lacing bars
- Deteriorated interior stiffeners of main truss verticals
- Deteriorated diagonals at portals
- Anchor bolt and column rehabilitation for approach bents
- Bearing pins and corroded bearings
- False chord expansion devices
- Cracked gusset plates
- Patching of concrete spalls at bearings and retaining walls
- Removal of existing lead-based paint and the application of a new coating system

SIMILARITIES TO I-20 PEL

- *Line and Grade Study*
- *Preliminary and Complex Bridge Design*
- *Data and Information*
- *Major River Crossing*
- *Spans the Mississippi River*
- *Cantilever bridge*
- *Bridge inspection*
- *Structural rehabilitation plans for a major river crossing*
- *MOT plans*
- *Use of jacking and temporary support systems*

Schemes for jacking and temporary support of members during rehabilitation and structural analysis for traffic reduction during phases of construction were included, as was traffic control and phasing for maintenance of traffic. As the structure carries rail as well as vehicular traffic, TRC assisted the DOTD in coordinating all work with the Union Pacific and Kansas Southern Railroads.

In addition to the above work, special bridge inspections were required for Phases 1 (highway approaches and truss spans) and 2 (railroad approaches). TRC performed these inspections using in-house NBIS inspectors, provided and operated all access equipment, and coordinated and provided all traffic control operations with DOTD, parishes, and state police.

18 APPROACH & METHODOLOGY

INTRODUCTION

Planning and Environmental Linkages (PEL) studies provide a flexible, efficient approach to address transportation needs and engage stakeholders before the National Environmental Policy Act (NEPA) process begins. Unconstrained by NEPA procedures, PEL allows early identification of environmental issues and agency concerns, helping streamline the process. The Federal Highway Administration (FHWA)'s updated Section 139 guidance emphasizes integrating PEL products into NEPA to meet tighter federal timelines. By resolving key issues early and documenting decisions that carry forward, PEL helps agencies reduce duplication, focus alternatives, and deliver Environmental Assessments (EAs) and Environmental Impact Statements (EISs) with the statutory timelines while maintaining transparency and public involvement.

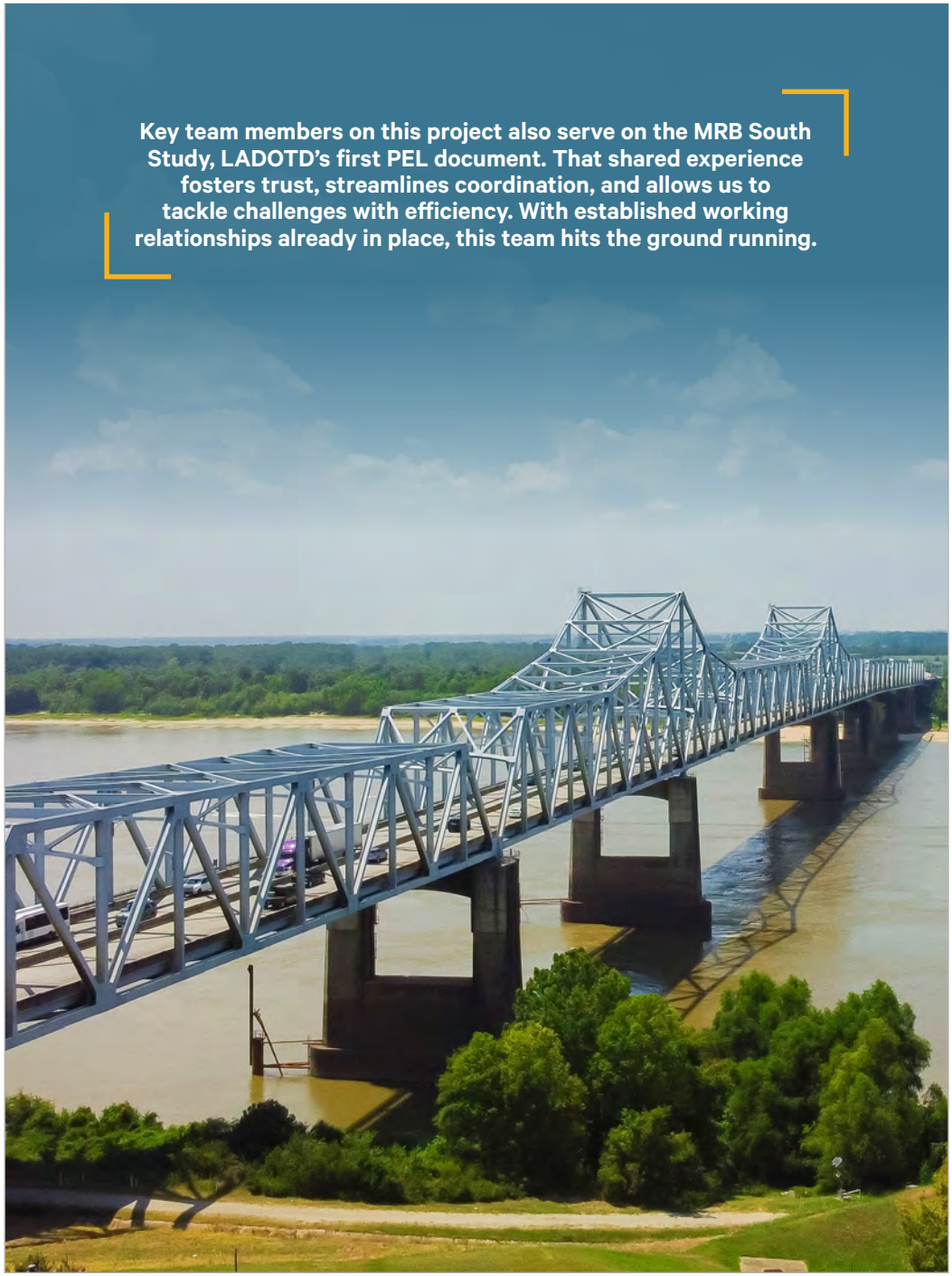
The Atlas Team's approach to the proposed project is tailored to the challenges and opportunities of the project area and existing bridge structure. The Interstate 20 (I-20) Mississippi River Bridge (MRB) provides an important linkage between Monroe Louisiana, one of the larger metropolitan areas in northern Louisiana, and Jackson Mississippi, the state capital. As a major east-west transportation corridor, improvements related to bridge maintenance and function are essential to the movement of goods and services from northern Texas to South Carolina.

Project Initiation

The foundation of our approach to Part 1 is an integrated stakeholder and agency engagement process that is firmly tied to decision points and the schedule. Consistent with FHWA guidance for major infrastructure projects, we will identify and engage cooperating and participating agencies early, which allows for proactive identification of significant environmental issues, data needs, and permitting challenges. Our Tiered Stakholder Approach *(See Exhibit 1 on page 68)* will build consensus and document decisions for the project to allow a seamless transition to NEPA. The following are elements associated with our approach:

- Formation of a Project Management Team (PMT): The PMT includes Atlas' Project Manager, Adam Davis; Deputy Project Manager, Kerry Oriol; Environmental Task Lead, Anna Choudhuri; and management staff from LADOTD and MDOT. The PMT will meet regularly, between the Technical Working Group (TWG) meetings, as described below, to discuss the project status, prep for TWG meetings, and address any project challenges.
- Formation of a TWG and establishment of a charter signed by all TWG members at the onset of the project will promote the team's adherence to critical study concurrence points and study milestones, including recommended FHWA coordination points, which are described more in *Exhibit 3 - Project Schedule on page 73*. Members of the TWG will consist of technical leads from the Atlas Team and appropriate technical staff from multiple departments at potential cooperating and participating agencies, including FHWA, LADOTD, MDOT, North Delta Regional Planning, Central Mississippi Planning & Development District, Madison Parish, Warren County and potential funding groups, should the state not have sources identified.

Established concurrence points allow the project to move forward and be completed within 12 months, while keeping stakeholders engaged in the process and decisions accurately documented to minimize backtracking during the NEPA process.



Purpose & Need

The first major milestone of the PEL study will be to establish the Purpose and Need for the project, which will serve as the foundation for alternatives development and evaluation process. This will also serve as the second concurrence point with FHWA, as described more in *Exhibit 3 - Project Schedule*.

The Purpose and Need will consider the need to maintain a safe and reliable connection of the I-20 corridor across the Mississippi River between Vicksburg, Mississippi, and Delta, Louisiana. The existing bridge structure is experiencing structural concerns—specifically the westward movement of river piers E1 and E2—which poses a significant risk to the stability and long-term viability of this essential regional and national freight corridor. The bridge serves as a vital interstate link for passenger vehicles, commercial freight, and emergency response, and its continued performance is critical to economic activity and mobility in the region. The need for the project arises from the structural challenges, aging infrastructure, and the importance of maintaining connectivity and safety for all users.

Alternatives Development & Evaluation

The alternatives analysis for the PEL Study will be conducted through an iterative, data-driven process designed to support the long-term need for this critical regional crossing. The alternatives evaluation will also serve as FHWA Coordination Point 3. Evaluation criteria will be developed in coordination with the TWG. The alternatives will be developed to address the preliminary Purpose and Need, including options such as major rehabilitation of the existing bridge, as well as new alignments. The Level 1 evaluation will eliminate any alternatives that do not meet the Purpose and Need. Subsequent evaluation levels will evaluate the alternatives using more detailed structural, geotechnical, environmental, cost, and constructability screening to assess technical feasibility and potential impacts.

Alternatives deemed feasible and recommended to be carried forward will be refined through additional engineering, supplemented by technical studies including traffic, congestion, freight movement, travel time, aesthetics, relocations, noise, air quality, and cultural and natural resource assessments. Public and agency input will be solicited through targeted outreach and formal meetings to ensure the evaluation methodology reflects community and stakeholder values. Ultimately, a comparative alternatives matrix, composed of both quantitative and qualitative measures, will guide the identification of the most viable options to carry forward into NEPA, with the level of documentation supporting direct incorporation into the future environmental review process. While alternatives will be developed in close coordination with FHWA and agency stakeholders, our preliminary investigations into the project and area have identified the following initial potential alternatives.

More detail on project challenges, solutions, and benefits can be found on page *Exhibit 2 - Area Map Challenges*.

Potential Alternative 1: Rehabilitate the Existing I-20 Bridge

This alternative involves evaluating the feasibility of maintaining the existing I-20 Mississippi River Bridge for long-term service by stabilizing the westward movement of piers E-1 and E-2. Our team has already conducted a detailed preliminary review of this option. Early indications suggest that it could result in fewer direct environmental impacts and require fewer permits; however, it presents significant geotechnical challenges that must be addressed. As indicated from the dates noted in the May 2006 Final Report and April 2013 Final Draft Report, geotechnical conditions at the site have been observed and investigated for over 90 years, starting around the time of the initial failure that occurred during construction of the old US 80 bridge in 1929.

The Atlas Team will collaboratively evaluate soil stabilization strategies by tasking **Ardaman's** site-specific knowledge, gained from years of monitoring subsurface movement at the bridge, with **Dan Brown's** expertise in slope stability and deep foundation systems to bring a fresh perspective to the challenge.

If geotechnical stabilization is determined to be feasible, **GM2** and **TRC** will apply advanced load-rating techniques, including non-linear analysis, to identify strengthening needs for the steel superstructure. Our team's experience with complex rehabilitations—including the I-10 Mississippi River Bridge, the US190 Mississippi River Bridge, the 1.2-mile I-95 Gold Star Bridge and the Murray Morgan Bridge in Washington—demonstrates a deep capability in upgrading aging steel trusses to meet modern demands while extending service life.

Potential Alternative 2: New Bridge Alignment

In addition to retrofitting the existing bridge, the Atlas team will evaluate the feasibility of a new alignment and layout for a replacement bridge, avoiding the inherent risks of rehabilitating aging infrastructure on unstable ground. The potential schedule impacts for a NEPA clearance for a new alignment will require close coordination among Technical Working Group members during the alternative evaluation process.

Given the environmental constraints north of the existing bridge *(Exhibit 2 - Area Map Challenges)*, the likely options for a new structure would be south of the existing structure.

Drawing from recent experience on the MRB South study (LA 1 to LA 30), the team will apply lessons learned from early coordination with the USCG and navigation pilots to establish "no-pier" zones based on vessel traffic and river navigation requirements. GM2 will again lead bridge layout development, using vessel impact analyses that consider seasonal flow velocities, barge fleet sizes (up to 24 barges), and bottom profiles to minimize pier exposure to high-risk collision zones.

Critical geotechnical factors will also guide alignment selection. **Dan Brown** will map zones of known soil instability to inform pier placement and reduce risk. Scour potential will be evaluated using USACE bathymetric data, and foundations will be sited to span unstable or steeply sloped riverbed contours when avoidance is not feasible. The goal is to identify an alignment that balances constructability, environmental impact, navigation safety, and long-term resilience.

Traffic Analysis

For all alternative I-20 corridors deemed environmentally and technically feasible, the traffic analysis will proceed with a detailed evaluation of potential tie-in points. The previously defined area of influence, as identified in the existing conditions analysis, will be reviewed to ensure that the collected data set is sufficiently robust for a comparative assessment between current operations and proposed alignment scenarios. A high-level screening process will be employed to quantitatively evaluate the impacts of each proposed alignment and associated tie-in configurations—focusing on operational performance, safety implications, constructability, and other critical factors. Tie-in locations, which may include new or modified interchanges, will be assessed in compliance with applicable FHWA, LADOTD, and MDOT policies governing access along interstate and controlled-access facilities. The outputs of this traffic study, along with supporting documentation, will be developed to a level suitable for incorporation into an Interstate Access Justification Report, providing essential technical justification for the preferred alternative within the broader environmental review process. **Gresham Smith**, with their national expertise in traffic operations and corridor planning, will lead this effort, ensuring that recommendations reflect both regional mobility needs and context-sensitive design principles. Our goal is to identify interchange configurations that not only serve future travel demand but also enhance safety, access, and long-term network resilience.

For any alternative that is "carried forward", we will develop a risk register identifying cost drivers and potential schedule delays. Using input from LaDOTD, MDOT, FHWA, and stakeholders, we will quantify uncertainties and produce a probabilistic cost range for each alternative. These outputs will support DOTD and FHWA during the Cost Estimate Review (CER) process, where **KCI** will use their extensive estimating experience of providing Independent Contractor Estimates (ICE) on projects of similar magnitude and complexity, ensuring that decisions are grounded in financial reality and risk-informed planning.

Cost analysis will also include lifecycle considerations such as maintenance requirements, long-term monitoring (particularly of foundation stability), and future retrofit needs—critical factors for a high-risk, geotechnically complex structure like this bridge. This effort will help inform the DOTs and structure potential funding sources.

Study Documentation & Part 2

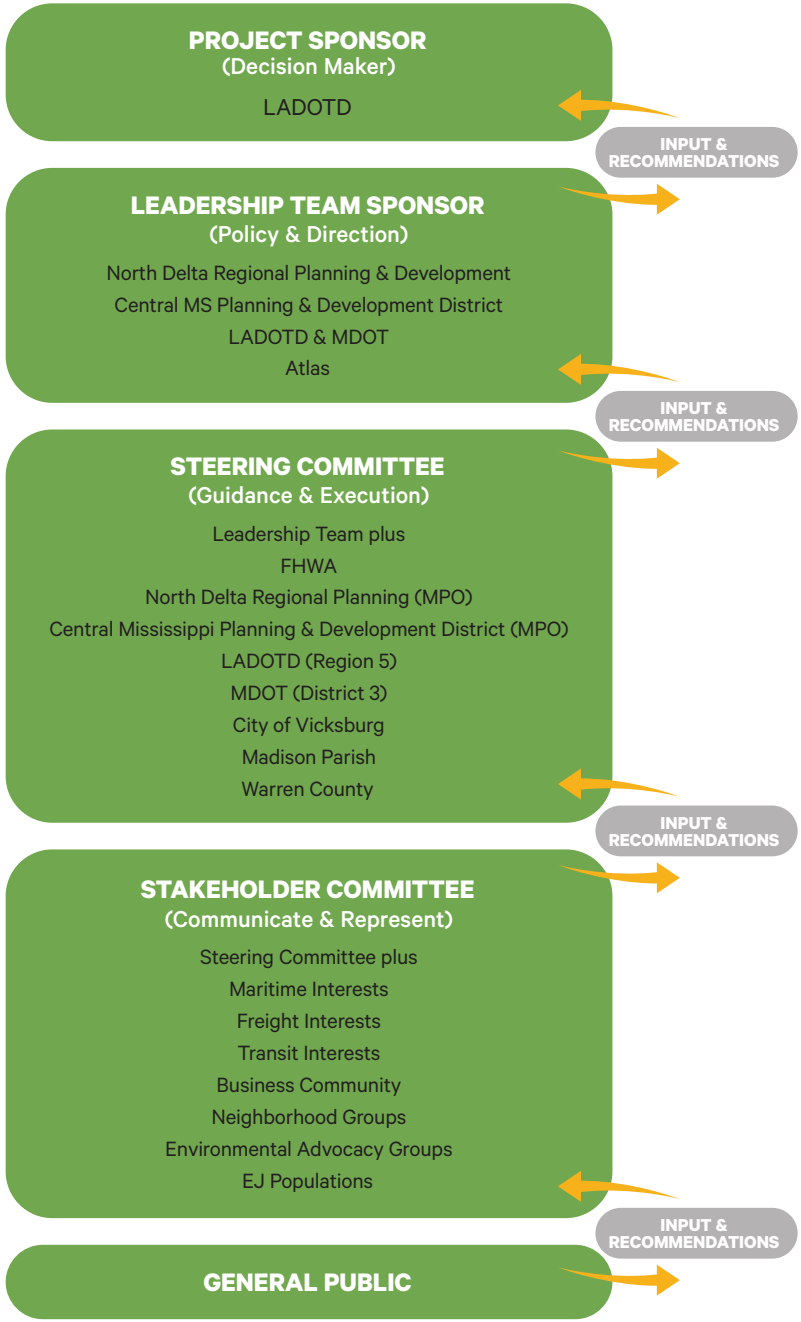
To initiate Part II of the project, the first step will be to continue engagement with FHWA to confirm the appropriate NEPA Class of Action. This process begins with submittal of the Part I PEL report, which includes the Purpose and Need, a preliminary range of alternatives and evaluation process summary, documentation of environmental, technical, stakeholder considerations and decisions, and a preliminary Class of Action recommendation. The review of the report by FHWA serves as Coordination Point 4. FHWA, in coordination with LADOTD, MDOT, and cooperating agencies, will evaluate the anticipated scope, scale, and potential impacts of the proposed alternatives. Key factors influencing the determination will include the presence of significant resources—such as Section 106 historic properties, Section 4(f)/6(f) properties, wetlands, and navigable waterways—as well as potential impacts to environmental justice communities, traffic, and regional connectivity. Through this collaborative process, FHWA will determine whether an Environmental Assessment (EA) or Environmental Impact Statement (EIS) is appropriate.

VALUE - ADD

For the NEPA phase of the I-20 Mississippi River Bridge project, a trusted vendor of Atlas, True Outreach, can help design and implement targeted outreach that meets people where they are and can be tailored to any budget range, using techniques such as mobile-friendly surveys and geo-targeted digital campaigns. Their approach is grounded in accessibility, ensuring that input is gathered not only from local residents and businesses, but also from those who regularly use the corridor for freight, commuting, and long-distance travel.

Exhibit 1

TIERED STAKEHOLDER APPROACH



Public Outreach & Engagement

Our approach to public involvement during the PEL and NEPA phases is rooted in early engagement, continuous communication, and inclusive participation. This river crossing is a vital link between Madison Parish, LA and Warren County, MS—impacting local communities, regional commerce, freight operators, and environmental resources. Our strategy will ensure that all voices are heard and that project decisions are transparent, well-documented, and responsive to public input.

Stakeholder Mapping and Coordination.
We will develop and maintain a comprehensive stakeholder registry that may include:

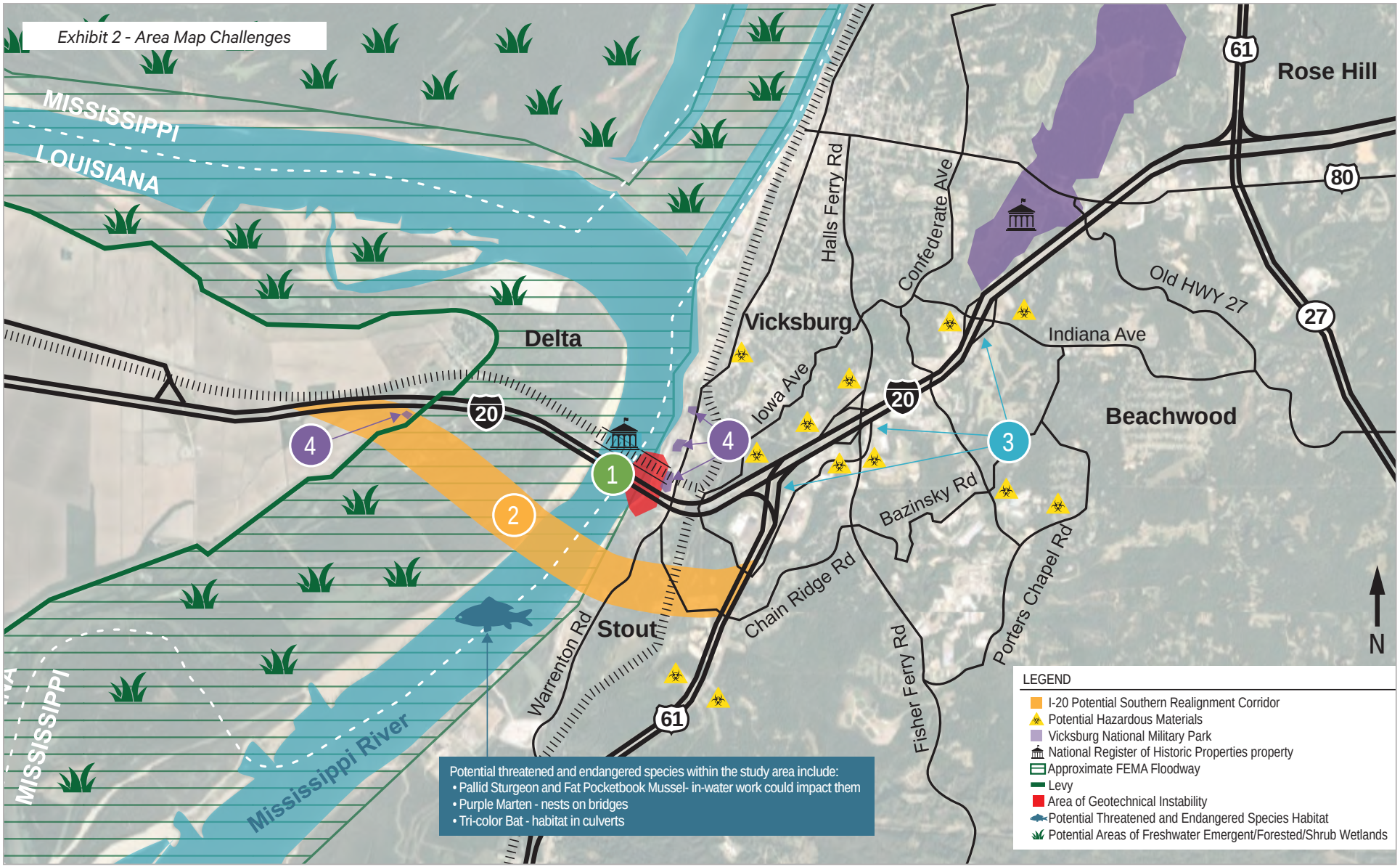
- Local, state, and federal government representatives
- Railroad operators (e.g., Kansas City Southern)
- Utility owners and service providers
- Economic development agencies and port authorities
- Business owners and chambers of commerce
- Freight and trucking organizations such as the Louisiana Motor Transport Association, Mississippi Trucking Association, and American Trucking Associations
- Local residents and neighborhood associations

Special attention will be paid to stakeholders on the Mississippi side, where a potential realignment could result in more significant impacts. Accordingly, more frequent and tailored outreach may be required beyond a single meeting during the Part I, the PEL study.

Public Involvement Plan (PIP).
We will implement a robust PIP tailored to both rural and urban outreach needs in Madison Parish and Warren County. The PIP will include a combination of in-person and virtual public involvement (VPI) methods to maximize accessibility and participation. The public involvement team, led by **Franklin Associates**, will work with LADOTD and MDOT to determine appropriate tools and methods for project outreach. These may include: an ADA-compliant project website with meeting materials, mapping tools, and comment forms; virtual open houses or live-streamed public meetings, in-person public meetings in both states; project-specific email and phone line for ongoing feedback; newsletter distribution and social media outreach; and regular briefings with elected officials and key stakeholders.

Documentation to Support NEPA.
All stakeholder engagement, public comments, and agency coordination will be meticulously documented, including meeting summaries and sign-in sheets; comment logs and response matrices; and key decision memos and coordination records. This documentation will directly support the NEPA phase by ensuring that environmental decisions are clearly linked to public input and are defensible in future permitting.

The Atlas Team is uniquely positioned to deliver the I-20 Mississippi River Bridge PEL Study with the precision, urgency, and depth of expertise this project demands. We offer a carefully assembled team of national leaders and trusted local partners with unmatched experience in planning, bridge design, geotechnical engineering, environmental compliance, stakeholder engagement, and traffic operations. Our approach is not theoretical—it is grounded in real-world project delivery experience and a deep understanding of the regulatory, technical, and community dynamics surrounding this critical crossing. From identifying resilient structural solutions to navigating complex permitting challenges, we have the proven ability to drive consensus, manage risk, and move projects forward efficiently. With Atlas as your partner, LADOTD can be confident that this study will not only meet federal expectations, but will also provide a clear, defensible, and actionable path forward for one of Louisiana's most vital infrastructure assets.



Project Challenges & Considerations

The I-20 Mississippi River Bridge crossing presents a unique combination of technical, environmental, and logistical challenges that demand thoughtful, multidisciplinary solutions. Drawing from our team's deep expertise and early reconnaissance of the project area, we have identified key constraints—such as geotechnical instability, navigational hazards, and environmental sensitivities—as well as opportunities to improve connectivity, enhance resiliency, and streamline delivery. The following section *(pages 71 - 72)* outlines the major challenges associated with the project, our proposed solutions and creative approaches, and the long-term benefits these strategies can deliver to the region.

	1 GEOTECHNICAL INSTABILITY & ELIMINATING FUTURE MOVEMENTS OF PIERS E-1 & E-2	2 CREATING A NEW ALIGNMENT
CHALLENGE	Geotechnical instability at piers E-1 and E-2. Since construction, these piers on the eastern bank have been steadily moving westward, resulting in compression of the suspended river span and the opening of the expansion joint at pier E-3. While the bridge superstructure has been repeatedly repaired to accommodate this movement, continued instability threatens to render future repairs infeasible.	A new alignment would avoid geotechnically instable areas of the river while balancing impacts to navigation, T&E species, etc. A new bridge in a different portion of the riv new bridge in a different portion of the riv A new bridge in a different portion of the river could eliminate continuous repairs to the existing structure, however, this would likely bring a large number of impacts, time, and cost.
SOLUTION	Alleviating or reducing the horizontal moving earth force demands acting on the existing foundations ► Could include installing a group of large diameter drilled shafts through the sliding clay layer and anchoring them into the stable soil layers below. These shafts would be located near the existing pier E-1 and E-2 locations and placed in a manner that minimizes affects on marine traffic while "stitching" the soil layers together. These shafts could also double as supplemental vessel impact protection to the I-20 bridge. Augmentation of the existing bridge foundations ► A waterline collar could be constructed around each existing pier stem. The foundations for these collars would feature a group of large diameter drilled shafts that penetrate into the deeper, stable, soil layers. The existing caissons would still provide vertical load capacity, while the retrofitted collar systems would provide lateral strength. Construct new foundations and piers at E-1 and E-2 and disengage the existing piers/caissons from supporting the bridge ► This is similar to the retrofit option above, but would provide a new substructure to carry lateral and vertical loads using drill shafts that terminate in the deeper, stable, soil layers. The new substructures would be built below the existing bridge while traffic flows freely and connect to the bridge at the current bearing locations. to maintain existing load paths and minimize alterations to the bridge superstructure. Replacement and/or modification of superstructure elements ► This could include replacement of the upper false chord and associated expansion devices; upgrading of the finger joint at PP 15, at Pier E-2, and at Pier E-3, to a modular joint capable of accommodating greater movement; upgrading the existing rocker bearings at Piers E-2, E-3, to disc bearings capable of accommodating greater movement; modification or replacement of the bottom lateral bracing system and/or struts to effectively reduce the span length of the suspended section.; jacking and resetting of fixed bearings at piers E-1 and E-2. ► Use of fixed-type bearings that can be customized and adjusted between top and bottom bearing plates with a discrete set of bolt holes. This would allow the superstructure to be repositioned relative to the base plate. For pier E-2, multi-directional expansion bearings should receive strong consideration to accommodate both longitudinal and transverse movements of the pier in case of their occurrence. This may also include retrofitting the bridge to accommodate a permanent jacking system that would allow for future repositioning of the spans.	Perform geotechnical, environmental, and navigational investigations within a corridor to the south of the existing bridge to locate an area with minimal challenges. ► This would allow a new bridge to be located in an area that could eliminate the need to monitor and repair throughout the life of the structure due to geologic instability. A corridor located away from a cut bank in the river would likely reduce scour effects also. Potential areas of moving soil mass need to be identified. Bridge piers will need to be located to avoid these areas altogether. The Atlas Team will engage the experts at Ardaman and DBA to immediately map these risky areas. ► The team will identify areas along the navigation channel more prone to errant vessels and will identify variables such as seasonal water surface elevation and velocity changes, channel bottom profiles, and current and future vessel/barge statistics that include vessel velocities, weights and frequencies. Tug-driven barge trains traversing this section of the river can reach considerable size (24 or more barges). The team will draw on their experience in evaluating and/or designing over 65 major bridges to accommodate vessel collision forces and locate bridge foundations away from high risk. Navigational studies would contribute to ideal placement of bridge piers and subsequent free span requirements for a new bridge. Long span, cable stayed options have a tremendous range of free span up to 2000' and could be utilized in this location. ► A southern corridor would likely reduce the potential impacts to archeologically, sociologically, environmentally and economically significant areas that are common to a northern alignment. Additionally, the southern corridor avoids a large wetland/batture area to the north of the bridge which would require additional elevated structure length and potentially reduces the amount of impact to critical wetland habitat, in-turn reducing potential impacts to sensitive species.
BENEFIT	Minimizes service disruptions and impacts to the Vicksburg area; requires no modifications to the interchange network; extends the bridge's service life; and is likely a faster option for NEPA approval due to fewer impacts on adjacent areas.	Secure stability for the interstate corridor for an extended period of time and potentially reduce future repair issues and costs.

	3 INTERCHANGE PROXIMITY WITHIN THE PROJECT AREA	4 VICKSBURG NATIONAL MILITARY PARK (PARK)	5 COMPRESSED ENVIRONMENTAL TIMEFRAME *(not shown in Exhibit 2 - Area Map)*
CHALLENGE	Three interchanges are located within a mile and a half of the project area on the Mississippi side of the river. This spacing does not meet current interstate standards and creates potentially unsafe weaving, acceleration, and deceleration conditions.	Portions of the project site are in the Park, which is listed on the National Register of Historic Places and received money from the Land and Water Conservation Fund (LWCF) Act. Under this funding, Section 106, Section 4(f), and Section 6(f) regulations apply to the site and can have significant schedule impacts if the Park is permanently or adversely impacted.	One of the most significant challenges facing this project is the limited window available to complete key environmental tasks and agency coordination within the overall project schedule. With numerous technical disciplines involved, a high level of federal oversight, and the need to incorporate meaningful public outreach and stakeholder coordination, any delay in initiating studies or engaging with agencies can create downstream impacts that jeopardize timely project delivery.
SOLUTION	An alternative alignment could present the opportunity to consolidate or lengthen the distance between interchanges while continuing to provide access to existing facilities. ▸ Intersection control evaluations near potential tie-in locations to determine if signalization, roundabouts, or grade separation would be required.	During the alternatives development and evaluation process, we will map and buffer the boundaries of Vicksburg National Military Park, including the LWCF boundaries, early in the process, eliminate or modify alternatives that may affect its historic integrity and coordinate closely with State Historic Preservation Office and the National Park Service.	Once a draft Purpose and Need statement has been developed for the project, our technical teams can begin addressing information requirements, agency approvals, and analyses for their respective issue areas. Through regularly scheduled project management meetings, we maintain close coordination with our Lead Agencies, allowing us to identify issues and develop appropriate solutions early in the process.
BENEFIT	Improved safety and managed access along the interstate corridor would be provided.	Avoiding a Section 106 finding of adverse effect, individual Section 4(f) evaluation, and a Section 6(f) conversion allows the project to stay on schedule during NEPA.	Coordinated efforts among the various teams will help ensure the project stays on schedule and meets its deadline.

PROJECT PROOF

Kara Swanson served as the environmental lead on the Highline Canal Trail Underpasses project, which involved resolving conflicting requirements related to a historic (Section 106) golf course, a Section 4(f) and 6(f) protected park, and city-owned land with strict landscaping rules. Through coordinated meetings with the city, State Historic Preservation Officer, DOT historians, parks specialists, and the Colorado Department of Wildlife, the team developed a consensus-driven mitigation strategy that enabled the project to secure NEPA clearance and proceed to construction on schedule.

Project Schedule

Atlas recommends using defined coordination points during PEL studies to confirm that key decisions made during planning are structured for use in the NEPA process. These coordination points, such as project initiation, purpose and need, alternatives evaluation methodology, and PEL study report are critical opportunities to involve cooperating and participating agencies early and consistently. When documented properly, these decisions can be formally adopted or incorporated by reference in NEPA, reducing redundancy and shortening review timelines. By reaching agreement on these foundational elements during the PEL phase, projects are better positioned to meet the timeframes established under Section 139 of Title 23 U.S.C., facilitating a smoother transition into NEPA and ultimately expediting delivery of EAs and EISs.

Exhibit 3 - Project Schedule

Task	Deliverable	Phase 1											Phase 2											
		2025					2026						2026						2027						
		A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A
Project Initiation	Project Mngmt Plan | Technical Team Charter	◆																								
Data Collection & Research | Environmental Conditions	Existing Conditions Report																									
Traffic Analysis | Travel Demand Forecasting	Existing Conditions Report																									
Purpose & Need | Evaluation Criteria	Purpose and Need Statement				◆																					
Alternatives Evaluation | Develop & Screen Alternatives	Alternatives Report w/ Evaluation Matrices								◆																	
Concept Design & Cost	Conceptual Design Plans | Cost Estimate																									
PEL Study Report & Action Plan	PEL Study Report | EL Questionnaire										◆															
Agency Support Documentation	Letters of Support																									
Notice of Intent & Solicitation of Views	SOV Letter												◆													
Refine Purpose & Need	Final Purpose and Need																									
Refine Agency List & Coordination Plan	Final Agency Coordination Plan																									
Refine Stakeholder List & Involvement Plan	Final Stakeholder Involvement Plan																									
Refine & Evaluate Alternatives	Final Alternatives for Evaluation														◆											
Refine Line & Grade	Plan Set incorporates access mngmt, complete streets, and context sensitive solutions																	◆								
Perform Environmental Analysis	Technical reports not previously performed but necessary to complete NEPA																									
Prepare Environmental Documentation	Draft NEPA Document																									
Permit Preparation	Draft Permits																									
Refine Cost Estimates	Cost Estimate Review																									
Prepare Final Enviro. Documentation	Final NEPA Document																									◆
Project Management Calls (Bi-Weekly)	Project Schedule | Maintain Project Website	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Public Outreach & Public Meetings	Public Outreach Materials & Meeting Exhibits			▲		▲			▲			▲					▲		▲		▲			▲		
Technical Team Meetings	Meeting Presentation, Materials & Notes		○	○	○			○		○		○	○	○	○	○				○		○		○		○
Resource Agency Coordination	Resource Agency Letters & Tracking Matrix																									
Stakeholder Briefings	Presentation Materials			■		■		■			■		■			■			■		■			■		

◆ FHWA Coordination Points

19 WORKLOAD

Firm	Disciplines	Contract/State Project #	Project Name	Remaining Unpaid Balance
Atlas	Planning	H.013284.1	Mississippi River Bridge South GBR: LA 1 to LA 30 Connector	$521,480
Ardaman	Geotech	44-4128; H.004273	I-49 Connector, Lafayette	$422,403
	Geotech	44-18899; H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	$72,965
	Geotech	44-1960; H.013897	I-10 / I-12 College Drive Flyover Ramp	$20,241
	Geotech	44-19013; H.004100.5 & .6	I-10 CMAR Design Continuation: LA 415 TO ESSEN ON I-10 & I-12	$299,218
	Geotech	H.004435	I-12 to Bush Construction Phase	$47,956
	Geotech	44-8671; H.009266	I-10 Widening: LA 73 to LA 30	$25,760
	Geotech	44-19013; H.002244.5	Boudreaux Canal Bridge (LA 56)	$180
	Geotech	44-17438; H.013284	MRB GBR LA 1 to LA 30 Connector	$2,781
	Geotech	44-6189; H.004647.6	I-20 Mississippi River Bridge at Vicksburg	$1,743,373
	Geotech	H.015935	LA 47 @ Bayou Bienville	$23,059
	Geotech	44-25025; H.015337, H.015452, H.015453, H.015454, H.015455, H.015456, H.015457, H.015458, H.015459, H.015460, H.015461, H.015462, H.015463	Infrastructure Investment and Jobs Act (IIJA)	$202,942
	Geotech	44-24652; H.014265.5	N River Road Irving Branch	$1,217
	Geotech	44-24652; H.012533.5	LA 1252 Bayou Pt Brule Bridge	$4,452
	Geotech	44-24652, H.012607.5	Henderson Bayou Bridge LA 933	$5,070
	Geotech	44-24652, H.015568.5, H.015569.5	Pelican Point Roundabout	$160,460
	Geotech	44-24652; H.012842.5	LA 124 Ext. Larto Lake	$3,372
	Geotech	44-21519; H.012030.5	KCS RR Overpasses US 371	$47,561
	Geotech	44-6189; H.016313.5, H.016314.5, H.016315.5, H.016316.5, H.016317.5, H.016318.5, H.016319.5, H.016320.5, H.016325.5	Culvert Replacements	$256,734
	Geotech	44-21887; H.012542, H.012453, H.012544, H.012047	Replacement of 15 Bridges	$779,058
	Geotech	44-25026; H.015489, H.015490, H.015491, H.015492	IIJA	$19,330

Firm	Disciplines	Contract/State Project #	Project Name	Remaining Unpaid Balance
DBA	N/A	N/A	N/A	N/A
Forte & Talbada	Bridge, Survey	4400021594/H.011965.6	Task Order No. 2 - IWGO Bridge Rehabilitation (Drone Flyover)	$51,603
	Bridge	4400021594/H.000303.6	Task Order No. 3 - Danziger Bridge Rehabilitation	$4,127
	Bridge	4400021594/H.009730.5	Task Order No. 4 - In Depth Bridge Inspection T-1 Steel Weld Assessment	$562
	Bridge	4400021594/H.015228.5	Task Order No. 5 - LA 70: Sunshine Bridge Emer Truss Repair	$254
	Bridge	4400021594/H.009859.5	Task Order No. 6 - Load Rate Selected Statewide Bridges	$1,408,396
	Bridge	4400021594/H.009730.5	Task Order No. 7 - In-Depth Bridge Inspections	$68,942
	Bridge	4400021594/H.009730.5	Task Order No. 8 - In-Depth Bridge Inspections	$158,517
	Bridge	4400021594/H.015546.6	Task Order No. 9 - Caplis Sligo Road Over Red Chute Bayou	$8,424
	Bridge, Survey	4400024589/H.014990.5	OSBR S. Tiger Bend Rd & East Achord Rd Bridges	$7,428
	Bridge, Survey	4400013387/H.013137.5	OSBR Ouachita	$23,249
	Bridge, Survey	4400019864/H.014318.5	OSBR Gurney Road Bridges	$4,708
	Bridge	4400025037/H.014994.5	OSBR Bonne Idee Rd over Bonne Bayou	$3,487
	CEI/OV	4400023837/H.013090.6	Gretna Downtown Pedestrian Improvements	$10,577
	CEI/OV	4400023837/H.009290.6	LSU Laboratory School SRTS Project	$7,263
	Survey	4400021532/H.012068.5	LA 1026: Creek Bridge	$10,719
	Survey	4400021532/H.010116.5	LA 1088: Soult & Trinity Roundabouts	$23,987
	Survey	4400021532/H.005734.5	LA 447 Corridor Study	$119,475
	Survey	4400021532/H.012563.5	LA 73: Bayou Manchac Bridge (HBI)	$461
	Survey	4400021974/H.002186.5	UP (Plaquemine)	$90,304
	Survey	4400021974/H.012449.5	H.012449.5 KCS Xings Gayosa St. & Louise	$17,107
	Survey	4400021974/H.016748.5	US 167: Median Improvements	$134,057
	Survey	4400025029/H.015341	D61(EBR) IIJA Off-System Bridge	$69,054
	Survey	4400025029/H.015341	D61(EBR) IIJA Off-System Bridge - SA 3	$41,123
	Survey	4400004128/H.004273.5	I-49 Connector Additional ROW	$55,766

Firm	Disciplines	Contract/State Project #	Project Name	Remaining Unpaid Balance
Franklin	Planning; Other (Public Outreach & Relations)	H.003915	I-49 Inner City Connector, Stage 0 Environmental Assessment Project (Prime: Providence Engineering)	No current balance
	Planning; Other (Public Outreach & Relations)	H.003915	I-49 Inner City Connector, Stage 1 Environmental Assessment Project (Prime: Providence Engineering)	$32,562.46
	Planning; Other (Public Outreach & Relations)	H.004100.1	I-10 Widening Baton Rouge Stage 0	No current balance
	Other (Public Outreach & Relations)	H.004100.2	I-10 Widening Baton Rouge Stage 1	No current balance
	Other (Public Outreach & Relations)	H.004100.5	I-10 CMAR RCP Plans – Segment 1 (Prime: Providence Engineering/ HUVAL)	No current balance
	Other (Public Outreach & Relations)	H.016075	I-10 Washington Street Exit Canvassing (Prime: Stantec)	$1,781.50
	Other (Public Outreach & Relations)	H.013284	MRB South GBR: LA 1 to LA 30 – Pre-NEPA (Prime: Atlas)	$1,509.87
	Other (Public Outreach & Relations)	H.013284	MRB South GBR: LA 1 to LA 30: NEPA EA (Prime: Atlas)	No current balance
	Other (Public Outreach & Relations)	H.004791	Belle Chasse Bridge pre-project public engagement (Prime: Franklin)	No current balance
	Other (Public Outreach & Relations)	H.004791	Belle Chasse Bridge Replacement Project (Prime: Plenary)	$108,476.74
	Other (Public Outreach & Relations)	H.003931	Calcasieu Bridge Public Engagement	No current balance
	Other (Public Outreach & Relations)	H.003931	Calcasieu Bridge Design/Build Public Engagement (Prime: Plenary)	$16,667.33
	Planning; Other (Public Outreach & Relations)	H.009213	LA 3132 Extension – Stage 1 (Prime: Burk Kleinpeter)	No current balance
	Other (Public Outreach & Relations)	H.005121	LA 1 to LA 415 Connector (Prime: Providence Engineering)	$12,396.34
	Other (Public Outreach & Relations)	H.003047	Pecue Lane Environmental Planning (Prime: Providence Engineering)	No current balance
	Other (Public Outreach & Relations)	H.005121	Sugarhouse Road Environmental Assessment (Prime: Meyer, Meyer, Lacroix, & Hixon)	No current balance
	Other (Public Outreach & Relations)	H.001779	Jimmie Davis Bridge Replacement Project (Prime: Reich)	No current balance

Firm	Disciplines	Contract/State Project #	Project Name	Remaining Unpaid Balance
Gresham Smith	Road	44-19871; H.013073.5	LRSP/STRPPP Greenwells Springs & Wooddale Sidewalks	$7,033
	Traffic	44-19871; H.015086.5	LRSP/STRPPP LA 14	$1,690
	Road	44-19871; H.013714.5	LRSP/STRPPP Valhi Boulevard Shared Use Path Signing and Striping	$6,912
	Traffic	44-198771; H.015201	LRSP/STRPPP Richwood Traffic Study	$87,761
	Road	44-21326; H.010074.1	Stage 0 Lafourche Bayou Bridge (HBI)	$67,473
	Traffic	44-25298; H.013388.5	Lafourche Flashing Yellow Arrow Traffic Signal Upgrade	$278,886
	Traffic	44-25298; H.016007.1	Traffic Signal Comm SEA	$131,278
	Traffic	44-25298; H.016039.5	LA 47: LA46 - Virtue St	$253,113
	Traffic	44-26911; H.014629.5	LRSP/STRPPP TO #1 Lafourche Design	$31,087
	Traffic	44-26911; H.013718.5	LRSP/STRPPP TO #3 LA 23 Gretna	$189,315
	Traffic	44-26911; H.013713.5	LRSP/STRPPP TO #4 LA 60 Bogalusa	$111,674
	Traffic	44-26911; H.015198.5	LRSP/STRPPP TO #5 S. Carrollton)	$21,886
	Road	44-26911; H.016080.5	LRSP/STRPPP TO #6 US 190	$4,000
	Road	44-26911; H.016089	LRSP/STRPPP TO #7 Orice, Sandra & Darby	$11,500
	Road	44-26911; H.016078.5	LRSP/STRPPP TO #8 Highland / Dalrymp	$6,500
	Road	44-26911; H.016083.5	LRSP/STRPPP TO #9 W. Worthey	$4,000
	Road	44-26911; H.015202.5	LRSP/STRPPP TO #10 Donaldsville	$166,194
	Road	44-27210; H.012859.5	Roundabout at Valhi Blvd	$255,797
	Other (Program Mgt)	44-27186; H.015959.1	Discretionary Grant Administration	$1,469,102
	Road	44-27181; H.016012	Transportation Alternative Program TO #1	$49,389
	Road	44-26912; H.014640	LRSP/STRPPP TO #1 St. Mary Parish	$19,233
	Road	44-26912; H.015203.5	LRSP/STRPPP TO #2 Pinhook	$88,442
	Road	44-26912; H.016007.5	LRSP/STRPPP TO #6 Date St	$5,000
	Road	44-26912; H.016189.5	LRSP/STRPPP TO #7 LA 31	$6,300
	CE&I/OV	44-24424; H.013256.6	I-10 SCOTT TO LAKE CHARLES ITS CEI	$1,873

Firm	Disciplines	Contract/State Project #	Project Name	Remaining Unpaid Balance
GM2	Bridge	4400017438, H.013284	MRB South GBR: LA 1 to LA 30 Connector	$229,052.60
KCI	Other (Cost Estimating)	H.004100	LA 415 to Essen Lane on I-10 and I-12 Construction Manager at Risk (CMAR)	$600,000
	Other (Cost Estimating)	H.013284	MRB South: LA 1 to LA 30 Connector	$88,000
Lakvold	Appraiser	H.007811	Comite River Diversion Canal, ERRP, LA	$20, 800
	Appraiser	H.004100	I-10: LA 415 to Essen On I-10 and I-12, EBRP, LA	$20,000
	Appraiser	H.010124	LA 15: Roundabout at LA 447, Livingston Parish, LA	$10,000
Providence	CE&I/OV	Contract No. 4400031754; H.000464.6A	US 190 at LA 1026 Roundabout and Widening Routes (CE&I) LA 1026 and US 190, Livingston Parish	$1,280,313
	Environmental	Contract No. 4400028050	D07 Water System Decontamination Environmental Consultant Oversight	$70,591
	CE&I/OV	Contract No. 4400029877, S.P. No. H.013429.6, H013429	Entity: Downtown Thibodaux Sidewalks (CE&I) Lafourche Parish	$81,788
	Environmental	Contract No. N/A; H. 004791	Belle Chasse Bridge and Tunnel Replacement Public-Private Partnership Project	$220,657
	Environmental	Contract No. 4400017438; H.013284	Supplemental Agreement No. 6 MRB South GBR: LA 1 to LA 30 Connector Route: New Route Ascension, East Baton Rouge, Iberville, and West Baton Rouge Parishes	$184,779

Firm	Disciplines	Contract/State Project #	Project Name	Remaining Unpaid Balance
TRC	Bridge	44-23512 / H.009730.5	IDIQ Contract for Complex Bridge Inspection Services (No active task orders from HNTB Corporation (Prime))	N/A
	Bridge	44-17033 / H.005121.5	LA 1/LA 415 Connector	$5,535,172
	Road	44-17033 / H.005121.5	LA 1/LA 415 Connector	$2,405,527
	Other (Project Management)	44-17033 / H.005121.5	LA 1/LA 415 Connector	$1,025,787
	Bridge	44-24185 / H.010885.5	IDIQ Contract for Bridge Preservation Task Order No. 2 – Bayou Plaquemine Brule Bridge Replacement	$257,199
	Bridge	44-20156 / H.011965.6	LA 47 IWGO Bridge Rehabilitation CRES	$83,361
	Road	44-21128 / H.001234.6	LA 1: Port Allen Canal Bridge Replacement (Phase 1)	$136
	Road	44-21128 / H.001234.6	LA 1: Port Allen Canal Bridge Replacement (CRES)	$459,824
	Bridge	44-21515 / H.011991	Contract 3 for Movable Bridges (Daspit over Bayou Teche)	$322,354
	Bridge	44-21515 / H.010004	Contract 3 for Movable Bridges (Olivier over Bayou Teche)	$329,597
	Bridge	44-21515 / H.012738	Contract 3 for Movable Bridges (Morbihan over Bayou Teche)	$329,597
	Bridge	44-21515 / H.011974	Contract 3 for Movable Bridges (Dulac over Bayou Dulac)	$184,859
	Bridge	44-21515 / H.014191	Contract 3 for Movable Bridges (Nelson over Bayou Teche)	$330,305
	Bridge	44-27652 / TBD	IDIQ Contract for Bridge Load Rating Services (No active task orders issued by DOTD)	N/A

20 CERTIFICATIONS & LICENSES

Atlas Technical Consultants LLC


I UNITED STATES OF AMERICA XI
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION
IV NAME
TODD ASHLAND HARRIS
V ADDRESS 12244 FAIRCREST AVE
BATON ROUGE LA 70816-1048
VI NATIONALITY USA SEX HEIGHT WEIGHT HAIR EYES
IVa D.O.B. 19 JUN 1974 M 72 260 BALD HAZEL
IX HAS BEEN FOUND PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF
II REMOTE PILOT
III CERTIFICATE NUMBER 4948185
X DATE OF ISSUE 23 JAN 2024
XIV
VIII ADMINISTRATOR


FAA Aviation Safety
Certificate of Achievement
This is to certify that
Robert Michael Harbin
has successfully completed the FAA Safety Team Aviation Learning Center Online Course
Part 107 Small Uas Recurrent
Course Number ALC-677
Presented by FAASTeam
February 24, 2025
Certificate Number 1173629-20250224-00677

LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)
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Baton Rouge, LA 70809
Phone (225) 925-6291
www.lapels.com

Mr. Todd Ashland Harris

License/Certificate Type - Number

PLS.0005049

Status: Active Exp Date: 03/31/2027

Mississippi Board of Licensure For Professional Engineers and Surveyors

Todd Ashland Harris

HAS BEEN GRANTED A LICENSE AS A

Professional Surveyor #34137

Expiration Date: 12/31/2025

SIGNATURE OF LICENSEE

Atlas Technical Consultants LLC

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brandon DeJean
has attended
Traffic Control Technician-LA State Specific
Training Course

9/13/2022 to 9/13/2026
Training Valid Through

Director of Training

Monroe, LA
Location

President, CEO

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brandon DeJean
has attended
Traffic Control Supervisor-LA State Specific
Training Course

9/14/2022 to 9/14/2026
Training Valid Through

Director of Training

Monroe, LA
Location

President, CEO

Certificate of Professional Development Hours

presented to

Adam Davis

for attending the

Highway Safety Manual Workshop
12 PDHs

on

May 2-3, 2013 Baton Rouge, Louisiana

Authorized By

National Highway Institute

Certificate of Training

Adam Davis

NHI Course No. 142005 -
NEPA and Transportation Decision Making

LA DOTD/LTRC

Date: April 10-12, 2012
Location: Baton Rouge, LA

Hours of Instruction: 18

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

Atlas Technical Consultants LLC

Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: July1, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: July1, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: July 2, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Atlas Technical Consultants LLC

Certificate of Completion

presented to

Todd Long

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: February 1, 2023
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Todd Long

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: February 1, 2023
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Congratulations!
Todd Long

You have completed

Traffic Engineering Analysis Process & Report Class
Module 3

Date: November 16, 2023
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

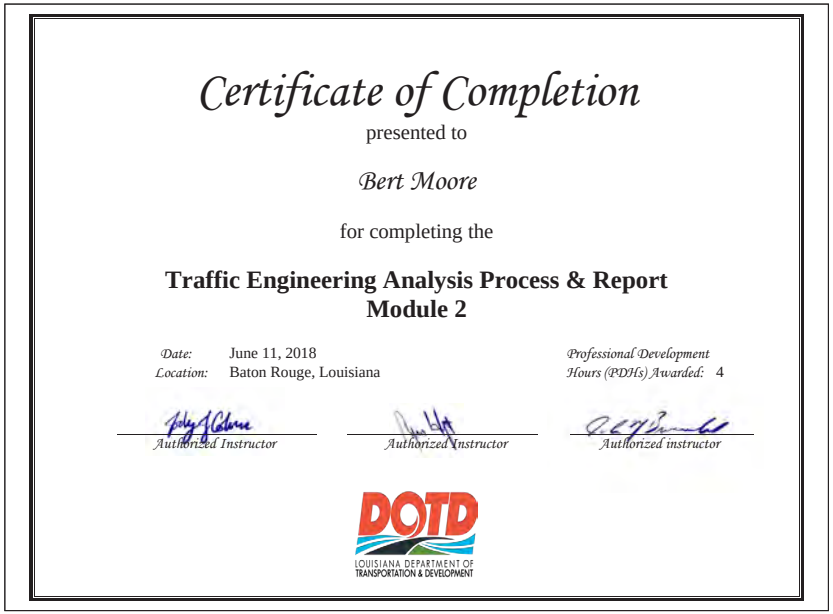
Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

GM2 Associates, Inc.

Gresham Smith



Certificate of Completion

presented to

Bert Moore

for completing the

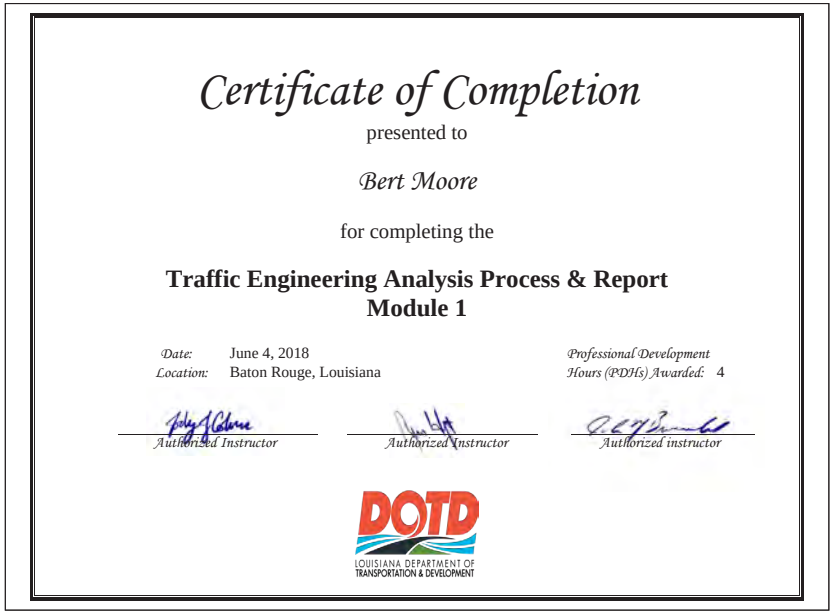
Traffic Engineering Analysis Process & Report
Module 2

Date: June 11, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Bert Moore

for completing the

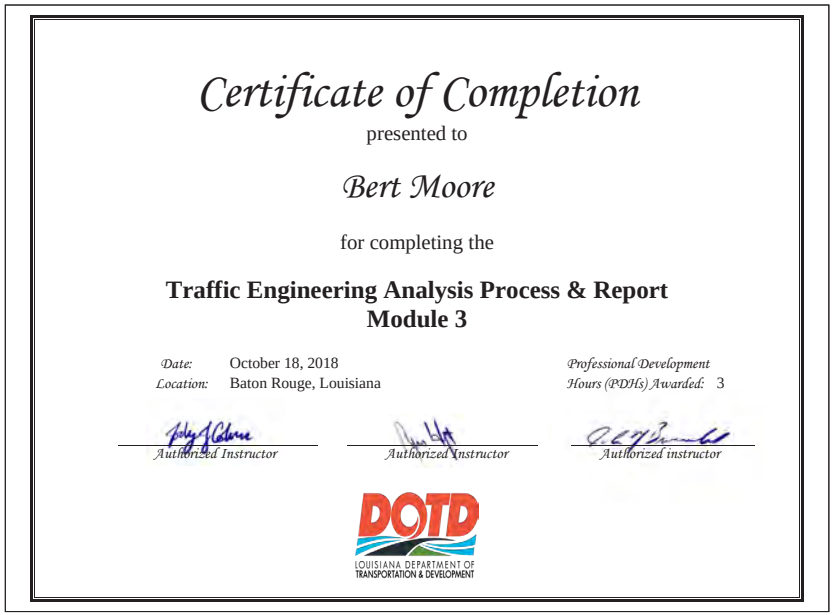
Traffic Engineering Analysis Process & Report
Module 1

Date: June 4, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Bert Moore

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: October 18, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Gresham Smith

Trafficware
Engineered by Naztec

April 6, 2016

Mr. Bert Moore
Gresham Smith and Partners
10,000 Perkins Rowe
Suite 280
Baton Rouge, LA 70810

Subject: Trafficware Certification

Mr. Bert Moore,

Congratulations on your successful completion of Trafficware University certification requirements in our hardware, traffic management software, and traffic analysis/optimization software.

Please retain this letter to serve as an official document certifying that Mr. Bert Moore is fully certified in the operation and maintenance of all products manufactured and distributed by Trafficware Group, Inc.

Sincerely,

Gresham Smith

Certificate of Completion

presented to

Rebecca LaPorte

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: July 16, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Rebecca LaPorte

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: July 23, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Rebecca LaPorte Murray

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: October 15, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Gresham Smith

Certificate of Completion

presented to

Alben Cooper

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: February 25, 2019
Location: Bridge City, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Alben Cooper

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: February 25, 2019
Location: Bridge City, Louisiana

Professional Development
Hours (PDHs) Awarded: 2

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Alben Cooper

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: February 26, 2019
Location: Bridge City, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Franklin Associates, LLC

THIS CERTIFIES THAT

NMSDC
National Minority Supplier Development Council

Franklin Associates, LLC
dba N/A

* Nationally certified by the: **SOUTHERN REGION MINORITY SUPPLIER DEVELOPMENT COUNCIL**

*NAICS Code(s): 541820

* Description of their product/services as defined by the North American Industry Classification System (NAICS)

06/14/2024		SR01130
Issued Date		**Certificate Number**
06/23/2025	**Ying McGuire** **NMSDC CEO and President**	**Alvin-o Williams President/CEO**
Expiration Date		

By using your password (NMSDC issued only), authorized users may log into NMSDC Central to view the entire profile: http://nmsdc.org

Certify, Develop, Connect, Advocate.

* MBEs certified by an Affiliate of the National Minority Supplier Development Council, Inc.®

LED LOUISIANA ECONOMIC DEVELOPMENT

DIVISION OF SMALL BUSINESS SERVICES

This certification acknowledges that

Franklin Associates, LLC

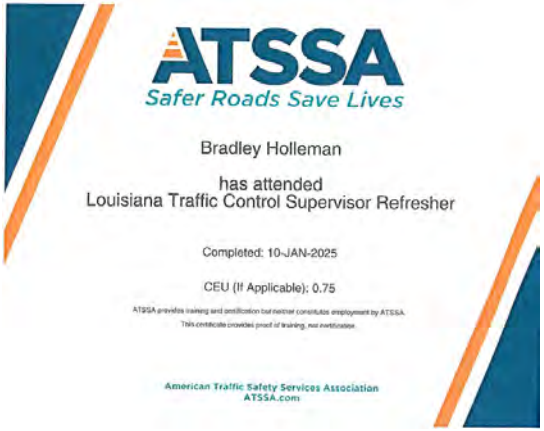
is Certified-Active as a Small Entrepreneurship with Louisiana Economic Development's Hudson Initiative.

This certification is valid from 1/24/2025 to 1/24/2026 .

Certification No. 13699

Stephanie Hartman,
Director, Small Business Services

Forte & Tablada, Inc.



The Lakvold Group, LLC

Louisiana Real Estate Appraisers Board

Having complied with the requirements of Chapter 51 of Title 37 of the Louisiana Revised Statutes of 1950 and the requirements of the Louisiana Real Estate Appraisers Board,

Certified General Appraiser

license is hereby granted to

Angela Lemoine-Lakvold

License Number - APR.00575-GCA
First Issuance Date - 01/01/2024
Expiration Date - 12/31/2025

Chairperson
Secretary

RTA

DOTD

LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

This is to certify that under Title 49, Part 26 of the Code of Federal Regulations
A under the State of Louisiana Unified Certification Program (LAUCP)

The Lakvold Group, LLC

Is a Certified Disadvantaged Business Enterprise (DBE) & Small Business Element (SBE) in the following specialties:

NC531320

NOTE: There may be other approved NAICS Codes. The online DBE Directory includes a complete list of approved codes.

Certificate Eligibility: July 2024 to July 2025

This certificate is valid through the above date provided. This firm meets the on-going programmatic standard and fulfills the annual update requirement to remain in good standing as a DBE. This certification is subject to annual verification and suspension or revocation based upon reasonable cause to believe that the firm is ineligible.

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development

LED LOUISIANA ECONOMIC DEVELOPMENT

DIVISION OF SMALL BUSINESS SERVICES

This certification acknowledges that

The Lakvold Group, LLC

is Certified-Active as a Small Entrepreneurship with Louisiana Economic Development's Hudson Initiative

This certification is valid from 2/20/2025 to 2/20/2026

Certification No. 9533

Stephanie Hartman,
Director, Entrepreneurial Services

The International Right of Way Association

R/W-AC CERTIFIED

Hereby certifies that

Angela Lemoine-Lakvold, R/W-AC

has successfully completed the exam, experience and course curriculum requirements for this certification demonstrating the aptitude to understand, communicate and perform within standards of the right of way profession as required by the Credentialing Committee for the discipline, and is authorized as

Right of Way - Appraisal Certified

Certified: 01/01/2012

Recertification Due: 01/01/2027

IRWA

MEMBERSHIP CERTIFICATE

This Certifies That

Angela Lemoine-Lakvold

has been admitted to membership as an

MAI Member

in the Appraisal Institute and is entitled to all the rights and privileges of membership subject only to the limiting conditions set forth from time to time in the Bylaws and Regulations of the Appraisal Institute.

In Witness Whereof, the Board of Directors of the Appraisal Institute has authorized this certificate to be signed in its behalf by the President, and the Corporate Seal to be hereunto affixed on this 13th day of June, 1995.

APPRAISAL INSTITUTE

APPRAISAL INSTITUTE

MEMBERSHIP CERTIFICATE

This Certifies That

Angela Lemoine

has been admitted to membership as an

SRA Member

in the Appraisal Institute and is entitled to all the rights and privileges of membership subject only to the limiting conditions set forth from time to time in the Bylaws and Regulations of the Appraisal Institute.

In Witness Whereof, the Board of Directors of the Appraisal Institute has authorized this certificate to be signed in its behalf by the President, and the Corporate Seal to be hereunto affixed on this 15th day of January, 1993.

Patricia J. Marshall
PRESIDENT

Providence Engineering & Environmental Group LLC

Richard Chinn Environmental Training, Inc.

certifies that

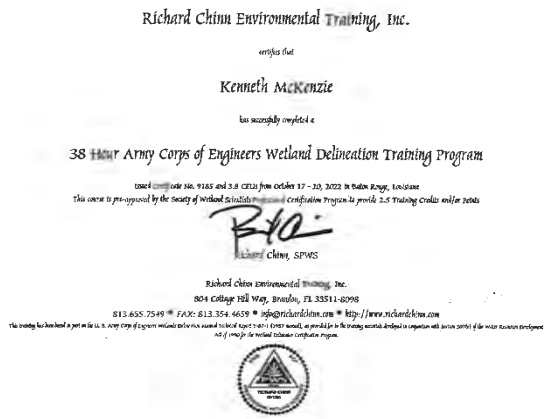
Chad Turner

has successfully completed a

38 Hour Army Corps of Engineers Wetland Delineation Training Program

Richard Chinn, PWS, CET

Richard Chinn Environmental Training, Inc.
804 College Hill Way, Brandon, FL 33511-8098
1.800.427.0307 • FAX: 1.888.457.6331 • info@richardchinn.com • http://www.richardchinn.com



Richard Chinn Environmental Training, Inc.

certifies that

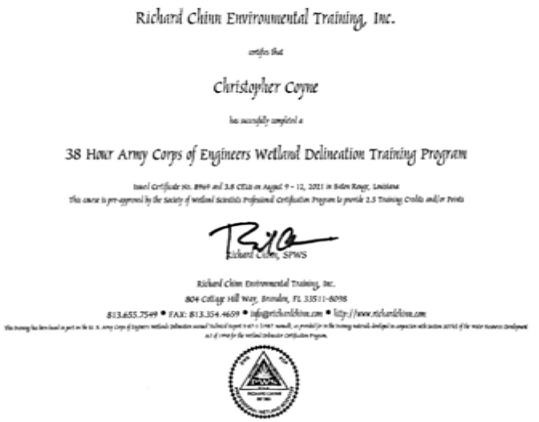
Kenneth McKenzie

has successfully completed a

38 Hour Army Corps of Engineers Wetland Delineation Training Program

Richard Chinn, SPWS

Richard Chinn Environmental Training, Inc.
804 College Hill Way, Brandon, FL 33511-8098
813.655.7549 • FAX: 813.354.4659 • info@richardchinn.com • http://www.richardchinn.com



Richard Chinn Environmental Training, Inc.

certifies that

Christopher Coyne

has successfully completed a

38 Hour Army Corps of Engineers Wetland Delineation Training Program

Richard Chinn, SPWS

Richard Chinn Environmental Training, Inc.
804 College Hill Way, Brandon, FL 33511-8098
813.655.7549 • FAX: 813.354.4659 • info@richardchinn.com • http://www.richardchinn.com

Certificate of Attendance

presented to

Kerry Higgins

for attending the

National Environmental Policy Act (NEPA)
and Transportation Decision Making

and for having been awarded 18 Professional Development Hours

December 3- 5, 2002	Baton Rouge, LA	Sandra Romero
Date	Location	Authorized By

LTRC
Louisiana Transportation Research Center

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

NHI
NATIONAL HIGHWAY INSTITUTE

Certificate of Training

Chad Turner

has participated in

NEPA and Transportation Decision Making

hosted by

LA DOTD/LTRC

Date: October 14-16, 2009
Location: Baton Rouge, LA

Hours of Instruction: 18

Instructor

Instructor

Allison Landry
Local Coordinator

Richard Barnaby, Director
National Highway Institute

Providence Engineering & Environmental Group LLC

THE
Register of Professional Archaeologists
Certifies that
Elizabeth Hunt, M.A., RPA
Has met all professional qualifications
and has been accredited as a
Registered Professional Archaeologist
President
September 23, 2017
Date

THE
Register of Professional Archaeologists
Certifies that
Christine Halling, RPA
Has met all professional qualifications
and has been accredited as a
Registered Professional Archaeologist
President
July 3, 2015
Date

ACHP
Certificate of Completion
THIS ACKNOWLEDGES THAT
Elizabeth Hunt
has successfully completed the eight-hour digital classroom course
THE SECTION 106 ESSENTIALS
November 10-13, 2020
REID NELSON
DIRECTOR
OFFICE OF FEDERAL AGENCY PROGRAMS
KATRY HARRIS, TRAINING SPECIALIST
SARAH STOKELY, PROGRAM ANALYST
INSTRUCTORS

ACHP
Certificate of Completion
THIS ACKNOWLEDGES THAT
Elizabeth Hunt
has successfully completed the four-hour digital classroom course
THE SECTION 106 AGREEMENTS SEMINAR
November 12, 2020
REID NELSON
DIRECTOR
OFFICE OF FEDERAL AGENCY PROGRAMS
KELLY FANIZZO
ASSOCIATE GENERAL COUNSEL
INSTRUCTOR

ACHP
Certificate of Completion
THIS ACKNOWLEDGES THAT
Christine Halling
Has successfully completed the 16 hours digital classroom course
THE SECTION 106 ESSENTIALS TRAINING – MARCH 11-12, 2025
JAIME LOICHINGER, DIRECTOR
OFFICE OF FEDERAL AGENCY PROGRAMS
RACHAEL MANGUM, ASSISTANCE DIRECTOR, OFAP
EMMA DIEHL, PROGRAM ANALYST, OFAP
INSTRUCTORS

Providence Engineering & Environmental Group LLC

Certificate of Completion

This is to certify that
Morgan E . Granger
has successfully completed
The Advisory Council on Historic Preservation's
What is Section 106

August 25, 2017

1138

Certificate of Completion

This is to certify that
Morgan E . Granger
has successfully completed
The Advisory Council on Historic Preservation's
Basics of NEPA and Section 106 Integration

August 28, 2017

1138

CEMETERY RESOURCE PROTECTION TRAINING

March 2, 2019

The Florida Public Archaeology Network

presents

CERTIFICATE OF COMPLETION

To

Morgan Granger

Emily Jane Murray, M.A.
Florida Public Archaeology Network

FLAGLER COLLEGE

FLORIDA PUBLIC ARCHAEOLOGY NETWORK

21 **QA/QC PLAN**

"Do not include QA/QC plan in the DOTD Form 24-102" - *page 5 of Advertisement for Engineering & Related Services*

22 **SUBCONSULTANT INFO**

23 **LOCATION**

Not included in evaluation criterion..." leave this section blank"

Firm	Address	Point of Contact & Email	Phone #
Ardaman & Associates, Inc. (Ardaman)	316 Highlandia Drive Baton Rouge, LA 70810	Robert Jewell RJewell@ardaman.com	225.666.4598
Dan Brown & Associates, LLC (Dan Brown)	2563 Willow Point Way Knoxville, TN 37931	Paul Axtell paxtell@dba.world	816.210.1954
Forte & Tablada, Inc. (Forte)	9107 Interline Avenue Baton Rouge, LA 70809	Russell J. "Joey" Coco, Jr. jcoco@forteandtablada.com	225.927.9321
Franklin Associates, LLC (Franklin)	250 S. Foster Drive Baton Rouge, LA 70806	Perry Franklin perry@franklinassociates.com	225.768.9060
GM2 Associates, Inc. (GM2)	115 Glastonbury Blvd. Glastonbury, CT 06033	Wade Bonzon wbonzon@gm2inc.com	214.304.1080
Gresham Smith (Gresham)	10000 Perkins Rowe, South Tower, Suite G520 Baton Rouge, LA 70810	Herbert "Bert" Moore, II bert.moore@greshamsmith.com	225.757.5849
KCI Technologies, Inc. (KCI)	936 Ridgebrook Road Sparks, MD 21152	John Armeni John.Armeni@kci.com	404.414.3743
The Lakvold Group, LLC (Lakvold)	4520 Jamestown Avenue, Suite 1 Baton Rouge, LA 70808	Angela Lemoine-Lakvold angie@thelakvoldgroup.com	225.248.9984
Providence Engineering & Environmental Group LLC (Providence)	1201 Main Street Baton Rouge, LA 70802	Chad Turner chadturner@providenceeng.com	225.766.7400
TRC Engineers, Inc. (TRC)	4545 Sherwood Common Blvd, Building 3, Suite A Baton Rouge, LA 70816	Durk Krone, PE dkrone@trccompanies.com	225.229.2968

* Louisiana Secretary of State Registration for each firm, including Atlas, can be found on the following pages. *

Atlas

Name	Type	City	Status
ATLAS TECHNICAL CONSULTANTS LLC	Limited Liability Company (Non-Louisiana)	WILMINGTON	Active

Previous Names

Business: ATLAS TECHNICAL CONSULTANTS LLC
Charter Number: 43284941Q
Registration Date: 12/12/2018

Domicile Address

1209 ORANGE STREET
WILMINGTON, DE 19801

Mailing Address

13215 BEE CAVE PARKWAY
BUILDING B, SUITE 230
AUSTIN, TX 78738

Principal Business Office

13215 BEE CAVE PARKWAY
BUILDING B, SUITE 230
AUSTIN, TX 78738

Registered Office in Louisiana

3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

400 CONVENTION ST., SUITE 320
BATON ROUGE, LA 70802

Status

Status: **Active**
Annual Report Status: **In Good Standing**
Qualified: 12/12/2018
Last Report Filed: 12/4/2024
Type: Limited Liability Company (Non-Louisiana)

Ardaman

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

Previous Names

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

Domicile Address

8008 SOUTH ORANGE AVENUE
ORLANDO, FL 32809

Mailing Address

3475 E. FOOTHILL BLVD.
PASADENA, CA 91107

Principal Business Office

8008 SOUTH ORANGE AVENUE
ORLANDO, FL 32809

Registered Office in Louisiana

3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

316 HIGHLANDIA DR.
BATON ROUGE, LA 70816

Status

Status: **Active**
Annual Report Status: **In Good Standing**
Qualified: 12/13/1991
Last Report Filed: 11/19/2024
Type: Business Corporation (Non-Louisiana)

Dan Brown

Name	Type	City	Status
DAN BROWN AND ASSOCIATES, LLC	Limited Liability Company (Non-Louisiana)	KNOXVILLE	Active

Previous Names

DAN BROWN AND ASSOCIATES, P.C. PROFESSIONAL CORPORATION (Changed: 1/20/2023)

Business: DAN BROWN AND ASSOCIATES, LLC
Charter Number: 40785702Q
Registration Date: 3/22/2012

Domicile Address

6424 BAUM DRIVE
KNOXVILLE, TN 37919

Mailing Address

6424 BAUM DRIVE
KNOXVILLE, TN 37919

Principal Business Office

6424 BAUM DRIVE
KNOXVILLE, TN 37919

Registered Office in Louisiana

4459B BLUEBONNET BLVD.
BATON ROUGE, LA 70809

Principal Business Establishment in Louisiana

4459B BLUEBONNET BLVD.
BATON ROUGE, LA 70809

Status

Status: **Active**
Annual Report Status: **In Good Standing**
Qualified: 3/22/2012
Last Report Filed: 4/15/2025
Type: Limited Liability Company (Non-Louisiana)

Forte

Name	Type	City	Status
FORTE AND TABLADA, INC.	Business Corporation	BATON ROUGE	Active

Previous Names

Business: FORTE AND TABLADA, INC.
Charter Number: 25306090D
Registration Date: 2/8/1961

Domicile Address

9107 INTERLINE AVE.
BATON ROUGE, LA 70809

Mailing Address

9107 INTERLINE AVE.
BATON ROUGE, LA 70809

Principal Office Address

9107 INTERLINE AVE.
BATON ROUGE, LA 70809

Status

Status: **Active**
Annual Report Status: **In Good Standing**
File Date: 2/8/1961
Last Report Filed: 1/9/2025
Type: Business Corporation

Franklin

Name	Type	City	Status
FRANKLIN ASSOCIATES, LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

FRANKLIN INDUSTRIES, LLC (Changed: 10/5/2011)

Business: FRANKLIN ASSOCIATES, LLC
Charter Number: 36013721K
Registration Date: 9/13/2005

Domicile Address

250 S. FOSTER DRIVE
BATON ROUGE, LA 708064103

Mailing Address

C/O PERRY J. FRANKLIN, SR.
250 S. FOSTER DRIVE
BATON ROUGE, LA 708064103

Status

Status: **Active**
Annual Report Status: **In Good Standing**
File Date: 9/13/2005
Last Report Filed: 8/14/2024
Type: Limited Liability Company

GM2

Name	Type	City	Status
GM2 ASSOCIATES, INC.	Business Corporation (Non-Louisiana)	GLASTONBURY	Active

Previous Names

Business: GM2 ASSOCIATES, INC.
Charter Number: 45939566F
Registration Date: 5/13/2024

Domicile Address

115 GLASTONBURY BLVD
GLASTONBURY, CT 06033

Mailing Address

115 GLASTONBURY BLVD
GLASTONBURY, CT 06033

Principal Business Office

115 GLASTONBURY BLVD
GLASTONBURY, CT 06033

Registered Office in Louisiana

3867 PLAZA TOWER DR., 1ST FLOOR
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

3867 PLAZA TOWER DRIVE, 1ST FLOOR
BATON ROUGE, LA 70816

Status

Status: **Active**
Annual Report Status: **In Good Standing**
Qualified: 5/13/2024
Last Report Filed: N/A
Type: Business Corporation (Non-Louisiana)

Gresham

Name	Type	City	Status
GRESHAM SMITH	Partnership (Non-Louisiana)	OFFICE: NASHVILLE, TENNESSEE	Active

Previous Names

GRESHAM, SMITH AND PARTNERS (Changed: 9/27/2018)

Business: GRESHAM SMITH
Charter Number: 36123793L
Registration Date: 2/17/2006

Domicile Address

DOMICILE: TENNESSEE
OFFICE: NASHVILLE, TENNESSEE

Mailing Address

222 SECOND AVENUE SOUTH
SUITE 1400
NASHVILLE, TN 37201

Principal Business Office

222 SECOND AVENUE SOUTH
SUITE 1400
NASHVILLE, TN 37201

Registered Office in Louisiana

Principal Business Establishment in Louisiana

10000 PERKINS ROWE
SOUTH TOWER - SUITE G520
BATON ROUGE, LA 70810

Status

Status: **Active**
Registered: 2/17/2006

KCI

Name	Type	City	Status
KCI TECHNOLOGIES, INC.	Business Corporation (Non-Louisiana)	NEWARK	Active

Previous Names

Business: KCI TECHNOLOGIES, INC.
Charter Number: 40294381F
Registration Date: 9/2/2010

Domicile Address

131 CONTINENTAL DR
SUITE 305
NEWARK, DE 19713

Mailing Address

936 RIDGEBROOK ROAD
SPARKS, MD 21152

Principal Business Office

936 RIDGEBROOK ROAD
SPARKS, MD 21152

Registered Office in Louisiana

8550 UNITED PLAZA BLVD., STE. 702
BATON ROUGE, LA 70809

Principal Business Establishment in Louisiana

8550 UNITED PLAZA BOULEVARD
SUITE 702
BATON ROUGE, LA 70809

Status

Status: **Active**
Annual Report Status: **In Good Standing**
Qualified: 9/2/2010
Last Report Filed: 8/5/2024
Type: Business Corporation (Non-Louisiana)

Lakvold

Name	Type	City	Status
THE LAKVOLD GROUP LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

Business: THE LAKVOLD GROUP LLC
Charter Number: 34882713K
Registration Date: 1/24/2000

Domicile Address

4520 JAMESTOWN AVENUE, SUITE 1
BATON ROUGE, LA 70808

Mailing Address

C/O 4520 JAMESTOWN AVENUE, SUITE 1
ANGELA LEMOINE-LAKVOLD
BATON ROUGE, LA 70808

Status

Status: **Active**
Annual Report Status: **In Good Standing**
File Date: 1/24/2000
Last Report Filed: 12/26/2024
Type: Limited Liability Company

Providence

Name	Type	City	Status
PROVIDENCE ENGINEERING AND ENVIRONMENTAL GROUP LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

Business: PROVIDENCE ENGINEERING AND ENVIRONMENTAL GROUP LLC
Charter Number: 34914727K
Registration Date: 3/23/2000

Domicile Address

1201 MAIN STREET
BATON ROUGE, LA 70802

Mailing Address

1201 MAIN STREET
BATON ROUGE, LA 70802

Status

Status: **Active**
Annual Report Status: **In Good Standing**
File Date: 3/23/2000
Last Report Filed: 2/24/2025
Type: Limited Liability Company

TRC

Name	Type	City	Status
TRC ENGINEERS, INC.	Business Corporation (Non-Louisiana)	LYNDHURST	Active

Previous Names

Business: TRC ENGINEERS, INC.
Charter Number: 35865842F
Registration Date: 1/27/2005

Domicile Address

1099 WALL STREET WEST
SUITE 250B
LYNDHURST, NJ 07071

Mailing Address

21 GRIFFIN ROAD NORTH
WINDSOR, CT 06095

Principal Business Office

1407 BROADWAY
STE. 3301
NEW YORK, NY 10018

Registered Office in Louisiana

3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

4545 SHERWOOD COMMON BLVD.
BUILDING 3, SUITE A
BATON ROUGE, LA 70816

Status

Status: **Active**
Annual Report Status: **In Good Standing**
Qualified: 1/27/2005
Last Report Filed: 1/20/2025