



Statement of Qualifications



March 18, 2026

US 71: ICG Railroad Overpass Rehab (HBI)
US 71: Market St. Bridge over ICG Railroad (HBI)

CONTRACT NO. 4400034051
Caddo Parish

DOTD FORM: 24-102

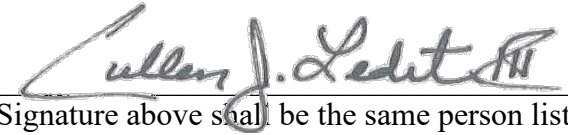
PROPOSAL TO PROVIDE CONSULTANT SERVICES

(Revised August 11, 2025)

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

1. Contract Name as shown in the advertisement	US 71: ICG RAILROAD OVERPASS REHAB (HBI) US 71: MARKET ST BRIDGE OVER ICG RR (HBI)
2. Contract Number(s) as shown in the advertisement	4400034051
3. State Project Number(s), if shown in the advertisement	H.012008.5 and H.012009.5
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	Modjeski and Masters, Inc. 
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0000570
6. Prime consultant mailing address	1100 Poydras Street, Suite 900, New Orleans, LA 70163
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	1100 Poydras Street, Suite 900, New Orleans, LA 70163
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Cullen J. Ledet, PE Vice President 504-524-4344 CJLedet@modjeski.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Cullen J. Ledet, PE Vice President 504-524-4344 CJLedet@modjeski.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.



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

Date: March 18, 2026

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

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

Firm(s):
N/A

Firm(s)' %:

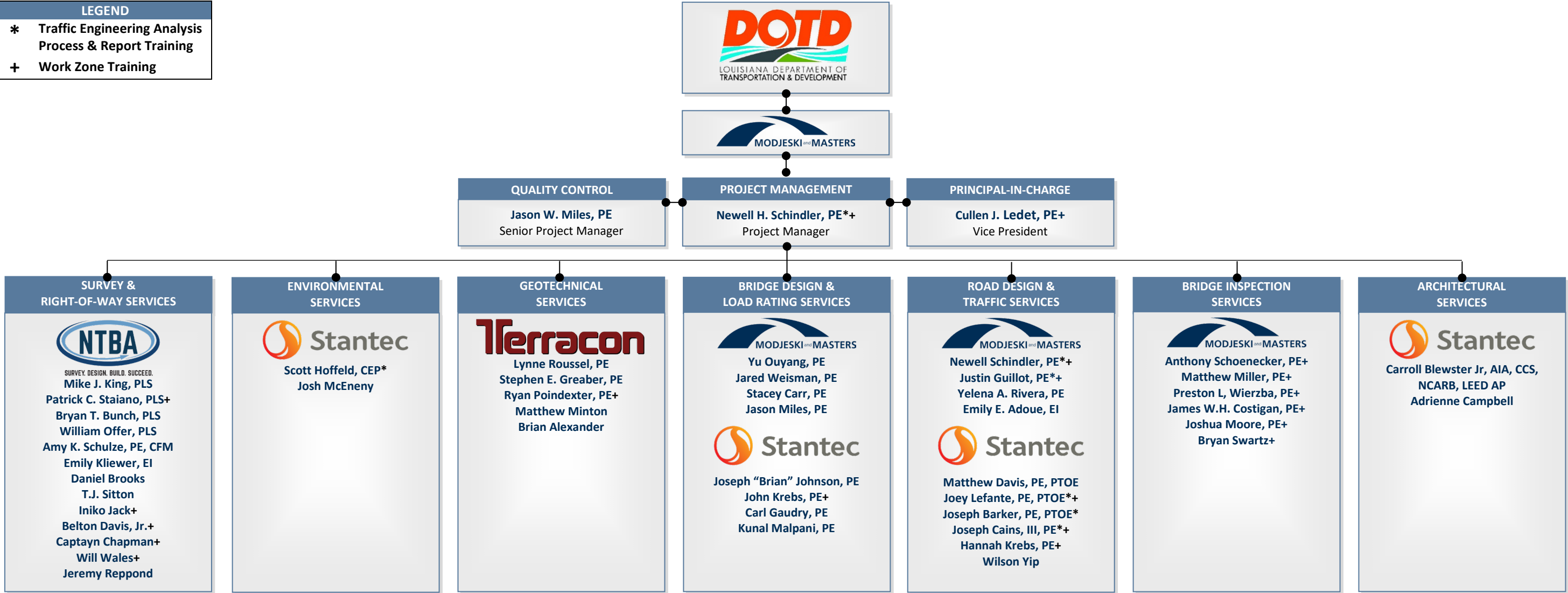
12. Discipline Table:

Discipline(s)	% of Overall Contract	Modjeski and Masters, Inc.	Stantec Consulting Services Inc.	Stantec Architecture Inc.	Terracon	NTB Associates	Each Discipline must total to 100%
Bridge	51%	55%	45%				100%
Road	20%	85%	15%				100%
Traffic	10%		100%				100%
Geotech	10%				100%		100%
Survey	5%					100%	100%
Environmental	3%		100%				100%
Other (Buildings)	1%			100%			100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.							
Percent of Contract	100%	45%	39%	1%	10%	5%	

13. Team Size:			
Firm name	DOTD Job Classification	Number of personnel committed to this contract *	Total number of personnel available in this DOTD Job Classification (if needed)
	Principal	3	8
	Supervisor - Eng	5	11
	Supervisor - Other	1	3
	Engineer	6	13
	Engineer - Other	1	9
	Engineer Intern	4	11
	Professional	0	2
	Senior Technician	1	2
	Technician	1	2
	CADD Technician	2	5
	CADD Operator	1	1
	Clerical	0	2
	Principal	0	3
	Supervisor - Eng	1	4
	Supervisor - Other	1	5
	Engineer	5	12
	Engineer - Other	0	4
	Engineer Intern	5	15
	Senior Technician	3	10
	CADD Technician	3	8
	Historian	1	5
	Environmental Manager	1	3
	Environmental Professional	0	5
	Architect	1	1

13. Team Size:			
Firm name	DOTD Job Classification	Number of personnel <u>committed</u> to this contract *	Total number of personnel available in this DOTD Job Classification (if needed)
	Principal	2	1
	Engineer	1	2
	Other (Drilling and Labor Manager)	2	
	Supervisor – Eng	1	1
	Engineer Intern	1	3
	Geologist	1	1
	Technician	2	3
	Driller	5	5
	Principal	1	1
	Engineer	1	1
	Engineer Intern	1	1
	Surveyor	4	7
	Supervisor – Other	1	4
	Senior Technician	0	1
	CADD Technician	1	7
	Technician	1	2
	CADD Drafter	1	5
	Party Chief	4	18
	Instrument Man	4	9
	Rodman	4	11

14. Organizational Chart:



15. Minimum Personnel Requirements:					
MPR No.	Personnel being used to meet the MPR	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Cullen J. Ledet, PE	Modjeski and Masters, Inc.	PE #33222 – Civil	LA	09/30/2027
2	Cullen J. Ledet, PE	Modjeski and Masters, Inc.	PE #33222 – Civil	LA	09/30/2027
3	Yu Ouyang, PE Cullen J. Ledet, PE	Modjeski and Masters, Inc. Modjeski and Masters, Inc.	PE #26117 – Civil PE #33222 – Civil	LA LA	09/30/2027 09/30/2027
4	Brian Johnson, PE	Stantec Consulting Services, Inc.	PE #31273 – Civil	LA	09/30/2026
5	Bryan T. Bunch Michael J. King Patrick C. Staiano	NBT Associates, Inc. NBT Associates, Inc. NBT Associates, Inc.	PLS #5014 – Survey PLS #5127 – Survey PLS #5130 – Survey	LA LA LA	03/31/2026 09/30/2027 09/30/2027
6	Lynne Roussel, PE Stephen Greaber, PE	Terracon Consultants, Inc. Terracon Consultants, Inc.	PE #35152 – Civil PE #26107 – Civil	LA LA	03/31/2028 09/30/2027
7	Matthew Minton	Terracon Consultants, Inc.			
8	Newell H. Schindler, PE Joe Cains, PE	Modjeski and Masters, Inc. Stantec Consulting Services, Inc.	PE #24130 – Civil PE #33670 – Civil	LA LA	03/31/2028 03/31/2026
9	Joey LeFante, PE, PTOE Joseph Barker, PE, PTOE	Stantec Consulting Services, Inc. Stantec Consulting Services, Inc.	PE #37244 – Civil PTOE # 3560 PE #40664 – Civil PTOE #4364	LA LA LA LA	09/30/2026 11/20/2028 09/30/2026 11/20/2026
10	Matthew Davis, PE, PTOE	Stantec Consulting Services, Inc.	PE #100171447 – Civil	Ontario, CA	10/16/2026
11	Joshua J. Moore, PE	Modjeski and Masters, Inc	PE #36342 – Civil	LA	09/30/2027

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Cullen J. Ledet, PE	Years of relevant experience with this employer	23
Title	Vice President	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS 2000 Civil Engineering		
Active registration number / state / expiration date	PE.0033222 LA 09/30/2027		
Year registered	2007	Discipline	Civil



Mr. Ledet has been employed in the New Orleans office of Modjeski and Masters, Inc. since 2002, after having interned two summers with the firm. During this period he has been engaged in the design of both fixed and movable highway and railroad bridges. Mr. Ledet has prepared designs, plans, and specifications for a number of projects both for improvements as well as complex projects. **Mr. Ledet fulfils MPR Nos. 1, 2 & 3 and will serve as Principal-in-Charge and Quality Assurance Officer for this Contract. Mr. Ledet is Work Zone Training Compliant.**

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
3/17 - ongoing	LA 1 – Port Allen Bridge Replacement. Port Allen, LA LADOTD The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans. Mr. Ledet serves as Deputy Project Manager for this project and is developing the General Plan and Elevation drawings while identifying any potential conflicts with utilities and existing structures.
12/20 – 03/22	Cline Ave Bridge. East Chicago, Indiana United Bridge Partners Mr. Ledet served project manager for several post construction design tasks. Performed an independent technical review (ITR) of final roadway signing and striping plans prepared by others to determine conformance with AASHTO, IDOT, and IMUTCD design criteria and guidelines. 23 non-conformance Items were identified and documented in M&M's NCR Report. Also provided the Client with 17 additional recommendations to improve the operation and safety of the Cline Ave. Bridge facility. Subsequently, prepared final construction plans to address the NCR items and recommendations. Final plans included signing and striping layouts along with sign structure details. Also prepared final plans for the installation of Guide (Attraction) signs along Indiana SR 912 and I-90 in Indiana and Illinois. Plans were prepared in accordance with IMUTCD, MUTCD and Illinois and Indiana sign guidelines. Also Served as lead engineer developing conceptual geometric layouts for two (2) proposed new partial and fully directional interchanges. at Riley Road and Cline Ave. Bridge (SR-912) (CAB). Five (5) conceptual interchange layouts were developed for the proposed Riley Rd./CAB Interchange and Three (3) conceptual interchange layouts were developed for the proposed Riley Rd./CAB Interchange and

	presented in a feasibility report. Conceptual roundabout layouts were developed for the ramp intersections. Developed design criteria for the proposed ramps in accordance with AASHTO and IDOT Interchange guidelines.
12/15-02/17	US 90 from Albertson Pkwy to Ambassador Caffrey Pkwy – BNSF Frontage Road Bridges. Lafayette Parish, LA LADOTD Mr. Ledet performed the review of the structural plans and details at every submittal milestone. M&M provided an independent QC review of the frontage road bridges over the BNSF Railroad. The bridges included construction of various continuous precast prestressed concrete girder spans supported on bent columns and pile footing foundations.
6/12 –12/16	S.P. H.009933: MacArthur Drive Interchange. Harvey, Louisiana LADOTD Mr. Ledet detailed the flared reinforced concrete columns and provided construction related engineering services for this project. The MacArthur Interchange Project consisted of the addition of two new ramps to the Westbank Expressway near MacArthur Drive, as well as the demolition of two existing ramps. M&M was responsible for the substructure design for Ramps 7 and 8 in a complex urban setting which included steel pile footings and reinforced concrete columns. M&M also provided construction related engineering support services. Mr. Ledet provided peer review services of the original design.
01/14-06/15	US 90 (Future I-49) from Albertsons Pkwy to Ambassador Caffrey Pkwy, Lafayette Parish, LA LADOTD Mr. Ledet performed the review of the structural plans and details at every submittal milestone. As a member of the Design-Build team with C.H. Fenstermaker & Associates, M&M provided an independent QC review of the structures over the BNSF Railroad and Albertsons Parkway. Both bridges included construction of various continuous precast prestressed concrete girder Spans supported on bent columns and pile footing foundations. The structures over the BNSF Railroad included a phased sequence of construction.
09/08-02/11	S. P. 701-65-1098 Replacement of LA3249 (Well Road) over I-20. Monroe, LA LADOTD Mr. Ledet was the point of contact for Modjeski and Masters, Inc. He designed and detailed deck drainage; calculated quantities and generated construction cost estimate; construction services. This Project was the replacement of the Well Road Overpass using accelerated construction methods to construct replacement spans within the interchange R/W and over a weekend remove existing spans and install new spans.
06/01-08/14	S.P. 700-18-0014 Huey P. Long Bridge Widening at New Orleans, LA LADOTD Mr. Ledet assisted in the design and detail of the main river pier widening; designed and detailed plans and generated specifications for various components of the superstructure and substructure of the approaches, including steel and prestressed concrete girders; provided construction engineering support services for approaches contract. This Project widens the existing bridge roadways through the widening of river piers using conventional and post-tension concrete, two new truss lines and 43' roadways to replace existing 18' roadways. The Project construction cost is \$1.2B. This Project was a major complex design involving adding truss lines while maintaining existing traffic.
2007; 06/10 – 11/11	White River Bridge Replacement. Clarendon, Arkansas Arkansas Highway and Transportation Department Mr. Ledet detailed various substructure components (r.c. columns and footings) for this project. The White River Bridge consists of a 9,500', two-lane vehicular bridge crossing the White River at Clarendon, Arkansas, a 2,500' trestle bridge over Roc Roe Bayou and a 1,550' relief structure over the White River floodplain, with the main river crossing consisting of a four-span continuous steel I-girder unit with a 350' maximum span. Total project length is 5.1 miles. M&M was engaged to perform vessel collision analysis, develop hydrograph and boring logs, and develop project survey controls. Additional aspects of the project include design and detail of horizontal and vertical project geometry, typical sections, superelevation, intersection design, and the bridge layout plan and profiles for two alternates. M&M provided preliminary and final bridge design and preliminary roadway design services for this project.

16. Staff Experience:

Firm employed by Modjeski and Masters, Inc.					
Name	Newell H. Schindler, Jr., PE		Years of relevant experience with this employer	5	
Title	Project Manager – Highway Section Manager		Years of relevant experience with other employer(s)	38	
Degree(s) / Years / Specialization		BS 1982 Civil Engineering			
Active registration number / state / expiration date		PE.0024130 LA 03/31/2026			
Year registered	1988	Discipline	Civil		
Mr. Schindler has 43 years of experience in the management and design of infrastructure projects, 13 years of experience in the Road Design Section of LADOTD, and 30 years of experience as a Consulting Engineer which has included Project Management and design of a multitude of infrastructure improvement projects. He has extensive knowledge of current LADOTD and the American Association of State Highway & Transportation Officials’ (AASHTO) policies and design procedures. In addition, Mr. Schindler supervised the design of a multitude of road and bridge improvement projects, including complex urban interstate, urban arterial, rural arterial, and minor bridge replacement projects. Projects included coordination with Traffic Engineers and the evaluation of traffic analyses to develop capacity and safety roadway improvements, including intersections and interchanges. He completed the course “National Environmental Policy Act (NEPA) and Transportation Decision Making,” sponsored by the National Highway Institute. Mr. Schindler will serve as Project Manager and will fulfill MPR 8 for this contract. Mr. Schindler is Work Zone Training Compliant and has also certified in Traffic Engineering Analysis Process and Report Training.					
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
11/23–01/25	SH 22 at Richland Creek. Hill County, TX TXDOT Mr. Schindler served as Project Manager and Engineer of Record for all associated road design tasks, including but not limited to geometric design, typical sections, 3D corridor modeling using Bentley OpenRoads Designer, cross sections, signage and striping, temporary erosion control, temporary traffic control phasing, calculation of quantities, and all plan production. This project involved the preparation of plans, specifications and estimates for the on-system bridge replacement on State Highway 22 at Richland Creek. The proposed bridge is 53’ x 315’ with 2-12’ lanes, a 10’ shoulder, and a 17’ shoulder. The wider 17’ shoulder will allow for maintaining traffic through 2 phases of construction and will also accommodate a future “Super 2” Highway configuration (which adds periodic passing lanes on a two-lane highway).				
01/24-Ongoing	Bobby Hopper Tunnel Inspection and Rehabilitation. Washington County, AR ARDOT Mr. Schinder is serving as Project Manager which includes four (4) Disciplines (Road Design, Structural Design, Mechanical Systems Design and Electrical Systems Design) and Engineer of Record for all Road Design related design tasks. This project involves the inspection and design for rehabilitation of the Bobby Hopper Tunnel (both NB and SB bores) on I-49 near Winslow, AR, along with associated roadway design services which include the design of permanent diversion crossovers for both the northern and southern roadway approaches to the tunnel. These crossovers will be utilized during the rehabilitation of each of the tunnel bores and during future inspections/maintenance as well as for emergency incident management. The road design services are divided into two tasks: the Feasibility Study Phase and the Design Phase. I-49 posted speed is 75 MPH and horizontal and vertical geometry were evaluated for several alternative design speeds for the proposed crossovers during the Feasibility Study Phase. The Feasibility Study Phase is 100% complete and is currently in the Design Phase.				
12/20-03/22	Cline Ave Bridge. East Chicago, Indiana United Bridge Partners Mr. Schindler served as lead engineer for several post construction design tasks. Performed an independent technical review (ITR) of final roadway signing and striping plans prepared by others to determine conformance with AASHTO, IDOT, and IMUTCD design criteria and guidelines. 23 non-conformance Items were identified and documented in M&M's NCR Report. Also provided the Client with 17 additional				

	recommendations to improve the operation and safety of the Cline Ave. Bridge facility. Subsequently, prepared final construction plans to address the NCR items and recommendations. Final plans included signing and striping layouts along with sign structure details. Also prepared final plans for the installation of Guide (Attraction) signs along Indiana SR 912 and I-90 in Indiana and Illinois. Plans were prepared in accordance with IMUTCD, MUTCD and Illinois and Indiana sign guidelines. Also Served as lead engineer developing conceptual geometric layouts for two (2) proposed new partial and fully directional interchanges. at Riley Road and Cline Ave. Bridge (SR-912) (CAB). Five (5) conceptual interchange layouts were developed for the proposed Riley Rd./CAB Interchange and Three (3) conceptual interchange layouts were developed for the proposed Riley Rd./CAB Interchange and presented in a feasibility report. Conceptual roundabout layouts were developed for the ramp intersections. Developed design criteria for the proposed ramps in accordance with AASHTO and IDOT Interchange guidelines. Feasibility study included Line and Grade analysis to ensure vertical clearance compliance for the exit and entrance ramps over the adjacent railroads.
05/12-08/16	Baker Canal Bridge Replacement (S.P. No. H000698). Baker, LA LADOTD Mr. Schindler was Project Principal, Engineer of Record and Quality Control Officer. Project consisted of the design for the replacement of the northbound and southbound bridges over Baker Canal, along with reconstruction of the approach roadway and geometric improvements for the US 61/LA 964 interchange. Mr. Schindler performed technical quality control reviews for all aspects of the highway design in accordance with LA DOTD and AASHTO policies and criteria. He Performed technical quality control reviews of the horizontal and vertical design and quality control reviews of the H&H analyses in accordance with LA DOTD Hydraulics manual for drainage improvements (open ditch & sub-surface drainage). Mr. Schindler performed technical quality control reviews of the preliminary and final construction plans, which included typical sections, plan/profile sheets, traffic control plans, sequence of construction, and cross section sheets. Included guard rail in accordance with AASHTO's roadside design guide. He calculated construction quantities. He reviewed RFI and provided recommendations. He also reviewed and approved plan changes and provided construction support during the construction phase.
09/95-12/99	Golden Meadow - Larose; LA 3235 (a.k.a. LA 1 Relocated) & Extension of LA 657 (S. P. Nos. 829-11-0008 & 829-26-0007). Lafourche Parish, LA LA DOTD Mr. Schindler served as Project Manager and Engineer-of-Record. He designed five (5) miles of a four-lane arterial on new alignment. He also designed the extension of La 657 between existing LA 1 and new LA 3235, which consisted of .5 miles of new two-lane rural highway, along with geometric design of major new intersections with existing LA 1 and new LA 3235. Mr. Schindler also prepared complete sets of construction plans for separate embankment and paving construction plans, which included typical sections, plan/profiles, signing and striping layouts, design drainage maps and cross sections. He designed plans for the relocation for a levee which crossed the new alignment. He performed hydrologic and hydraulic calculations for the drainage design in accordance with LA DOTD's Hydraulics Manual. Mr. Schindler calculated all construction quantities and prepared the engineers opinion of probable construction cost (OPCC).
01/99 – 10/01	Clayton - Greenville; LA 15 (S.P. Nos. 26-03-0024 & 26-04-0025), Catahoula & Concordia Parishes, LA LA DOTD (1999-2001) Mr. Schindler served as Project Manager. He designed an upgrade of seven (7) miles of existing two-lane rural arterial highway to a four-lane divided, which included both a 4-lane rural with depressed median and an urban couplet with sub-surface drainage. He designed all geometric details at intersections, median cross-overs, including design of the geometric details for the realignment of the major urban intersections at LA 566 and US 165. He performed a line and grade study for the required realignment of LA 566 in order to minimize required right-of-way impacts. Mr. Schindler performed hydrologic and hydraulic calculations for the drainage design in accordance with LA DOTD's Hydraulics Manual. He prepared complete sets of construction plans, which included typical sections, plan/profiles, signing and striping layouts, design drainage maps and cross sections. He calculated all construction quantities and prepared the engineers opinion of probable construction cost (OPCC).

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Justin M. Guillot, PE	Years of relevant experience with this employer	5
Title	Engineer – Highway Section	Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization	BS 2017 Civil and Environmental Engineering		
Active registration number / state / expiration date	PE.0047592 LA 03/31/2026		
Year registered	2021	Discipline	Civil



Mr. Guillot has over 8 years of experience in the design of infrastructure projects. He has a broad knowledge of current Louisiana Department of Transportation and Development (LADOTD) and the American Association of State Highway & Transportation Officials' (AASHTO) policies and design procedures. He has also served in project management roles and performed construction administration. In addition, Mr. Guillot has completed coursework by the Federal Highway Administration (FHWA) and National Highway Institute (NHI) in Roadside Safety Design, as well as the American Traffic Safety Services Association (ATSSA). He is certified as a Traffic Control Technician, Traffic Control Supervisor, and Flagger. **Mr. Guillot will serve as an Engineer for Road and Drainage Design.** Mr. Guillot is Work Zone Training Compliant and has also certified in Traffic Engineering Analysis Process and Report Training.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/24 – 01/25	SH 22 at Richland Creek. Hill County, TX TXDOT Mr. Guillot is serving as design engineer in performing all associated road design tasks, including but not limited to geometric design, typical sections, 3D corridor modeling using Bentley OpenRoads Designer, cross sections, signage and striping, temporary erosion control, temporary traffic control phasing, calculation of quantities, and all plan production. This project involves the preparation of plans, specifications and estimates for the on-system bridge replacement on State Highway 22 at Richland Creek. The proposed bridge is 53' x 315' with 2-12' lanes, a 10' shoulder, and a 17' shoulder. The wider 17' shoulder will allow for maintaining traffic through 2 phases of construction and will also accommodate a future “Super 2” Highway configuration (which adds periodic passing lanes on a two-lane highway).
01/24 - Ongoing	Bobby Hopper Tunnel Inspection and Rehabilitation. Washington County, AR ARDOT Mr. Guillot is serving as a design engineer in evaluating potential crossover alternatives which include various locations, geometries, design speeds, and median barriers. This project involves the inspection and rehabilitation of the Bobby Hopper Tunnel (both NB and SB bores) on I-49 near Winslow, AR, along with associated roadway design services which include the design of permanent diversion crossovers for both the northern and southern roadway approaches to the tunnel. These crossovers will be utilized during the rehabilitation of each of the tunnel bores and during future inspections/maintenance as well as for emergency incident management. The road design services are broken up into two tasks: the Feasibility Study Phase and the Design Phase. The Feasibility Study Phase is currently underway and is 95% complete.
12/21 – 3/22 5/23-8/24 1/25-3/25	LA 1 – Port Allen Bridge Replacement. Port Allen, LA LADOTD Mr. Guillot assisted with plan development and detailing for this project. The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12' travel lanes and 2 - 10' shoulders and will be approximately 2,680' long. The proposed LA 1 NB Bridge will consist of 2 - 12' travel lanes and 2 - 10' shoulders (LA 1 NB roadway), a permanent 2' wide median barrier and 1 - 12' travel lane with 2 - 6' shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2' wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700' and 354' long, respectively. Both LA 1 NB

	and LA 1 SB Bridges will consist of a 870' long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans.
07/23 - 08/23	Memorial Park Drive Tunnel Inspections. Houston, TX Strinteg Corporation Mr. Guillot served as a design engineer in developing custom TTC layouts for each Tunnel closure and led the plan production effort. These layouts, which would be used to convert the existing 6-lane divided highway into a single 2-lane, 2-way facility, required careful planning and consideration because of the complex nature of the roadways in the area. This project involved the design of Temporary Traffic Control (TTC) Plans for complete separate eastbound and westbound tunnel bore closures of the newly constructed land bridge Tunnels along Memorial Drive in Houston, Texas.
02/21 - 03/22	Cline Ave Bridge. East Chicago, Indiana United Bridge Partners Mr. Guillot served in a general engineering support role in performing an Independent Technical Review of final Signage and Striping Plans produced by another consulting firm for conformance with Indiana Department of Transportation (InDOT) Design Guidelines as well as the Indiana Manual on Uniform Traffic Control Devices (IMUTCD). He was also tasked with proposing recommendations to improve the safety and operation of the bridge and roadway approaches, including revisions to the pavement marking layout and the addition of various warning and regulatory signs as well as roadway delineation. He produced final construction plans which included corrections to the items found not in compliance as well as the proposed recommendations. Another task was the creation of conceptual layouts for new interchanges along the bridge. Mr. Guillot's role included determining the appropriate ramp design criteria (design speed, travel lane and shoulder widths, cross slope, maximum grades, curve radii, etc.) and designing multiple horizontal and vertical geometries for a total of 8 ramps at 2 different interchange locations in accordance with InDOT and AASHTO's "A Policy on Geometric Design of Highways and Streets". These ramps required complex layouts due to vertical clearance issues caused by the presence of overhead utilities and at-grade railroad tracks as well as limited right-of-way availability. He also produced conceptual layout drawings to illustrate each alternative
9/17 - 12/20	Central City Group A (FRC) (DPW P. No. 2017-RR021). New Orleans, LA City of New Orleans – DPW Mr. Guillot served as Design Lead during the preliminary and final design phases then transitioned to Project Manager and Construction Administrator upon the start of the construction phase. He performed geometric design in accordance with AASHTO design criteria and ensured compliance with the Americans with Disabilities Act (ADA) for full reconstruction (FRC) of 9 city blocks in the urbanized Central City Neighborhood. The project was a complex urban design due to the number of underground utilities and limited Right-of-Way. Mr. Guillot performed hydrologic and hydraulic analyses for the design of the sub-surface drainage system for a 10-year design storm in accordance with the LA DOTD Hydraulics Manual, along with design of the replacement of existing water and sanitary sewer systems. He oversaw development of the final construction plans and specifications, including typical sections, special details, plan/profile sheets, geometric details, joint layouts, and cross sections. Mr. Guillot calculated quantities for all construction bid items and compiled an Opinion of Probable Construction Cost (OPCC) which was ultimately within 1.1% of the winning contractor's bid. Upon the start of construction, Mr. Guillot was the primary point of contact for both the client and the contractor. He reviewed contractor material submittals and shop drawings for compliance with the plans and specifications. Lastly, he performed frequent site visits to ensure safe work practices were being followed and verify the contractor's implementation of proper temporary traffic control measures.
9/16 – 9/19	Rossignol Road Bridge Replacement. Calcasieu Parish, LA Calcasieu Parish Police Jury (CPPJ) Mr. Guillot provided general Engineering support for the replacement of an 80' timber bridge on Rossignol Road with a precast concrete slab span bridge. He performed geometric design of the bridge alignment and roadway approaches in accordance with AASHTO design criteria. He performed hydrologic and hydraulic analyses of roadway drainage elements and designed the approach guardrails as well as the bridge abutment scour protection, all to LA DOTD standards. He calculated final construction quantities and compiled an OPCC. He also assisted in the development of final construction plans and specifications.

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Yelena A. Rivera, PE	Years of relevant experience with this employer	3
Title	Engineer – Highway Section	Years of relevant experience with other employer(s)	13
Degree(s) / Years / Specialization	BS 2009 Civil and Environmental Engineering		
Active registration number / state / expiration date	PE.0040502 LA 09/30/2026		
Year registered	2016	Discipline	Civil



Ms. Rivera has over 16 years of experience in the design of infrastructure projects. She has a broad knowledge of current Louisiana Department of Transportation and Development (LADOTD) and the American Association of State Highway & Transportation Officials' (AASHTO) policies and design procedures. She has worked on a variety of highway/roadway and bridge improvement projects through planning and design phases. She has also served in project management roles and performed construction administration. She has completed the following transportation related training courses:

- ATTSA - Traffic Control Technician Supervisor, LADOTD specific
- LADOTD/LTAP – Bridge Load Rating in Louisiana
- ADOTD/RPC – Design Streets for Pedestrians and Bicycles
- LADOTD/LTAP – Local Public Agency Core Training
- LADOTD/LTAP – Local Public Agency Project Planning, Feasibility & Application
- LADOTD/LTAP – Local Public Agency Construction Engineering and Inspection Training

Ms. Rivera will serve as an engineer for Road and Drainage Design.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/23-Ongoing	LA 24 at Intracoastal Waterway. Houma, LA LADOTD LA 24 over the Intracoastal Waterway contains a main, 3-span continuous steel girder unit with high clearance. A vessel traveling under the bridge lacked enough clearance and struck the exterior girder, severely twisting the girder out of plane and damaging the connected cross frames. LADOTD has contracted MM to perform a post-collision damage inspection, prepare a report that compares repair alternatives, make recommendations, and then to develop repair plans based on the selected alternative. Heat straightening of the steel girder will be primary alternative investigated, with girder section replacement as a back up. Ms. Rivera coordinated and attended the post-collision damage inspection with LADOTD and the Louisiana Coast guard, prepared a damage inspection report, and analyzed various repair alternatives. Upon the selection of the repair alternative, Ms. Rivera prepared repair plans and corresponding opinion of possible construction cost. Ms. Rivera will also assist in Construction Related Engineering Services for this project
2/17 – 7/20	Central City Group A (FRC) (DPW P. No. 2017-RR021). New Orleans, LA City of New Orleans - DPW Ms. Rivera served as Project Manager overseeing the Surveying, Preliminary Design, Final Design and Bidding Phases of this project. Project consisted of full reconstruction (FRC) of several streets (13 blocks) in the urbanized Central City Neighborhood of New Orleans. Project was a complex urban design due to the number of underground utilities. Included geometric design in accordance with AASHTO design criteria and ensured compliance with the Americans with Disabilities Act (ADA). Included hydrologic and hydraulic analyses for the design of the sub-surface drainage system for a 10-year design storm in accordance with the LA DOTD Hydraulics Manual, along with design of the replacement of existing water and sanitary sewer systems.

1/19 – 7/20	Lower Ninth Ward Northeast Group C (FRC) (DPW P. No. 2019-RR105). New Orleans, LA City of New Orleans - DPW Ms. Rivera served as Project Manager overseeing the Surveying, Preliminary Design, Final Design and Bidding Phases of this project. Project consisted of full reconstruction (FRC) of several streets (18 blocks) in the urbanized Lower Ninth Ward Neighborhood of New Orleans. Project was a complex urban design due to the number of underground utilities. Included geometric design in accordance with AASHTO design criteria and ensured compliance with the Americans with Disabilities Act (ADA). Included hydrologic and hydraulic analyses for the design of the sub-surface drainage system for a 10-year design storm in accordance with the LA DOTD Hydraulics Manual, along with design of the replacement of existing water and sanitary sewer systems.
12/09 – 8/16	Baker Canal Bridge Replacement (S.P. No. H000698). Baker, LA LADOTD Ms. Rivera was responsible for performing a site assessment, collecting relevant data for evaluation of potential effects on the project area, and coordination with LADOTD to prepare preliminary roadway and bridge plans. She also prepared cost estimates for both the replacement and rehabilitation of the existing bridge to perform a cost comparison. Upon approval from FHWA, the bridge replacement option was chosen and final roadway and bridge plans were prepared. Microstation software along with Inroads application was used to supplement geometric calculations for the proposed widening. The bridge consisted of 3-55' AASHTO Type II girder spans over concrete bents supported by pre-cast concrete piles. Included reconstruction of the approach roadways along with geometric improvement to the US 61/LA 964 Interchange. The project was awarded for construction in September 2014 and Ms. Rivera provided assistance during construction as required.
8/13 – 8/14	Judge Edward Dufresne Parkway Extension Stage 0 Feasibility Study and Safety Study. St. Charles Parish, LA New Orleans Regional Planning Commission Ms. Rivera was responsible for conducting a windshield survey, collecting pictures and existing information and preparing geometric alignment concepts and typical section drawings for the alternatives for the Stage 0 report. Stage 0 Feasibility Study was for the investigation of alternatives to extend Judge Edward Dufresne Parkway or provide emergency access to I-310 in the event of a train derailment.
1/10 – 1/15	I-12 to Bush Environmental Impact Statement, LA LADOTD Ms. Rivera performed a Line and Grade study of several alternatives to assist in the selection of an alternative. Project consisted of performing a third-party Environmental Impact Study (EIS) for a proposed 4-lane highway from Bush, Louisiana to Interstate 12. Initiated by LADOTD, this corridor improvement project was part of the Louisiana Transportation Infrastructure Model for Economic Development (TIMED) Program. The EIS was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) to obtain permits pursuant to Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers (USACE). The study included developing the most suitable horizontal and vertical alignments for various alternatives using MicroStation and Inroads software, creating typical section templates and determining cut and fill quantities.
8/10 – 5/11	Airline Highway Bus Rapid Transit Stage 0 Feasibility Study. Jefferson Parish, LA LADOTD Ms. Rivera was responsible for collecting relevant data, evaluating potential environmental, cultural, and socioeconomic resources within the project area, coordinating with Jefferson Parish Drainage Department as well as LA DOTD to develop conceptual design plans for improvements aimed at reducing traffic delays and traffic congestion. Ms. Rivera incorporated the Complete Streets Policy in the design and evaluated the engineering feasibility to complete a Stage 0 Checklist. Feasibility study to evaluate the constructability and operational feasibility of the widening of Airline Highway (US 61) from Williams Boulevard to Hickory Avenue in Jefferson Parish, Louisiana to accommodate bus rapid transit.

16. Staff Experience:

Firm employed by Modjeski and Masters, Inc.						
Name	Emily E. Adoue, EI			Years of relevant experience with this employer		4
Title	Engineer Intern– Structures Section			Years of relevant experience with other employer(s)		1
Degree(s) / Years / Specialization			MS 2020 Civil and Environmental Engineering BS 2017 Biological Engineering			
Active registration number / state / expiration date			EI.0034558 LA 03/31/2025			
Year registered	2020	Discipline	Civil			
Ms. Adoue is a Civil Engineer Intern with Modjeski and Master’s New Orleans office. She has experience in providing engineering and CAD support for the development of roadway and bridge plans and specifications, inspections, and construction oversight. She has a broad knowledge of current Louisiana Department of Transportation and Development (LA DOTD), the American Association of State Highway & Transportation Officials’(AASHTO), and American Railway Engineering and Maintenance-of-Way Association’s (AREMA) policies and design procedures. She is proficient in utilizing MicroStation, InRoads, AutoCAD, Inventor, and HYDRWIN. Ms. Adoue will serve as an Engineer Intern for Road and Drainage Design.						
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).					
5/2024-7/2024; 4/2025	LA 1 – Port Allen Bridge Replacement. Port Allen, LA LADOTD For LA 1 NB and NB Exit Ramp, Ms. Adoue assisted with the as-built rating of superstructure elements for P.P.C. girder spans, and performed the as-built rating of substructure elements including concrete bent caps. She also compiled the as-built rating report. For LA 1 SB, Ms. Adoue performed the as-built rating of superstructure elements for P.P.C. girder spans and substructure elements including concrete bent caps, and compiled the as-built rating report. This ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans.					
12/19 – 12/20	LA 37 (Sullivan Rd. – Liberty Rd.) Stage 0 Feasibility Study (S.P. No. H.00297.1). Baton Rouge, LA LADOTD Ms. Adoue provided general Engineering support for a Stage 0 Feasibility Study to evaluate the constructability and operational feasibility of various safety and operational roadway improvement alternatives along an 8.5-mile section of LA 37, broken down into 3 segments. In Phase 1, Ms. Adoue performed initial project research, data collection, and site investigations to document and observe existing conditions. She assisted with the development of the Preliminary Purpose and Need Statement and contributed to the compilation of the Phase 1 report, which indicated significant safety and capacity deficiencies throughout the project area and thus justified moving to Phase 2.					
12/19 – 12/20	Central City Group A (FRC) (DPW P. No. 2017-RR021). New Orleans, LA City of New Orleans - DPW Ms. Adoue provided general Engineering support during the final design and construction phases for the full depth street repair project in the Central City Neighborhood of New Orleans. The project was a complex urban design due to the number of underground utilities and					

	limited Right-of-Way. Ms. Adoue assisted with the development of the final construction plans and specifications, including typical sections, special details, plan/profile sheets, geometric details, joint layouts, and cross sections. Ms. Adoue contributed to the calculated quantities for construction bid items and compilation of an Opinion of Probable Construction Cost (OPCC) which was ultimately within 1.1% of the winning contractor's bid. She also prepared final bid tabulations. Upon the start of construction, Ms. Adoue reviewed contractor material submittals and shop drawings for compliance with the plans and specifications.
12/19 – 12/20	Lower Ninth Ward Northeast Group C (FRC) (DPW P. No. 2019-RR105). New Orleans, LA City of New Orleans - DPW (2019-2020) Ms. Adoue provided general Engineering support during the preliminary design phase for full reconstruction of 12 city blocks in the urbanized Lower Ninth Ward Neighborhood. The project was a complex urban design due to the number of underground utilities and limited Right-of-Way. Ms. Adoue performed hydrologic and hydraulic analyses for the design of the sub-surface drainage system for a 10-year design storm in accordance with the LA DOTD Hydraulics Manual, along with design of the replacement of existing water and sanitary sewer systems. She developed preliminary plans and specifications, including typical sections, plan/profile sheets, and geometric details. Ms. Adoue also contributed to the calculated quantities for construction bid items and the preliminary OPCC.
1/10 – 3/12	Filmore South Group D (FRC) (DPW P. No. 2020-RR045). New Orleans, LA City of New Orleans - DPW Ms. Adoue provided general Engineering support during the preliminary design phase. She performed geometric design in accordance with AASHTO design criteria and ensured compliance with the ADA for full reconstruction of 4 streets (approx. 3800 linear feet) in the urbanized Filmore Neighborhood. The project was a complex urban design due to the number of underground utilities and limited Right-of-Way. Ms. Adoue performed hydrologic and hydraulic analyses for the design of the sub-surface drainage system for a 10-year design storm in accordance with the LA DOTD Hydraulics Manual, along with design of the replacement of existing water and sanitary sewer systems. She developed preliminary plans and specifications, including typical sections, plan/profile sheets, and geometric details. Ms. Adoue also contributed to calculated quantities for construction bid items and the preliminary OPCC.
01/21 – 09/21	Almonaster Avenue Railroad Bridge Over the Industrial Canal. New Orleans, LA Port of New Orleans Ms. Adoue provided general Engineering and CAD support for the bridge assessment and complete rehabilitative engineering design for the rehabilitation of the Almonaster Avenue Railroad Bridge. This project involves the partial replacement of the Almonaster Avenue Railroad Bridge, a movable Strauss-heel trunnion bridge. A 2019 assessment of the circa-1920 bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. The necessary design plans were developed to replace the span drive and span lock machinery, operating strut, guide assembly, live load bearings, counterweight trunnion pin, and bushing. The main trunnion bearings were rehabilitated and repositioned.

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Jason W. Miles, PE	Years of relevant experience with this employer	17
Title	Senior Project Manager - Structures	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS 2008 Civil Engineering		
Active registration number / state / expiration date	37773 LA 09/30/2027		
Year registered	2013	Discipline	Civil



Mr. Miles has been employed as a Design Engineer in the New Orleans office of Modjeski and Masters, Inc. since 2009. During this period, he has been engaged in multiple complex projects. The majority of his time has been spent in complex structural analysis, 3-D structural modeling, steel member shop drawing review, assessment of steel fabricator quality control reports, and in performing finite element analysis using both the LUSAS and Florida Pier programs. Mr. Miles attended the AASHTOWare Bridge Rate (BrR) meeting titled “AASHTOWare Bridge Design and Rating Software User Group Meeting” in August 2014 and 2016. He also completed NHI Course No. 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures and NHI Course No. 130081, LRFD for Highway Bridge Superstructures. Mr. Miles also has experience with finite element analysis, in particular through the use of Lusas software to check AASHTOWare BrR results.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 – Ongoing	H.009859.5 Load Rating of 160 Bridges. Statewide, LA LADOTD Mr. Miles provides technical guidance to bridge raters involved in a variety of bridge types, including steel trusses and movable spans. Ratings are being performed using AASHTOWare BrR with refinements done in Excel when needed. Mr. Miles is also performing general QA/QC and rating report review. Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.
06/20 - Ongoing	H.010603.6 I-20 Mississippi River Bridge at Vicksburg Monitoring LADOTD Mr. Miles serves as the project manager and will be analyzing and monitoring data to provide advance warning of pier and bridge longitudinal movement and pier tilt. Piers E-2 and E-1 of the I-20 Bridge in Vicksburg have been experiencing movements and have been under a monitoring program since 2002. The objective of this project is to capture both longitudinal and transverse displacements and tilts of the piers and provide system redundancy through the installation of jointmeter/tiltmeters and GPS instrumentation systems. Replacement vibrating wire jointmeters will be installed at five locations to determine the magnitudes of displacement over time. Replacement biaxial tiltmeters will be installed at four locations to determine the changes in tilt occurring over time at the bridge piers. All measurements will be reported wirelessly to a data logger connected to a cellular modem.
03/21 - 10/21	H.009859.5 I-210 Bridge over Prien Lake Structural Rating, Calcasieu Parish, LA LADOTD Mr. Miles provided QA/QC, including calculation checking and report review. Modjeski and Masters, Inc. performed the as-is/as-repaired Load and Resistance Factor Rating (LRFR) of Prien Lake Eastbound and Westbound Main Bridge and Approaches for a total length of over 17,000 feet. Analysis included LUSAS FEM models, AASHTOWare BrR models of continuous span girders and ratable superstructure components, analysis of girder splices for rating and use of the AISC moment Gradient Modified Cb as needed. The “Girder System Superstructure” definition was used for the girder spans, and the “Floor System Superstructure” definition was used to model the continuous stringer units and floorbeams without crossframes. The steel plate girders were modeled separately from the multi-span continuous stringer floor system because of the pin and hanger arrangements. All BrR-models utilized a line girder analysis. Design and legal load capacity ratings were calculated for the girders and link joint

	connections of the steel plate girder spans, and for the caps of the pile bents. Ratings for the superstructure and substructure were calculated using Load and Resistance Factor Rating (LRFR) methodology.
11/19 – 05/21	H.009859.5: Load Rating of Fourteen Complex Bridges. Statewide, LA LADOTD Mr. Miles provided QA/QC, including calculation checking and report review. Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. For the complex bridges, a three-dimensional structural model is needed. M&M is also developing influence lines and COMPSTIL2 input files for complex substructures including hammerheads and inverted-T pier caps. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Miles operated as a co-manager overseeing the technical aspects of the complex bridge ratings.
07/19 – 05/21	H.000303.6: Danziger Bridge Repair and Rating. Statewide, LA LADOTD Mr. Miles performed analysis of the span using a 3D FEM model in LUSAS. Analysis included investigating thermal gradient effects, validating data from bridge monitoring systems, and an LRFR load rating. Modjeski and Masters, Inc. performed repair and load rating services for the Danziger Bridge, a steel vertical lift structure with a steel girder superstructure supported by reinforced concrete piers, and the flanking prestressed concrete approach structures. AASHTOWare Bridge Rating BrR software was used to perform load rating based on the present condition, capacity and loading of the bridge. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications.
07/19 – 04/21	H.012485.1: Load Rating of 354 Off System Bridges. Statewide, LA LADOTD Mr. Miles provided technical guidance to bridge raters involved in a variety of bridge types, including slab spans, prestressed girder spans, and grid deck on steel beam spans. Mr. Miles provided specific guidance on ratings of timber substructure elements. Ratings were performed using AASHTOWare BrR with refinements done in Excel when needed. Mr. Miles also performed general QA/QC and rating report review. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. For the complex bridges, a three-dimensional structural model was needed. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications.
02/17-08/18	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Statewide, LA LADOTD Mr. Miles participated in the load rating analysis and reporting for this project. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.
03/16-10/17	H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Statewide, LA LADOTD Mr. Miles participated in the load rating analysis and reporting for this project. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Stacey P. Carr, PE	Years of relevant experience with this employer	34
Title	Senior Project Manager - Structures	Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization	MS 2004 Structural Engineering BS 1990 Civil Engineering		
Active registration number / state / expiration date	26796 LA 9/30/2027		
Year registered	1996	Discipline	Civil



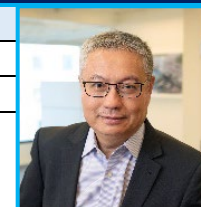
Ms. Carr has extensive experience in the rating, strengthening and design of highway, railroad, and combined highway/railroad structures, including large cantilever spans and movable bridges. Ms. Carr has overseen the gamut for rating bridges from small concrete slab spans to complex steel structures, movable bridges and gusset plates, as featured below. She is well experienced with AASHTOWare Bridge Rate (BrR) and is knowledgeable of both LFR and LRFR rating requirements. Special Training: NHI Course No. 130092, Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 – Ongoing	H.009859.5 Load Rating of 160 Bridges. Statewide, LA LADOTD Ms. Carr is the Project Manager who oversees and performs primary QA/QC for the load rating of the bridges. Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components are being rated. Bridge inspections focus on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.
11/19 – 06/21	H.009859.5: Load Rating of Fourteen Complex Bridges LADOTD Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges. Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications.
03/21 – 09/21	H.009859.5 Two Bridges Load Rating. Caddo and St. Tammany Parishes, Louisiana LADOTD Ms. Carr was the Project Manager who oversaw and performs primary QA/QC for the load rating of the bridges. Modjeski and Masters, Inc. performed plan and document retrieval, bridge analysis, and load and resistance factor rating of two bridge structures. AASHTOWare BrR was used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.
07/19 – 05/21	H.012485.1: Load Rating of 354 Off System Bridges LADOTD Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M generated a system structural model and performing an analysis

	of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. For the complex bridges, a three-dimensional structural model was needed. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications.
07/19 – 06/21	H.000303.6: Danziger Bridge Repair and Rating LADOTD Ms. Carr was the Project Manager who oversaw and performed primary QA/QC for the load rating. Modjeski and Masters, Inc. performed repair and load rating services for the Danziger Bridge, a steel vertical lift structure with a steel girder superstructure supported by reinforced concrete piers, and the flanking prestressed concrete approach structures. AASHTOWare Bridge Rating BrR software was used to perform load rating based on the present condition, capacity and loading of the bridge. All load rating analysis followed current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications.
1/17 - 08/18	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Ms. Carr was the Project Manager who oversees and performs primary QA/QC for the load rating of the bridges. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR is being used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.
02/16 - 10/17	H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Ms. Carr was Project Manager who oversaw and performed primary QA/QC for the load rating of the bridges. Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow the AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual.
09/14-12/16	H.009859.5 (A): Rating and Posting of On-System State Bridges. Louisiana LADOTD Ms. Carr was group leader, oversaw, and performed primary QA/QC for the load rating of the structures which included reinforced concrete, prestressed concrete and steel plate girder bridges. M&M performed load rating analyses for 110 existing bridge structures using the Load and Resistance Factor Rating Method. Elements to be rated include superstructure and substructure components. Provisions in the AASHTO Manual for Bridge Evaluation as well as LADOTD Policies and Guidelines for Bridge Rating and Evaluation were followed.
02/13-02/15	H.009859.5: Crescent City Connection, Bridge No. 1, New Orleans, LA LADOTD Ms. Carr oversaw and performed primary QA/QC for the load rating of the bridge. M&M performed an inspection and LRFR load rating of the Greater New Orleans Bridge #1, a 13,428 foot truss bridge with a main span of 1,575 feet. The rating included the superstructure, including gusset plates and deck, and selected substructure elements.
04/10-12/12	T.O. 701-65-1460 & H.005710: US 190 Miss. River Bridge, Baton Rouge, LA LADOTD Ms. Carr oversaw and participated in the rating of the bridge. The US 190 Mississippi River Bridge carries one railroad track between the main bridge trusses and has two-lane highways brackets either side of the main cantilever truss bridge. This Task Order and Supplements were for the rating of the railroad portions per AREMA requirements and rating of the vehicular portions per AASHTO LRFR requirements.

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Yu Ouyang, PE	Years of relevant experience with this employer	35
Title	Senior Vice President	Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization	MS 1990 Civil Engineering MS 1985 Structural Engineering BS 1982 Civil Engineering		
Active registration number / state / expiration date	26117 LA 09/30/2027		
Year registered	1994	Discipline	Civil



Mr. Ouyang has been with Modjeski and Masters, Inc. since 1991, and has vast bridge engineering experience, ranging from conventional designs to special projects of high complexity, and from feasibility studies to construction services. He specializes in the design of fixed and movable highway and railroad bridges, and the rating and rehabilitation of existing bridges. His expertise also extends to analysis of complex bridge structures, vessel collision risk assessment and protection systems, seismic design, analysis and retrofit, and fatigue evaluations. He brings extensive experience in managing engineering and design efforts of varying sizes and difficulties, and in leading, coordinating and managing technical teams and subconsultants. His hands-on project management has led to successful and on-time completion of large and highly technical projects. **Mr. Ouyang will serve as Task Lead for Bridge Design and will fulfill MPR No. 3 for this contract.**

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
3/17 - ongoing	LA 1 – Port Allen Bridge Replacement, Port Allen, LA LADOTD Mr. Ouyang serves as Project Manager for this project. The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12’ travel lanes and 2 - 10’ shoulders and will be approximately 2,680’ long. The proposed LA 1 NB Bridge will consist of 2 - 12’ travel lanes and 2 - 10’ shoulders (LA 1 NB roadway), a permanent 2’ wide median barrier and 1 - 12’ travel lane with 2 - 6’ shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2’ wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700’ and 354’ long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870’ long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans.
09/17 – 09/21	LA 16 over Tangipahoa River, Tangipahoa Parish, LA LADOTD Mr. Ouyang served as the Project Manager for this project. M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 16, between LA 51 and LA 1054, in Amite City, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that traffic shall be maintained during construction with an on-site diversion roadway and bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.
09/17 – 03/21	US 61 at Thompson Creek, West Feliciana Parish, LA LADOTD Mr. Ouyang served as the Project Manager for this project. M&M provided all necessary preliminary and final plans for the rehabilitation of the northbound bridge and replacement of the southbound bridge on US 61 over Thompson Creek, between LA 10 and LA 964, near St. Francisville, LA. It was anticipated that traffic would be maintained during the construction of the new southbound bridge with temporary two-way traffic on the rehabilitated northbound bridge. The project also included the design and detailing of adding a helper bent to the

	northbound bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.
09/17 – 02/20	LA 1064 at Little Natalbany River, Livingston Parish, LA LADOTD Mr. Ouyang served as the Project Manager for this project. M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 1064, near LA 43 and Hoover Road, in Albany, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that the roadway would be closed during construction and a detour route was detailed. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, DOTD Hydraulics Manual, and DOTD Location and Survey Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was also provided.
6/12 –12/16	S.P. H.009933: MacArthur Drive Interchange. Harvey, Louisiana LADOTD Mr. Ouyang was Principal-In-Charge for this project. The MacArthur Interchange Project consisted of the addition of two new ramps to the Westbank Expressway near MacArthur Drive, as well as the demolition of two existing ramps. M&M was responsible for the substructure design for Ramps 7 and 8 in a complex urban setting which included steel pile footings and reinforced concrete columns. M&M also provided construction related engineering support services.
02/01-08/14	S.P. 700-18-0014 – Huey P. Long Bridge Widening, New Orleans, LA LADOTD Mr. Ouyang served as the principal analyst and lead design engineer as well as the primary reviewer of erection methods, sequences, and procedures. He provided analysis of the truss under numerous loading conditions and stages of construction. M&M was called upon to design one of the largest and most ambitious corridor widening projects ever, providing design services for the innovative \$1.2B widening of the main bridge, new approaches, and improved interchanges at each end of the crossing. The original Huey P. Long Bridge was a high-level combined railroad and highway bridge completed in 1935, crossing the Mississippi River. The main span unit is a 3-span, cantilever truss structure with a main span of 790'. The bridge carries two railroad tracks within a through truss and two, 2-lane, 18' wide roadways. The project provided for widening the roadways from 18' to 43' by the addition of two new cantilever trusses, one upstream and one downstream so as to form a "three barrel" structure. Existing floorbeams will be extended to frame the new roadway deck. In addition, M&M has routinely performed yearly bridge inspections—over 75 total—and maintenance since its opening.
08/09-12/11	S.P. 700-08-0109: LA 160 Bridges – Caney Creek and Bodcau Bayou LADOTD Mr. Ouyang served as the project manager and supervised a team of engineers that performed the LUSAS analysis, bridge design and detailing, and construction services. M&M developed final plans, permit drawings, construction cost estimate and special provisions for a new integral bridge design and analysis developed for the LADOTD. The two subject bridge sites that cross Caney Creek and Bodcau Bayou in Bossier Parish, LA were the first two fully integral bridges in the state. Strain gauge and other testing was conducted to follow the behavior of the bridge design over a period of time.
2000 - 2007	White River Bridge Replacement at Clarendon. Clarendon, AR Arkansas Department of Transportation (2000-2007) Mr. Ouyang served as the project manager for this project, which was completed on time and is currently under construction. The White River Bridge consists of a 9,500', two-lane vehicular bridge crossing the White River at Clarendon, Arkansas, a 2,500' trestle bridge over Roc Roe Bayou and a 1,550' relief structure over the White River floodplain, with the main river crossing consisting of a four-span continuous steel I-girder unit with a 350' maximum span. Total project length is 5.1 miles. M&M was engaged to perform vessel collision analysis, develop hydrograph and boring logs, and develop project survey controls. Additional aspects of the project include design and detail of horizontal and vertical project geometry, typical sections, superelevation, intersection design, and the bridge layout plan and profiles for two alternates. M&M provided preliminary and final bridge design and preliminary roadway design services for this project.

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Jared R. Weisman, PE	Years of relevant experience with this employer	16
Title	Project Manager - Structures	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	MS 2010 Civil Engineering BS 2008 Civil Engineering		
Active registration number / state / expiration date	43452 LA 09/30/2027		
Year registered	2019	Discipline	Civil



Mr. Weisman has been employed with Modjeski and Masters since August of 2010. He has experience in the design, inspection, rating, and rehabilitation of a number of new and existing highway and railroad bridges. He has worked on a variety of bridge types including deck and through plate girders, prestressed concrete girders, swing, fixed, and bascule trusses, and inclined steel arch bridges. Mr. Weisman will serve as an Engineer for Bridge Design

Experience dates (mm/yy–mm/yy) Experience and qualifications relevant to the proposed contract; *i.e.*, “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).

03/17 - Ongoing **LA 1 – Port Allen Bridge Replacement, Port Allen, LA | LADOTD**
Mr. Weisman serves as the Lead Engineer for this project. The ongoing project consists of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 - 12' travel lanes and 2 - 10' shoulders and will be approximately 2,680' long. The proposed LA 1 NB Bridge will consist of 2 - 12' travel lanes and 2 - 10' shoulders (LA 1 NB roadway), a permanent 2' wide median barrier and 1 - 12' travel lane with 2 - 6' shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2' wide median barrier until the LA 1 NB Bridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700' and 354' long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870' long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans.

09/17 – 05/19 **LA 16 over Tangipahoa River, Tangipahoa Parish, LA | LADOTD**
Mr. Weisman serves as the Lead Engineer for this project. M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 16, between LA 51 and LA 1054, in Amite City, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that traffic shall be maintained during construction with an on-site diversion roadway and bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QA/QC was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.

09/17 – 01/20 **US 61 at Thompson Creek, West Feliciana Parish, LA | LADOTD**
Mr. Weisman serves as the Lead Engineer for this project. M&M provided all necessary preliminary and final plans for the rehabilitation of the northbound bridge and replacement of the southbound bridge on US 61 over Thompson Creek, between LA 10 and LA 964, near St. Francisville, LA. It was anticipated that traffic would be maintained during the construction of the new southbound bridge with temporary two-way traffic on the rehabilitated northbound bridge. The project also included the design and detailing of adding a helper bent to the northbound bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QA/QC was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.

09/17 – 02/20	LA 1064 at Little Natalbany River, Livingston Parish, LA LADOTD Mr. Weisman serves as the Lead Engineer for this project. M&M developed all necessary topographic surveys, preliminary and final plans for this bridge replacement project on LA 1064, near LA 43 and Hoover Road, in Albany, LA. This project included reconstruction of the approach slabs and roadway on the east and west sides of the bridge. It was anticipated that the roadway would be closed during construction and a detour route was detailed. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, DOTD Hydraulics Manual, and DOTD Location and Survey Manual. QA/QC was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was also provided.
10/14-06/16	S.P. 700-18-0014 Huey P. Long Bridge Widening at New Orleans, LA LADOTD Mr. Weisman helped produce ratings for the widened structure for a variety of vehicle types, performed gusset plate analysis and helped in the creation of the project report. This Project widens the existing bridge roadways through the widening of river piers using conventional and post-tension concrete, two new truss lines and 43' roadways to replace existing 18' roadways. The Project construction cost is \$1.2B. This Project was a major complex design involving adding truss lines while maintaining existing traffic.
03/11-09/14	I-74 Mississippi River Bridge Arch. Bettendorf, IA Iowa and Illinois DOTs Mr. Weisman assisted in the design of the variable depth plate girder floorbeams and analyzed preliminary erection schemes for the basket handle arch superstructure. He also calculated quantities for cost estimation and checked calculations for the pedestrian railings. The I-74 corridor in the Quad Cities is approximately seven miles long and crosses the Mississippi River between Bettendorf, Iowa and Moline, Illinois. Twin, 800' span basket handle true arch bridges are being constructed to replace the existing crossing. M&M, as part of the Alfred Benesch team, designed the twin arch superstructures.
2019-2021	I-10 & LA 47 Overhead Sign Upgrades. New Orleans, LA LADOTD The existing I-10 route has several locations which require the addition of new sign trusses and associated modification of structure to add new sign truss supports. Modjeski and Masters, Inc. performed engineering services associated with the final design and detail completion for additional sign truss supports to be added to existing bridge structures. The scope of work included the following major tasks: (1) Completed design check for adequacy of DOTD Sign Truss Special Details ("BD.2.7.2.0.7 checks"). If special detail sign truss categories were not insufficient, M&M performed special design of sign truss to point of recommending required sign truss member sizes. (2) Completed final design of required sign truss supports to be added to three existing bridge structures: Louisa Street, Paris Road, Almonaster Avenue. (3) Completed final plan details for required sign truss supports to be added to three existing bridge structures identified under Item 2. Mr. Weisman served as the Lead Engineer for this project.

16. Staff Experience:Firm employed by **Modjeski and Masters, Inc.**

Name	Anthony E. Schoenecker, PE			Years of relevant experience with this employer	16
Title	Southeast Regional Manager, Field Services			Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			BS	2005	Civil Engineering
Active registration number / state / expiration date			35786	LA	03/31/2027
			NBIS Certified Inspector / SPRAT Level III / Workzone Compliant		
Year registered	2010	Discipline	Civil		



Mr. Schoenecker has over 20 years of experience in the structural inspection, evaluation, and rehabilitation of highway and railroad bridges, with significant experience in complex bridges, major river crossings (suspension, tied-arch, truss, and cable stayed bridges), and movable bridges. He has served as project manager and inspection team leader, leading multi-discipline teams on a variety of projects, and has inspected structures in 22 US states and 4 Countries. His certifications include: NBIS 130055, 130053 (under new SNBI rules), 130078, and 130110, Level II Liquid Penetrant and Magnetic Particle Inspection; SPRAT Level III Certified, ATSSA TCT and TCS, and FAA Part 107 (UAV/Drone) certification.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
09/2022 – Ongoing	Mississippi Office of State Aid Road Construction Bridge Inspection and Related Services. Statewide, MS OSARC Modjeski and Masters is the prime consultant to provide routine and fracture critical inspection and load rating services to MS-OSARC as part of a multi-year IDIQ project. M&M has completed over 100 bridge inspections and 15 load ratings for OSARC, utilizing various access methods including technical and rope access methods and UAV, and utilizes AASHTOWare to rate bridges. Mr. Schoenecker is the Project Manager for this contract, leading all efforts while providing Contract Administration and Quality Control/Quality Assurance.
08/2020 - 08/2024	Statewide Complex Bridge and Tunnel Inspections – Texas Department of Transportation Mr. Schoenecker serves as an inspection team leader and the M&M Project Manager for the inspection of non-redundant steel tension member bridges (NSTM/FCM) throughout the State. Proper hands-on access was achieved using a combination of aerial lift equipment, technical climbing, and rope access.
03/2017 – 01/2018 09/2016 – 11/2016 12/2014 – 08/2015 11/2013 – 02/2014	44-2687 In-Depth Inspection of Complex Structures Retainer – Various Bridges, Statewide LADOTD As a member of a multi-firm team, Modjeski and Masters provided Structural, Mechanical, Electrical, and Coatings inspection services for multiple routine, in-depth, and fracture critical bridge inspections throughout Louisiana. The list of bridges in this contract included the Gramercy Bridge over the Mississippi River, the I-210 Bridge over Prien Lake, Louisa Bridge over the Intracoastal Canal, and the LA 47 Bridge over the Mississippi River Gulf Outlet. The inspections were performed using technical rope access and rappelling, aerial work platforms, and standard climbing techniques. Bridge conditions, including specific defects, were documented and presented in an inspection report and PONTIS/Inspect-Tech forms, along with repair recommendations and a full coatings evaluation report. Mr. Schoenecker participated as Team Leader in the inspection of five bridges and was Project Manager for two bridges under this contract. Mr. Schoenecker additionally served as office support for two bridges under this contract.
09/2019 – 08/2024 10/2017 – 04/2018 10/2016 – 03/2017 11/2015 – 03/2016 10/2014 – 01/2015 10/2013 – 02/2014	Huey P. Long Bridge Annual Inspection New Orleans Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Schoenecker was an inspection team member from 2009-2012 and inspection team leader from 2013-2018 for this annual inspection which included a 100% hands-on visual inspection of all structural elements, including fatigue-sensitive and fracture-critical members, comprising the main bridge structure and approaches, for both the railroad and highway. Since 2018, he has served as the Project Manager for this inspection.

06/2013 – 09/2013	Crescent City Connection No. 1 & 2 Rating and Inspection. New Orleans, LA LADOTD Mr. Schoenecker was the inspection team leader and rope access supervisor for this project and was responsible for the coordination of the inspection and with the rating analysis team. M&M performed an inspection and LRFR load rating of both of these 13,428-foot truss bridges with main spans of apx 1,575 feet. The in-depth inspection focused on each member and the gusset plates, using technical rope access methods for access.
02/2017 – 07/2018	Nineteen Complex Bridges Load Rating and Evaluation, Statewide, LA LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO <i>Manual for Bridge Evaluation</i>, the LADOTD <i>Policies and Guidelines for Bridge Rating and Evaluation</i>, and LADOTD <i>Bridge Design and Evaluation Manual</i>. Mr. Schoenecker served as an inspection team leader for the Gramercy and Crescent City Connection #2 Bridges, both Mississippi River Crossings.
03/2015 – 10/2015 04/2014 – 06/2014 04/2013 – 11/2013 10/2012 – 11/2012 05/2011 – 11/2011	NYSBA Multiple Bridge Inspections. Statewide, New York New York State Bridge Authority Mr. Schoenecker participated as a Team Member and a Team Leader over multiple years for the inspection of seven bridges (Bear Mountain, Newburgh-Beacon North and South, Rip Van Winkle, Mid-Hudson, and Kingston-Rhinecliff, and Popolopen Creek) operated by the NYSBA over the Hudson River. Bridge types include suspension, deck truss, cantilevered through truss, and combinations thereof. (3 truss bridges and 2 suspension bridges).
04/2020 - 02/2021	St. Claude Strauss Trunnion Bascule Rehabilitation. New Orleans, Louisiana Port of New Orleans This project includes mechanical and structural rehabilitation of the St. Claude Avenue Bridge over the IH-NC in New Orleans, LA. M&M is preparing bid documents and providing construction monitoring and inspection services for the repair of the 1st Link Joints, the Counterweight Links, and the Main Trunnions of the St. Claude Avenue Bridge. Mr. Schoenecker served as the Project Manager for this project.
10/2018 - 04/2019	Sunshine Bridge Emergency Inspection and Repairs. Donaldsonville, LA LADOTD In 2018, a barge mounted crane was traveling upstream in the western most channel of the river. The crane's height exceeded the vertical clearance of the span, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge immediately and began the task of investigation and repair. Modjeski and Masters, Inc. (M&M) was selected as the lead consultant for bridge repairs. After closing the bridge directly after the incident, LADOTD engaged M&M to perform an emergency hands-on inspection using technical rope access techniques. The inspection team documented the primary damaged member as well as a host of other damaged elements, including bottom laterals, stringer bearings, and gusset plates. Technical rope access was critical in locating and documenting all damaged bridge elements. M&M also provided construction engineering and inspection of the repair efforts. Mr. Schoenecker served as the Project Manager for the CE&I portion of the project.
07/2013-10/2013, 08/2014-11/2014, 08/2016-Ongoing	IH-NC Movable Bridge Inspections. New Orleans, Louisiana Port Of New Orleans This project included the inspection of four bridges owned by the Port of New Orleans over multiple years, and includes three Strauss-Trunnion bascule bridges and one vertical lift bridge, carrying highway and railway traffic across the IH-NC in New Orleans, LA. These routine and fracture critical inspections included a 100% hands-on visual inspection of all structural, electrical and mechanical elements above the water line, including fatigue-sensitive and fracture-critical members, comprising the bridges and approaches. This project also involved the lead capacity rating and UT pin inspection of several bridges. Mr. Schoenecker served as project manager, an inspection team leader, QA/QC engineer, and a bridge inspection team member for this project.

16. Staff Experience:

Firm employed by Modjeski and Masters, Inc.				
Name	Matthew J. Miller, PE		Years of relevant experience with this employer	
Title	Senior Project Manager – Field Services		Years of relevant experience with other employer(s)	
Degree(s) / Years / Specialization	BS 2010 Civil Engineering			
Active registration number / state / expiration date	39534 LA 09/30/2027 NBIS Certified Inspector / Work Zone Training Compliant			
Year registered	2014	Discipline	Civil	
Mr. Miller has 15 years of experience in the structural inspection, evaluation, and rehabilitation of highway and railroad bridges, with significant experience in construction inspection and engineering of complex and movable bridges. As a NBIS-certified bridge inspector, Mr. Miller has been the team leader on numerous movable, long-span, steel, and timber bridge inspection projects. Most notably, Mr. Miller led the inspection of more than 1,300 steel bridges throughout Union Pacific Railroad's entire track system, which covers 22 states west of the Mississippi River. In addition, Mr. Miller has also served as lead field engineer on railroad bridge emergency projects including structural and mechanical failure resulting from train derailments, natural disasters, marine vessel allisions, natural member deterioration, and construction errors. His certifications include: NBIS 130055, 130053, 130078, and 132070; Level II Liquid Penetrant and Magnetic Particle Inspection, and ASBI PTI Level 2 Multistrand and grouted PT. Mr. Miller will serve as an inspection team leader for this project.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
Multiple years since 2013	Huey P. Long Bridge Annual Inspection New Orleans Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Miller served as a bridge inspector and team leader for the inspection of this bridge.			
10/2018 – 12/2018	Sunshine Bridge Emergency Inspection and Repairs. Donaldsonville, LA LADOTD In 2018, a barge mounted crane was traveling upstream in the western most channel of the river. The crane's height exceeded the vertical clearance of the span, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge immediately and began the task of investigation and repair. Modjeski and Masters, Inc. (M&M) was selected as the lead consultant for bridge repairs. After closing the bridge directly after the incident, LADOTD engaged M&M to perform an emergency hands-on inspection using technical rope access techniques. The inspection team documented the primary damaged member as well as a host of other damaged elements, including bottom laterals, stringer bearings, and gusset plates. Technical rope access was critical in locating and documenting all damaged bridge elements. M&M also provided construction engineering and inspection of the repair efforts. Mr. Miller provided emergency inspection and CE&I services.			
11/2013 – 01/2014	44-2687 In-Depth Inspection of Complex Structures Retainer – Various Bridges, Statewide LADOTD As a member of a multi-firm team, Modjeski and Masters was tasked to provide Structural, Mechanical, Electrical, and Coatings inspection services to perform multiple In-Depth Bridge Inspections for various bridges throughout the state of Louisiana, as a part of the ongoing statewide Complex Structures Inspection Retainer with the LADOTD. The list of bridges in this contract included the Gramercy Bridge over the Mississippi River, the I-210 Bridge over Prien Lake, Louisa Bridge over the Intracoastal Canal, and the LA 47 Bridge over the Mississippi River Gulf Outlet. The inspections were performed using technical rope access and rappelling, aerial work platforms, and			

	standard climbing techniques. Bridge conditions, including specific defects, were documented and presented in an inspection report and PONTIS/Inspect-Tech forms, along with repair recommendations and a full coatings evaluation report. Mr. Miller was an inspection team member for this project, responsible for coordination assistance with subconsultants, and preparing the inspection report.
04/2016 – 01/2018 01/2022 - Ongoing	Union Pacific Railroad System Wide Inspections UPRR Systemwide Modjeski and Masters performed a system-wide inspection of steel bridges for Union Pacific Railroad (UPRR). A total of 1,280 bridges were inspected. The types of bridges inspected include through trusses, deck trusses, through plate girders, and deck plate girders on steel towers. Also included were movable structures such as bascule, swing and vertical lift bridges. Modjeski and Masters provided uniformity throughout the entire system by identifying inconsistencies in describing levels of severity noted with deficiencies and assisted the UPRR inspectors in identifying problem areas and the causes associated with them. Mr. Miller was the inspection team leader for this project, and is currently serving as Project Manager for this project.
07/2014 - 09/2014	Belle Chasse Lift Bridge Inspection. Belle Chasse, Louisiana New Orleans & Gulf Coast Railway The New Orleans & Gulf Coast Railway selected M&M to perform an in-depth structural, mechanical and electrical inspection of the Belle Chasse Bridge over the Intracoastal Waterway. All structural members were observed at close range along with a close visual inspection of the electrical and mechanical systems. The inspection team took measurements of metalwork losses that could possibly result in reduced load carrying capacity of the structure. Mr. Miller served as inspection team leader for this bridge.
10/2014 - 09/2015	Seabrook Bridge - Roadway Removal & RR Repairs. New Orleans, Louisiana Port of New Orleans This project consisted of the removal of two 120-foot long roadways cantilevered from a single-leaf bascule bridge over the Inner Harbor Navigational Canal in New Orleans, LA. The roadways have been abandoned due to corrosion and over time have presented a safety concern. M&M performed engineering services for the design and preparation of plans, specifications and inspection services related to emergency repairs at the Seabrook Bridge, including removal of the roadways, rebalancing the movable span and railroad repairs. A full analysis of the bridge was completed to ensure structural integrity, and modifications are being made to the bridge counterweight and span to ensure balance during operation. Mr. Miller performed CE&I Inspection as well as led coordination efforts with the U.S. Coast Guard.
01/2012 - 09/2015	Lapalco Double Leaf Bascule Bridge Rehabilitation Jefferson Parish Dept of Engineering The Lapalco Boulevard Bridge over the Harvey Canal is a four-lane highway bridge. The main bridge portion of the Lapalco Boulevard Bridge is a welded plate girder, double leaf, trunnion type bascule with an open grid deck. The approach spans are comprised of steel girder spans and concrete girder spans with concrete decks, and concrete slab spans with curtain walls. Modjeski and Masters performed an in-depth inspection of structural, mechanical and electrical components and approach spans including a coatings inspection of the steel metalwork. M&M developed structural, mechanical and electrical contract documents for the rehabilitation of the bridge, including span touch-up painting, and provided Construction Engineering and Inspection services for the duration of the repairs. Mr. Miller assisted with the CE&I services and conformance with the permits.
08/2016 – 02/2019	IH-NC Movable Bridge Inspections. New Orleans, Louisiana Port Of New Orleans This project included the inspection of four bridges owned by the Port of New Orleans over multiple years, and includes three Strauss-Trunnion bascule bridges and one vertical lift bridge, carrying highway and railway traffic across the IH-NC in New Orleans, LA. These routine and fracture critical inspections included a 100% hands-on visual inspection of all structural, electrical and mechanical elements above the water line, including fatigue-sensitive and fracture-critical members, comprising the bridges and approaches. This project also involved the lead capacity rating and UT pin inspection of several bridges. Mr. Miller served as an inspection team leader and a bridge inspection team member for this project.

16. Staff Experience:

Firm employed by Modjeski and Masters, Inc.			
Name	Bryan E. Swartz	Years of relevant experience with this employer	20
Title	Coatings Project Manager - Field Services	Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization	High School 1999		
Active registration number / state / expiration date	AMPP Senior Certified Coating Inspector Cert. No. N-10929 NBIS Certified / Work Zone Training Compliant SSPC C-3 and C-5 Refresher		
Year registered	N/A	Discipline	N/A
Mr. Swartz joined Modjeski and Masters in 2004 and is a Coatings Manager and Senior Technician in the Field Service Business Unit specializing in bridge coatings. Since joining M&M, Mr. Swartz has performed coating inspection/assessment on bridges across the US. He has been the lead coating inspector on highway and railroad steel truss bridge cleaning and painting projects over the Mississippi and Ohio Rivers. Mr. Swartz has been a part of project development for bridge cleaning and painting projects and has developed cleaning and painting plans and specifications for other steel structures such as the Green Bank Telescope. He has assisted other M&M staff with submittal review and RFI response on coating portions of bridge projects and has provided training to other coating inspectors. He has performed coating inspection and assessments of coatings and prepared reports to owners on numerous highway and railroad steel bridges and on the Green Bank Telescope. In January 2023, Mr. Swartz was promoted to oversee the M&M coatings group. Mr. Swartz will provide coatings inspection QA/QC and will serve as a coatings inspection team member for this project.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
11/2022 - Ongoing	LA 182: Berwick Bay Bridge Rehabilitation, St. Mary Parish, LA LADOTD This project involves the QA painting inspection and environmental monitoring of lead paint removal, cleaning and painting of existing and new steel required for the Berwick Bay Bridge in Morgan City, LA. The bridge spans the Atchafalaya River and consists of three 607-ft riveted K-truss spans and forty-two (42) approach spans. Mr. Swartz’s duties include reviewing all QA inspection daily and weekly reports, monthly estimates for work completed by the contractor, and attending progress meetings. Mr. Swartz reviewed and approved contractor submittals prior to construction and provides RFI review and guidance to LADOTD during construction		
05/2021 – 09/2023	Parkersburg Memorial Toll Bridge Cleaning and Painting CE&I United Bridge Partners Mr. Swartz is responsible for overseeing the on-site AMPP certified coating inspector team performing QA inspection for the cleaning and painting of the 2,100’ steel truss bridge over the Ohio River. Mr. Swartz’s duties include reviewing all QA inspection daily and weekly reports, monthly estimates for work completed by the contractor, and attending progress meetings. Mr. Swartz reviewed and approved contractor submittals prior to construction and provides RFI review and guidance to UBP during construction. He also provided engineering services to prepare the contract plans and specifications for the cleaning and painting of the main bridge metalwork, the approach metalwork and cleaning and painting of the concrete substructure. Mr. Swartz additionally provided QC to the coatings inspectors during construction.		
01/2021 – 03/2023	Huey P. Long Bridge Cleaning and Painting (Segment 8), Jefferson Parish, LA NOPBRR The project provided for the development of contract plans and specifications for the cleaning and painting of the proposed Segment 8 of the Huey P Long Mississippi River Bridge. This segment of the bridge consists of the railroad east approach towers and girder spans from Bent 36E to 61E. Metalwork repairs were included to substructure bracing. Construction support including on-site inspection services as well as environmental monitoring services are being provided for the duration of the construction activities. Mr. Swartz provided QA/QC oversight for this project and served as a coatings inspector for portions of the project.		
01/2019 – 04/2020	H.011705.6 US 11 Lake Pontchartrain Bridge Rehabilitation Phase 2, New Orleans, LA		



	M&M led a team providing structural, mechanical, electrical, and architectural rehabilitation services to extend the service life of the North and South bascule spans. This project also involved the complete removal and disposal of existing coatings and total painting of all steel on the North and South Draw Bascule Spans. M&M performed all painting inspection and environmental monitoring services. Mr. Swartz was responsible for QA inspection of all cleaning and repainting operations of all metalwork and the cleaning and coating of concrete structures new and existing. He reviewed all contractors coating related submittals and RFI's, preparation of monthly estimates and daily and weekly reports for the LADOTD Project Engineer. He led the coordination with M&M environmental subconsultant for monitoring and waste handling and worker protection.
08/2012 – 05/2013 02/2015 – 01/2018	H.000343 US 190 Huey P. Long Bridge Construction Engineering & Inspection, Baton Rouge, LA. This project provided CE&I services for the through truss cantilever bridge that carries US 190, as well as one rail line over the Mississippi River. Due to past emissions from nearby chemical plants, the lead painted steel bridge has experienced significant corrosion issues. The 12,000+ foot bridge was in need of several repairs such as replacing elements in the steel approach and main spans, repairing navigation lighting, constructing retaining walls, placing guard rail, and repairing pavement. M&M is also providing project administration, paint inspection, as well as environmental monitoring services during construction. The construction project consists of structural repair, cleaning and painting of the steel superstructure. Mr. Swartz provided construction inspection services for the repainting of this bridge.
11/2015 – 05/2017	H.010636 US 90 Over Mississippi River (GNO 2) Structural Repairs and Spot-Painting, New Orleans, LA M&M prepared plans for the repair and zone blast cleaning / repainting of the Greater New Orleans Bridge No. 2 main bridge unit. Plans were also prepared for the repair of miscellaneous structural items. As the lead coatings inspector, Mr. Swartz provided Quality Assurance for the cleaning and painting portion of the project. This included QA inspection of cleaning and painting activities, preparing daily and weekly reports, preparing monthly estimates for work completed by the contractor, and verifying contractor compliance with the contract plans and specification.
08/2016 - 05/2017	H.011482 US 90 Huey P. Long Bridge Cleaning and Painting (Segment 7), Jefferson Parish, LA The project provided for the development of plans and specifications for the removal of lead paint and the recoating of the original bridge trusses and bracing above bridge deck level. CE&I services and a Level 4 Transportation Management Plan were provided. Mr. Swartz assisted in developing the plans and specifications for this project. Mr. Swartz also provided Quality Assurance for the cleaning and painting portion of the project. This included QA inspection of cleaning and painting activities, preparing daily and weekly reports, preparing monthly estimates for work completed by the contractor, and verifying contractor compliance with the contract plans and specification.
04/2004 - 02/2005 02/2005 - 06/2006 08/2006 - 02/2008 08/2016 - 05/2017	US 90 Huey P. Long Bridge (multiple segments 2, 3, 4 and 5), Jefferson Parish, New Orleans Public Belt Railroad Modjeski and Masters provided CE&I services for the blast cleaning, removal of lead based coatings, and repainting of various segments of the Huey P. Long Bridge. Mr. Swartz provided inspection of surface preparation and coating application for over two miles of elevated steel trestle and deck truss spans of the main bridge.
11/2004 - 03/2024	Huey P. Long Bridge Inspection. New Orleans, Louisiana New Orleans Public Belt Railroad (Various Years) The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Swartz was an inspection team member and inspection team leader for this annual inspection which included a 100% hands-on visual inspection of all structural elements, including fatigue-sensitive and fracture-critical members, comprising the main bridge structure and approaches, for both the railroad and highway.

16. Staff Experience:

Firm employed by **Modjeski and Masters, Inc.**

Name	James W.H. Costigan, PE	Years of relevant experience with this employer	11
Title	Senior Engineer – Field Services	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS 2015 Civil Engineering		
Active registration number / state / expiration date	44328 LA 9/30/2026		
Year registered	2020	Discipline	Civil



Mr. Costigan joined M&M in 2015 and has worked on bridges in 20 states, four countries, and three continents and has worked on 15 bridges spanning the Mississippi River. His experience includes serving as a team leader for major river crossing and movable bridge inspection, rehabilitation design and construction engineering and inspection. His certifications include: NBIS 130055, 130053, and 130078, Level II Liquid Penetrant and Magnetic Particle Inspection; SPRAT Level II Certified, ATSSA TCT and TCS, and FAA Part 107 (UAV/Drone) certification.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/2024 – 07/2024	Mississippi Office of State Aid Road Construction Bridge Inspection and Related Services. Statewide, MS OSARC Modjeski and Masters is the prime consultant to provide routine and fracture critical inspection and load rating services to MS-OSARC as part of a multi-year IDIQ project. M&M has completed over 100 bridge inspections and 15 load ratings for OSARC, utilizing various access methods including technical and rope access methods and UAV, and utilizes AASHTOWare to rate bridges. Mr. Costigan was a team leader for the QA inspections on this Contract.
12/2019 – 12/2020	Alaska Bridges Inspections – Statewide, Alaska Alaska Railroad Modjeski and Masters performed the in-depth inspection, pin ultrasonic testing, structural capacity assessment and rating, pin and gusset evaluations and fatigue analysis for three bridges in Alaska. The Hurricane Gulch Bridge is a 910’ ft deck arch bridge over the Hurricane Creek carrying a single railroad track. The main arch span is 388 feet long and flanking deck truss is 120’. The approach includes DPG spans on steel towers. The Mears Bridge is a 1300 ft bridge over the Tanana River carrying a single railroad track. The main through truss span is 700 feet long and the approach includes 118’ deck truss and several DPG span on steel towers. The Gold Creek Bridge is a 704 ft bridge over the Susitna River carrying a single railroad track. The main through truss span is 504 feet long and the approach includes several TPG span on concrete piers. Mr. Costigan assisted in the inspection of two large truss railroad bridges and was the team leader for a third railroad truss inspection. These inspections included technical access work, standard climbing, eyebar load sharing verification, and UAV drone flights. Mr. Costigan was responsible for authoring the 30 day & 90 day inspection reports for these bridges.
10/2018-03/2019	LA Route 70 Sunshine Bridge Collision – Emergency Response. Donaldsville, Louisiana LADOTD On October 12, 2018, a barge mounted crane was traveling upstream in the western most channel of the river. There was insufficient clearance as the barge passed underneath the bridge, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge to traffic directly after the incident and engaged Modjeski and Masters to perform an emergency hands-on inspection using technical rope access techniques. With the damage documented, work on repair concepts began. Mr. Costigan was instrumental in the inspection of the damage as well as the construction engineering and inspection of the repair efforts.
02/2017 – 06/2017	Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly steel vertical lifts. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the

	AASHTO Manual for Bridge Evaluation, LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Costigan was responsible for inspection services and was an Inspection Team Leader
03/2016 – 07/2016	Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, the LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Costigan was responsible for special inspections and inspection documentation.
11/2015-2/2016 10/2017-4/2018	Huey P. Long Inspection. Jefferson Parish, Louisiana Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Costigan served as an inspector and serves as a Lead Bridge Inspector for this bridge.
05/2016 -07/2016	US 11 Bridge over Lake Pontchartrain, New Orleans, Louisiana LADOTD Within the US 11 Bridge are two double-leaf bascule spans (North Draw and South Draw). There was considerable damage to the bridge as a result of Hurricane Katrina. M&M was retained to determine the improvement needs structural, electrical and mechanical to extend the life by 20-30 years and to prepare rehabilitation plans. Mr. Costigan was responsible for bridge inspection and repair/replacement design and documentation.
02/2023 – 08/2023	St. Claude Strauss Trunnion Bascule Rehabilitation. New Orleans, Louisiana Port of New Orleans This project includes mechanical and structural rehabilitation of the St. Claude Avenue Bridge. M&M prepared bid documents and providing construction monitoring and inspection services for the repair of the 2nd Link Pin of the St. Claude Avenue Bridge. Mr. Costigan was the Inspector for the St. Claude Bascule Bridge 2 nd Link Joint Rehabilitation project, serving as the main point of contact between the Owner, the Contractor, and the Engineer throughout construction. Mr. Costigan oversaw construction operations, performed hands-on inspection, assisted in submittal reviews, coordinated RFI Responses, attended progress meetings, and processed project documentation including Contractor pay applications, change orders, and close-out documents.
11/2016 – 09/2018	Seabrook Bridge Floor System Replacement & Link Pin Joints Emergency. New Orleans, Louisiana Port of New Orleans. M&M prepared the plans and specifications to replace the railroad floor system between the trusses of the Seabrook Railroad Bridge as well as emergency repair plans for the 1 st and 2 nd link pins. M&M also developed the sequence of construction to minimize the impacts to the rail and marine traffic as well as maintain the span balance throughout construction. Mr. Costigan was the Resident Structural Engineer. During this project, Mr. Costigan monitored and oversaw construction, assisted in submittal reviews, wrote RFI Responses, attended progress meetings, wrote and reviewed punch lists, lead the project final walkdown, and reviewed project close-out documents.
10/2016-Ongoing	IH-NC Movable Bridge Inspections. New Orleans, Louisiana Port of New Orleans This project included the inspection of four bridges owned by the Port of New Orleans over multiple years, and includes three Strauss-Trunnion bascule bridges and one vertical lift bridge, carrying highway and railway traffic across the IH-NC. These routine and fracture critical inspections included a 100% hands-on visual inspection of all structural, electrical and mechanical elements above the water line, including fatigue-sensitive and fracture-critical members, comprising the bridges and approaches. This project also involved the lead capacity rating and UT pin inspection of several bridges. Mr. Costigan served as an inspection team leader and a bridge inspection team member for this project.

16. Staff Experience:

Firm employed by **Modjeski and Masters, Inc.**

Name	Preston L. Wierzba, PE	Years of relevant experience with this employer	7
Title	Senior Engineer – Field Services	Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization	BS 2014 Civil Engineering		
Active registration number / state / expiration date	44658 LA 09/30/2026		
Year registered	2020	Discipline	Civil



Mr. Wierzba joined M&M in 2019 and is a professional civil engineer in the Field Services Section. His experience includes highway and railroad fixed and movable bridge inspection and construction monitoring. His certifications include: NBIS 130055, 130053 (under new SNBI rules), and 130078, Level II Liquid Penetrant and Magnetic Particle Inspection, and he is ATSSA TCT and TCS certified.

Experience dates (mm/yy–mm/yy) Experience and qualifications relevant to the proposed contract; *i.e.*, “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).

07/22 – 02/2024 **Mississippi Office of State Aid Road Construction Bridge Inspection and Related Services. Statewide, MS | OSARC**
Modjeski and Masters is the prime consultant to provide routine and fracture critical inspection and load rating services to MS-OSARC as part of a multi-year IDIQ project. M&M has completed over 100 bridge inspections and 15 load ratings for OSARC, utilizing various access methods including technical and rope access methods and UAV, and utilizes AASHTOWare to rate bridges. Mr. Wierzba is an assistant Project Manager and an Inspector team leader for this project.

04/2020 – 04/2021 **St. Claude Strauss Trunnion Bascule Rehabilitation. New Orleans, Louisiana | Port Of New Orleans**
This project includes mechanical and structural rehabilitation of the St. Claude Avenue Bridge over the IH-NC in New Orleans, LA. M&M is preparing bid documents and providing construction monitoring and inspection services for the repair of the 1st Link Joints, the Counterweight Links, and the Main Trunnions of the St. Claude Avenue Bridge. Mr. Wierzba serves as the lead engineer for this project, including performing construction monitoring services.

08/2019 - 3/2020, 08/2021 - Ongoing **Huey P. Long Bridge Inspection. New Orleans, Louisiana | New Orleans Public Belt Railroad**
The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Wierzba was part of the inspection team for the railroad portion of the project.

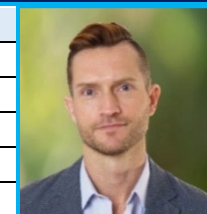
07/2019 - Ongoing **NOGC Annual Bridge Inspections. Systemwide – New Orleans, LA | New Orleans Gulf Coast Railway**
Modjeski and Masters is providing an annual inspection on each of the eight NOGC bridges. Services include general inspection of all eight (8) bridges' structural elements, cursory inspection of bridge protection systems, and a cursory inspection of the electrical and mechanical systems of the two (2) movable bridges. The inspections were from abutment to abutment above the waterline. The movable bridges will also be inspected from top and bottom chords, tower tops, and/or from machinery levels as appropriate to vertical lift or bascule bridges. The inspections will include taking measurements of metalwork losses that may affect the load carrying capacity of the bridge. Mr. Wierzba was part of the inspection team for this project.

05/2019 – 01/2020 **Bonnet Carre Trestle Bridge Replacement- Construction Engineering and Inspection. Laplace, Louisiana | Canadian National Railway**
The existing bridge was one of three railroad crossings and a highway crossing that were built in 1934 to accommodate the construction of the Bonnet Carre Spillway. The trestle is 11,753 feet long and was opened to rail traffic in 1934. The superstructure is ballast deck timber trestle with the exception of 13 concrete fire breaks, five (5) concrete DVB spans, one (1) steel beam span and five (5) steel TPG spans. The replacement structure was designed on an offset alignment for an overall new length of 11,711' with a horizontal offset of

	approximately 50' east, with an exception near each end of the bridge where the alignment will transition back close to the existing track in order to utilize the old approach embankments. The new construction is precast concrete design with the superstructure composed of PPC DVB spans and the substructure consists of 1,139 24" square precast prestressed concrete piles supporting two (2) precast abutment caps with precast backwalls and 299 precast pier caps for 3, 4 and 6-pile piers. Modjeski and Masters provided professional CE&I services for the bridge replacement. These services included providing an on-site resident engineer with responsibility for daily construction inspection. Other specialized personnel was provided as needed to manage, inspect, test and otherwise oversee tasks involved with this project. Mr. Wierzba assisted with the construction engineering and inspection services.
04/2020 – 09/2020	I-20 Mississippi River Bridge Rehabilitation. Vicksburg, MS LADOTD M&M provided plans and specifications for structural repairs and electrical system rehab and upgrades for the I-20 Mississippi River Bridge near Vicksburg, MS. Rehabilitation of the existing electrical systems included roadway lighting, navigation lighting, and low-voltage systems including monitoring, MDOT, river gage monitoring. Support tasks to include review of submittals and RFIs, and appropriate site visits. Mr. Wierzba assisted with the construction related engineering support services.
10/2019 - 02/2020, 08/2021 - Ongoing	IH-NC Movable Bridge Inspections. New Orleans, Louisiana Port of New Orleans (This project included the inspection of four bridges owned by the Port of New Orleans over multiple years, and includes three Strauss-Trunnion bascule bridges and one vertical lift bridge, carrying highway and railway traffic across the IH-NC in New Orleans, LA. These routine and fracture critical inspections included a 100% hands-on visual inspection of all structural, electrical and mechanical elements above the water line, including fatigue-sensitive and fracture-critical members, comprising the bridges and approaches. This project also involved the lead capacity rating and UT pin inspection of several bridges. Mr. Wierzba served as inspection team member for this project.
06/2019 – 01/2020 12/2020 - 01/2021	Sunshine Bridge Emergency Inspection and Repairs. Donaldsonville, LA LADOTD In 2018, a barge mounted crane was traveling upstream in the western most channel of the river. The crane's height exceeded the vertical clearance of the span, and the back-stay of the crane impacted the downstream bottom chord of the truss. The impact caused significant damage to a bottom chord member, tearing off the bottom plate of the box member and inducing severe out of plane distortion. The member in question was a primary load path compression member, designed to carry 1,700 kips of dead load. LADOTD closed the bridge immediately and began the task of investigation and repair. Modjeski and Masters, Inc. (M&M) was selected as the lead consultant for bridge repairs. After closing the bridge directly after the incident, LADOTD engaged M&M to perform an emergency hands-on inspection using technical rope access techniques. The inspection team documented the primary damaged member as well as a host of other damaged elements, including bottom laterals, stringer bearings, and gusset plates. Technical rope access was critical in locating and documenting all damaged bridge elements. M&M also provided construction engineering and inspection of the repair efforts. Mr. Wierzba assisted with the construction engineering and inspection services.

16. Staff Experience:

Firm employed by Modjeski and Masters, Inc.			
Name	Joshua J. Moore, PE	Years of relevant experience with this employer	19
Title	Senior Engineer & Field Inspector	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS	2006	Civil
Active registration number / state / expiration date	36342	LA	09/30/2027
Year registered	2011	Discipline	Civil
Mr. Moore has over 19 years of bridge design, analysis, rating, and rehabilitation experience coupled with over 15 years of bridge inspection experience. He has been involved in a variety of projects including design, analysis, evaluation, and retrofit; routine, emergency, and forensic inspection; and construction and project management of complex steel and concrete structures. As a capable and experienced design engineer who is also a fully-trained and experienced NBIS field inspector, team leader, and SPRAT Level III rope access supervisor, Mr. Moore has served as an inspection team leader, rating engineer, and repair design engineer for multiple complex structures. His certifications include: NBIS 130055, 130053 (under new SNBI rules), Level II Liquid Penetrant and Magnetic Particle Inspection; SPRAT Level III Certified. Mr. Moore will serve as an Inspection Team leader and fulfills MPR #11.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
09/2022 - Ongoing	Mississippi Office of State Aid Road Construction Bridge Inspection and Related Services. Statewide, MS OSARC Modjeski and Masters is the prime consultant to provide routine and fracture critical inspection and load rating services to MS-OSARC as part of a multi-year IDIQ project. M&M has completed over 100 bridge inspections and 15 load ratings for OSARC, utilizing various access methods including technical and rope access methods and UAV, and utilizes AASHTOWare to rate bridges. Mr. Moore is a Lead Bridge Inspector and also leads the bridge load rating team for this project.		
05/2023 - 10/2023	Stay Cable Inspection and Evaluation. Quincy and Alton, IL Illinois Department of Transportation This project requires engineering services for the in-depth inspection of the stay cables and anchorages on the Quincy Bayview Bridge carrying US 24 Westbound over the Mississippi River at Quincy, and the Clark Bridge carrying US 67 over the Mississippi River at Alton. The contract also calls for the structural evaluation of the cables, based on the findings of the in-depth inspection, and development of cable repair or replacement concepts and recommendations, as appropriate, including life cycle cost analyses. Mr. Moore participated in the structural inspection and supervised the rope access inspection team		
11/2019 – 05/2021	Load Rating of Fourteen Complex Bridges. Statewide Louisiana LADOTD Modjeski and Masters, Inc. performed bridge inspection, analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 14 complex bridges. The bridge types include swing spans, bascule spans, truss spans and curved steel spans. For the analysis and load rating task, M&M is generated a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software was used. All load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Moore assisted in the management of the project and provided guidance to the rating team. Mr. Moore performed structural analysis, evaluation, and quality control.		
07/2019 – 05/2021	Load Rating of 354 Off System Bridges. Statewide Louisiana LADOTD Modjeski and Masters, Inc. is performing plan and document retrieval, bridge inspection (as needed), analysis and load rating, sampling/instrumentation and non-destructive testing (as needed), and plan production (as needed) for 354 off system bridges including prestressed concrete, reinforced concrete and steel plate girder bridges. For the analysis and load rating task, M&M is generating a system structural model and performing an analysis of each bridge to determine dead and live load forces in the members. For the bridge superstructures, AASHTOWare BrR software is being used. For the complex bridges, a three-dimensional structural model is needed. All		



	load rating analysis will follow current AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Moore assisted in the management of the project and provided guidance to the rating team. Mr. Moore performed structural analysis, evaluation, and quality control.
11/2018 - Ongoing	Hale Boggs Bridge - Latent Defects Review. Luling, Louisiana LADOTD Mr. Moore serves as an Inspection Team Leader for this investigation of latent defects in the Hale Boggs Bridge Stay Cable system. Specific tasks includes review and evaluation of existing project documentation, performance of an on-site investigation of the stay cables and anchorages and developing a report of the findings and associated recommendations.
10/2017 - 08/2018	H.009859.5: Nineteen Complex Bridge Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, mainly movable bridges. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which followed the AASHTO Manual for Bridge Evaluation, LADOTD Bridge Design and Evaluation Manual and AASHTO LRFD Bridge Design Specifications. Mr. Moore assisted in the management of the project and provided guidance to the rating team. Mr. Moore performed structural analysis, evaluation, and quality control. Mr. Moore also participated in several of the bridge inspections
02/2016-10/2017	H.009859.5: Ten Truss Bridges Load Rating and Evaluation. Louisiana LADOTD Modjeski and Masters, Inc. performed plan and document retrieval, bridge inspection and analysis, and load and resistance factor rating of complex bridge structures, including large cantilever trusses, vertical lifts and swing spans. Gusset, truss, floorsystem and substructure components were rated. Bridge inspections focused on gusset plates and existing member conditions for rating. AASHTOWare BrR was used for the ratings, which follow current AASHTO Manual for Bridge Evaluation, the LADOTD Policies and Guidelines for Bridge Rating and Evaluation, and LADOTD Bridge Design and Evaluation Manual. Mr. Moore assisted in the management of the project and provided guidance to the rating team, performed structural analysis, evaluation, and quality control, and participated in the bridge inspections.
09/2014 - 12/2016	H.009859.5 (A): Rating and Posting of On-System State Bridges. Louisiana LADOTD M&M performed load rating analyses for 110 existing bridge structures using the Load and Resistance Factor Rating Method. Elements to be rated include superstructure and substructure components. Provisions in the AASHTO Manual for Bridge Evaluation as well as LADOTD Policies and Guidelines for Bridge Rating and Evaluation were followed. Mr. Moore participated in the load rating of the bridges and performed structural analysis, evaluation, and quality control.
04/2013 - 02/2014	Crescent City Connection Bridge No. 1. New Orleans, Louisiana LADOTD This Task Order consists of inspection and LRFR load rating for the Greater New Orleans Bridge No. 1 – a complex steel cantilever through truss bridge. The rating is to include the superstructure, selected substructure elements and piers. Mr. Moore developed and carried out photogrammetric methods to verify gusset plate geometry as part of the gusset plate evaluation. Mr. Moore also led the technical access inspection team.
10/2008-Ongoing	Huey P. Long Bridge Inspection. New Orleans, Louisiana Public Belt Railroad The Huey P. Long Bridge is a steel cantilever through-truss railroad and highway bridge across the Mississippi River, with a main bridge crossing of 3,525 feet and several miles of steel plate girder approaches. The main bridge features four deck truss spans, two anchor spans of 529 feet and 532 feet, two cantilever spans of 144 feet, a simple span of 531 feet, and a suspended span of 503 feet. Mr. Moore has been a member of the TA inspection team since 2008. During the 2012 and 2013 inspections, Mr. Moore served as team leader. Since 2013, Mr. Moore has supervised the technical access inspection team.

16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.					
Name	Joseph "Brian" Johnson, PE		Years of relevant experience with this employer		21
Title	Principal, Bridge Division Leader		Years of relevant experience with other employer(s)		5
Degree(s) / Years / Specialization		MS 2000 Civil Engineering; BS 1999 Civil Engineering			
Active registration number / state / expiration date		PE No. 31273 LA 9/30/2026			
Year registered	2004	Discipline	Civil Engineering; NBIS Certified Team Leader		
Contract role(s) / brief description of responsibilities					
Brian brings 26 years of experience specifically related to structural projects and serves as the Structural Section Manager in the Baton Rouge office. His primary expertise lies in analysis, design, rating, inspection, and rehabilitation of bridges. Brian has managed bridge projects with a variety of structure types such as horizontally curved steel plate girders, prestressed concrete girders, steel truss vertical lift bridges, long span steel trusses, concrete box culverts, and retaining walls. He has overseen several SNBI bridge inspection projects and been involved in hydraulic studies for bridge replacement projects in both Mississippi and Louisiana. Brian meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4					
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
08/19 – 04/24	I-10 LOYOLA DESIGN-BUILD LADOTD Project No. H.011670 New Orleans, LA Lead Structural Engineer. Brian led the structural design efforts of two new flyover ramps, one bridge widening, noise barriers, precast box culverts, roadway and pier protection barriers, and miscellaneous structural elements. The flyover ramps consist of a combination of continuous concrete slab, LU girder, horizontally curved steel trapezoidal girder, and LG girder units. Two, three, and four-span units with spans varying from 165-ft to 220-ft were constructed to cross the existing I-10 bridges over Loyola Drive. During design, Brian orchestrated a series of meetings with the contractor, fabricators, vendors, and suppliers to optimize and streamline the design. He oversaw construction support which included shop drawing reviews, addressing RFIs, and providing construction engineering services.				
01/23 – Ongoing	LA 3094: HEARNE AVE BRIDGE AND US 80: KCS RR OVERPASS (HBI) Contract No. 4400022901 LADOTD Shreveport, LA Project Manager. Brian manages the design and plan development efforts for the replacement of two bridges over CPKC (formerly KCS) lines in Shreveport, LA. Using initial concepts developed by LADOTD, alternate span arrangements were developed to minimize railroad right-of-way impacts with the goal to limit impacts due to raising the finish grade to accommodate vertical and horizontal clearances. The Hearne Ave. crossing concepts were studied to determine potential impacts ahead and back station of the bridge. Preliminary plans are in development for both sites.				
03/24 – 06/25	SR 28 OVER PEARL RIVER REPAIRS MISSISSIPPI DOT Copiah and Simpson Counties, MS Project Manager. Brian served as the Project Manager for the inspection and repair of a steel through truss that was damaged due to an oversized vehicle impact. When the damage occurred, MDOT requested Stantec to perform a damage inspection to determine the extents of required rehabilitation. Brian led the initial inspection and coordinated the hands-on inspection just one week after the impact. Repair plans were developed using the inspection findings. Truss members were replaced in-kind. Stantec reviewed contractor shop drawings and temporary support design for each phase of construction.				
08/22 - Ongoing	BRIDGE INSPECTION AND RELATED SERVICES IDIQ MASTER CONTRACT 2022 Mississippi Office of State Aid Road Construction Statewide, MS Project Manager. Brian manages all field and office work, including contract administration, for inspecting and load rating over 200 bridges annually throughout the state of Mississippi. Inspections and load ratings are performed in accordance with current NBIS and				

	SNBI and procedures. Structure types have included steel trusses, steel plate girders, steel railroad flat cars, concrete girders and slabs, and reinforced concrete box culverts. Brian has managed this contract since first award in 2010.
11/22 – Ongoing	SR 16/SR 149 FLOODWAY CHANNEL YAZOO RIVER MDOT Yazoo County, MS Project Manager. Brian serves as the Project Manager on this bridge replacement project involving three existing structurally deficient bridges over the Yazoo River Relief Channel system. The main structure is a 928-ft long (280-368-280-ft) structural steel plate girder bridge. The two approach structures consist of three 100-ft prestressed concrete girder (FIB-45) spans. Foundations consist of steel pipe piles and drilled shafts (84-in diameter). Currently, Brian oversees construction support.
07/18 - Ongoing	SR 12 OVER SUNFLOWER RIVER BRIDGE REPLACEMENT MDOT Humphreys & Washington Counties, MS Project Manager. Brian serves as the Project Manager for this bridge replacement of an existing structurally deficient bridge with a new 910-ft long (280-350-280-ft) steel plate girder bridge. The suggested construction sequence reduced transportation concerns by using shorter field pieces that will be spliced on site prior to erection. Substructure units consist of concrete caps on drilled shafts (84-in diameter) and steel pipe piles. Segmental joints were designed for the bridge ends to accommodate large movements and minimize future maintenance considerations. Currently, Brian oversees construction support.
08/15 – 03/20	I-20 / TARBUTTON INTERCHANGE City of Ruston Ruston, LA Project Manager. Brian managed the design of a two-span bridge over I-20 to replace an existing structurally deficient and geometrically obsolete bridge along Tarbutton Rd. The bridge consisted of structural steel plate girders and drilled shaft foundations. Design efforts were performed in under four months to avoid losing project funding. In addition to design and plan development, Brian oversaw construction support which included shop drawing reviews and addressing contractor RFIs.
07/05 – Ongoing	SR 601 / I-10 INTERIM INTERCHANGE MDOT Harrison County, MS Project Manager. The original project consists of replacing a diamond interchange with a four-level, fully directional interchange between SR601 and I-10; however, the interchange was modified to eliminate the top two levels. Project components include horizontally curved steel plate girders; prestressed concrete girders (Types III, IV, BT-54, BT-63, and BT-72); hammerhead and multi-column concrete bents; concrete retaining walls; and complex pile footings. Four of the seven Stantec assigned bridges cross an existing KCS railway at the south end of the project. Final plans are being developed.
11/14 – 7/22	I-20 SOUTH FRONTAGE ROAD OVER OLD MS 27 AND KCSRR MDOT Vicksburg, MS Bridge Design Manager. Brian managed the design efforts for a four-span prestressed concrete girder bridge over an active KCS rail line. Substructure units consist of encased and concrete fill steel pipe pile bents. To minimize right-of-way impacts, an MSE wall was used at the east bridge end. Barrier upgrades to five existing I-20 bridges were included in this project.
12/15 – Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Contract No. H.005967 Lake Charles, LA Bridge Design Manager. Brian managed the bridge and structural design efforts from preliminary to final plans. He performed quality review of bridge design, plans, and specifications for this bridge extension to the surrounding roadway network. In addition, he led the inspection of an existing sign truss to ensure it could be reused for the current project. Brian is currently providing structural construction support for this project.

16. Staff Experience

Firm employed by Stantec Consulting Services Inc.			
Name	John Krebs, PE	Years of relevant experience with this employer	12
Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		MS 2008 Civil Engineering; BS 2007 Civil Engineering	
Active registration number / state / expiration date		PE No. 37259 LA 9/30/2026	
Year registered	2012	Discipline	Civil Engineering



Contract role(s) / brief description of responsibilities

John has 16 years of engineering experience providing engineering design and load ratings for bridges and interchanges for LADOTD, MDOT, and KYTC. His primary expertise lies in the engineering analysis and design of a variety of structure types such as prestressed concrete girders, reinforced concrete substructure elements, and retaining walls. He has been heavily involved in the inspection and load rating of existing bridges in both Louisiana and Mississippi. John has excellent working knowledge of ASHTO LRFD and the LADOTD Bridge Design Manual. He is proficient in several commercial software packages including AASHTOWare BrR, RC-Pier, CONSPAN, MDX, and STAAD.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/23 – Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Project No. H.004273 Lafayette, LA Bridge Engineer. John is responsible for developing bridge design plans for the new Kaliste-Saloom interchange configuration. Bridge structures include for ramps tying into a two-span, “table-top” structure that will move traffic to and from northbound and southbound I-49. Structure types consist of prestressed LG and horizontally curved structural steel plate girders. Existing and proposed constraints (railroad crossing, existing and proposed I-49, temporary roadways) required unique substructure placement and a variety of foundation types (pile footings, pile bents, drilled shafts). In addition, John oversaw plan development for new structures crossing Vermillion River that are to be included in the final structure report.
11/22 - Ongoing	SR 16/SR 149 FLOODWAY CHANNEL YAZOO RIVER (BRIDGE NOS. 210.9, 211.1, 211.8) MDOT Yazoo City, MS Senior Project Engineer. John was responsible for the analysis, design, and plan development for three bridges crossing the floodway channel of the Yazoo River. Bridge No. 210.9 consists of three 100-ft, prestressed, FIB 45 spans supported by reinforced concrete bent caps on steel pipe piles. Bridge 211.1 consists of a skewed, 928-ft, three-span continuous steel plate I-girder unit supported by reinforced concrete caps on steel pipe piles for end bents and reinforced concrete caps on drilled shafts for intermediate bents. Bridge 211.8 consists of identical components to Bridge 210.9 and is also in a horizontal curve. As the senior project engineer, John is the technical lead, QC/QA for design and plan development, and assists with construction support.
10/17 – 01/19	AASHTOWARE BRR BRIDGE LOAD RATING MDOT Statewide, MS Project Engineer for the load rating of 120 bridges using AASHTOWare BrR. Structure types included steel plate girders, prestressed concrete girders, concrete T-beams, concrete slab spans, and integral reinforced concrete multi-cell box girders. Ratings were performed in accordance with the current MDOT and AASHTO standards. John was responsible for day-to-day support of the load rating engineers and performing QC/QA on finished load ratings.
04/11 – 03/15	I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT LADOTD H.010151 Lake Charles, LA Project Engineer. John was responsible for the design and plan development of three bridges and an MSE wall system load transfer platform. The bridge along I-210 consists of a single, 130-ft-long, LG-54 prestressed concrete girder span founded on true abutments (spread footings). The remaining bridges consist of concrete slab spans founded on concrete pile bents. All design was performed in accordance with AASHTO LRFD Bridge Design. This project received the Highways/Bridges: Award of Merit from the Engineering News Record for Texas and Louisiana in October 2016.

08/19 – 04/24	I-10 LOYOLA DESIGN-BUILD LADOTD Project No. H.011670 New Orleans, LA Structural Engineer. John led substructure design efforts for the two new flyover ramps. The flyover ramps consist of a combination of continuous concrete slab, LU girder, horizontally curved steel trapezoidal girder, and LG girder units. Substructure units for the LU, LG, and steel tub girders are hammerhead piers with aesthetic geometry. John oversaw in-house tool develop for analyzing and designing the columns and to compare with commercial software results.
08/22 - Ongoing	BRIDGE INSPECTION AND RELATED SERVICES IDIQ MASTER CONTRACT 2022 Mississippi Office of State Aid Road Construction Statewide, MS Team Leader / Load Rating QC. John primarily serves in a quality control role on bridge load ratings. Each cycle, approximately 40 of the 200 bridges inspected require analysis. Structure types have included steel trusses, steel plate girders, steel railroad flat cars, concrete girders and slabs, and reinforced concrete box culverts. On occasions John has served as a Team Leader and has inspected a variety of structure types under this contract.
12/15 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Contract No. H.005967 Lake Charles, LA Structural Engineer. John worked on bridge and structural design efforts during preliminary plans. Project tasks included preliminary design of bridge superstructure, substructure including foundations, median barrier design, and as-designed load rating. Other design elements include navigational lighting bridge attachments and steel bracket light supports with concrete anchors to the bridge structure. Structural Design was performed in compliance with AASHTO LRFD Specifications. In addition, he completed the vessel study report detailing the expected water-borne vessel traffic and establishing the need for pier protection structures. John will also be assisting with structural construction support for the project.

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Carl Gaudry, PE	Years of relevant experience with this employer	1
Title	Senior Bridge Engineer	Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization		MS 2011 Civil Engineering; BS 2007 Civil Engineering	
Active registration number / state / expiration date		PE No. 37365 LA 3/31/2027	
Year registered	2012	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities Carl has 18 years of experience working for the LADOTD Bridge Design section. As a former employee of DOTD Bridge Design, the first 14.5 years had Carl serving as the Bridge Design Task Manager on many DOTD projects, both in-house design or consultant designed. The last 3 years of Carl's career at LaDOTD had him take on the role as DOTD's Road and Bridge Safety Hardware manager, serving as the department's expert on guardrail and end terminals, bridge rails, roadway barriers and breakaway structures. This role's responsibilities included oversight roadside and bridge safety (Standard Plans, specifications, policies and design waivers on projects) across the state of Louisiana, reviewing all overhead sign structure projects, and managing various urgent structural repair projects.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/23 – 10/25	LA 300: BAYOU LALOUTRE BRIDGE LADOTD H.012891 St. Bernard Parish, LA LADOTD Bridge Design Task Manager for consultant designed slab span bridge, where the consultant was only on board for the design phase of the project. As Task Manager during the design phase, I served as the department's technical representative for structural design and roadside safety hardware, participating in various meetings (kick-off, plan-in-hand, and Final Plan meeting) and providing technical reviews of the consultant's submittals. As Task Manager during the construction phase, I provided construction related engineering services, such as RFI responses, review of elastomeric bearing pads and span anchor plate shop drawings in accordance with the Louisiana Standard Specifications for Roads and Bridges 2006 and the construction plans, and the review of contractor repair plans due to the damaging of the pile during driving.		
01/22 – 10/25	LA 1: BYU MOREAU AND LATERAL W15#7A BRS LADOTD H.012061 Pointe Coupee Parish, LA LADOTD Bridge Design Task Manager for consultant designed slab span bridge, where the consultant was only on board for the design phase of the project. As Task Manager during the design phase, I served as the department's technical representative for structural design and roadside safety hardware, participating in various meetings (kick-off, plan-in-hand, and Final Plan meeting) and providing technical reviews of the consultant's submittals. As Task Manager during the construction phase, I provided construction related engineering services, such as RFI responses, review of elastomeric bearing pad shop drawings in accordance with the Louisiana Standard Specifications for Roads and Bridges 2006 and the construction plans, and the review of contractor design calculations for misalignment of driven piles.		
09/14 – 03/25	LA 410 - BLACKWATER BAYOU BRIDGE LADOTD H.007963 East Baton Rouge Parish, LA Task Manager responsible for the delivery of the Bridge Plans. This project was an in-house design project, requiring partial design of bridge plans using AASHTO LRFD 7th edition to design the bridge approach slab on one end of the bridge and span anchor plates per AASHTO LRFD; design/detail of bridge general plan per LaDOTD Bridge Design and Evaluation Manual and AASHTO Green Book 6th edition; and design of Guardrail in accordance with AASHTO RSDG 4th edition and GR-MASH-ON Standard Plans. At the end of plan development, I was responsible for the bridge quantities and construction cost estimates. As Task Manager during the construction phase, I provided construction related engineering services, such as RFI responses and review of elastomeric bearing pads, span anchor plates,		

	and detour bridge shop drawings in accordance with the Louisiana Standard Specifications for Roads and Bridges 2006 and the construction plans.
12/13 – 05/24	LA 450 - DRAIN BRIDGE NEAR STONEY POINT LADOTD H.008449 Washington Parish, LA Task Manager responsible for the delivery of the Bridge Plans. This project was an in-house design project, which the proposed replacement structure was a bridge for preliminary plans, but the proposed structure changed to a precast box culvert. During the preliminary plans phase, I was responsible for the design/detail of bridge general plan per LaDOTD Bridge Design Manual and AASHTO Green Book and design of bridge guardrail in accordance with AASHTO RSDG 4th edition and the LaDOTD GR-200 standard plan. During the Final Plans phase, I was responsible for the design of the culvert guardrail in accordance with AASHTO RSDG 4th edition and LaDOTD GR-MASH-ON Standard Plans. At the end of plan development, I was responsible for the guardrail quantities and construction cost estimates.
08/13 – 05/25	LA 1077: BLACK BAYOU BR NEAR MADISONVILLE LADOTD H.008358 St. Tammany Parish, LA Task Manager responsible for the delivery of the Bridge Plans. This project was an in-house design project, requiring full design of bridge plans using AASHTO LRFD 4th edition with 2009 interims: design elements included slab spans, Pile Bent Caps, and span anchor plates per AASHTO LRFD; design/detail of bridge general plan per LaDOTD Bridge Design and Evaluation Manual and AASHTO Green Book; and design of Guardrail in accordance with AASHTO RSDG 4th edition and GR-MASH-ON Standard Plans. At the end of plan development, I was responsible for the bridge quantities and construction cost estimates. As Task Manager during the construction phase, I provided construction related engineering services, such as RFI responses and review of elastomeric bearing pads, span anchor plates, and detour bridge shop drawings in accordance with the Louisiana Standard Specifications for Roads and Bridges 2006 and the construction plans.
02/12 – 11/23	LA 392 BRIDGES NEAR HORNBECK LADOTD H.001881 Vernon Parish, LA Task Manager responsible for the delivery of the Bridge Plans. This project was an in-house design project utilizing some of the slab span standard plans: design/detail of two bridge general plans per LaDOTD Bridge Design and Evaluation Manual and AASHTO Green Book 6th edition; and design of Guardrail in accordance with AASHTO RSDG 4th edition and LaDOTD GR-MASH-ON Standard Plans. At the end of plan development, I was responsible for the bridge quantities and construction cost estimates. During construction, performed construction related engineering services tied to the implementation of the plans and specifications, such as requests for information for clarification of the contract documents and review of precast slab span shop drawings submitted by the fabricator.

16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Kunal Malpani, PE	Years of relevant experience with this employer	12
Title	Structural Engineer	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	MS 2012 Civil Engineering; BS 2010 Civil Engineering		
Active registration number / state / expiration date	PE No. 43016 LA 3/31/2027		
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities Kunal has 12 years of structural engineering experience with a primary focus in analysis, design, rating, and inspection of a variety of bridge types including prestressed concrete girders, structural steel plate girders, concrete slab spans, multi-column concrete bents, and pile bents. He is proficient in commercial software packages such as AASHTOWare BrDR, RC-Pier, CONSPAN, MDX, and STAAD. Kunal has also been involved in the design of highway sign structures and reviewing structural shop drawings.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/19 – 04/24	I-10 LOYOLA DESIGN-BUILD INTERCHANGE LADOTD Kenner, LA Bridge Engineer. Kunal performed design on the horizontally curved structural steel trapezoidal girders, substructure units, roadway barriers, sign structures and foundations, noise barrier, and miscellaneous structural components. He assisted with plan development on several design units. Additional responsibilities included reviewing shop drawings, addressing RFIs, and performing construction engineering. Kunal also performed QC on the load rating reports.		
09/15 – 07/16	I-20 AND TARBUTTON ROAD INTERCHANGE LADOTD Ruston, LA Structural Engineer. Project consisted of replacing an existing concrete overpass structure over I-20 near Ruston with a two-span structural steel plate girder structure. Substructure units were supported by drilled shafts to minimize the bridge footprint. Design was performed in accordance with AASHTO LRFD. Kunal assisted with quality control of the superstructure and substructure design and performed the as-designed load rating.		
01/19 – Ongoing	NELSON ROAD EXTENSION BRIDGE LADOTD Contract No. H.005967 Baton Rouge, LA Structural Engineer. Kunal assisted the design engineer with preparation of plans and specifications for this bridge extension to the surrounding roadway network. Design included design of bridge components, including substructure, footing and foundation, load bearing calculations, girders and barrier design. Other design elements include navigational lighting bridge attachments, steel bracket light supports with concrete anchors to the bridge structure.		
09/13 – 11/17	BRIDGE PRESERVATION RETAINER PROJECTS LADOTD Statewide, LA Load Rating Engineer. Kunal was responsible for developing LFR rating procedure using AASHTOWare BrR and STAAD for superstructure as per AASHTO MBE. Highlights of the project include rating Long Span Steel Through Trusses, Short span Steel Pony Trusses, and Masonry Arch Bridges.		
07/15 – 06/18	US 90 (FUTURE I-49) AND LA 318 INTERCHANGE DESIGN BUILD LADOTD St. Mary Parish, LA Structural Design Engineer for the twin bridges. Each bridge consists of LG-54 prestressed concrete girder spans on multi-column concrete bents and concrete wall piers. Responsibilities included performing design, as-designed load rating, reviewing shop drawings, and addressing construction submittals including RFIs and NCRs.		
01/17 – 10/18	LOAD RATING AND POSTING OF 110 ON-SYSTEM BRIDGES LADOTD Statewide, LA		



	Load Rating Engineer. Project involved the load rating & posting of 110 on-system bridges. Bridges are located throughout the state and were load rated in accordance with LADOTD and AASHTO specifications. AASHTOWare BrR, CSI Bridge, and RC-Pier were used to determine rating factors and posting requirements. Kunal was responsible for developing load rating models and performing analyses. His main focus is a bridge structure on I-10 over city streets in New Orleans that is approx. 18,000-ft long with complex geometry and span arrangements.
08/22 - Ongoing	BRIDGE INSPECTION AND RELATED SERVICES IDIQ MASTER CONTRACT 2022 Mississippi Office of State Aid Road Construction Statewide, MS Load Rating Engineer and Inspection Team Leader. This project includes inspection and load rating of over 200 off-system bridges throughout the state of Mississippi. Inspections and load ratings are performed in accordance with current NBIS and SNBI procedures as outlined in the AASHTO MBE. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches. Kunal is responsible for field inspections, load ratings, inspection reports, and QC/QA on load ratings.

16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Joey Lefante, PE, PTOE		Years of relevant experience with this employer
Title	Senior Associate, Traffic Engineer		17
Degree(s) / Years / Specialization		BS 2008 Civil Engineering	
Active registration number / state / expiration date		PE No. 37244 LA 9/30/2026 PTOE No.3560 LA 11/20/2028	
Year registered	2012	Discipline	Civil Engineering



Contract role(s) / brief description of responsibilities

Joey has 17 years of experience working on major traffic projects, preparing feasibility studies and interchange modification reports, and leading improvements through plan design and signal construction. His experience using various analysis software packages, including TransCAD, Synchro, and VISSIM, allows him to determine innovative transportation solutions tailored to each individual situation. Joey meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 9

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
04/11 – 06/15	I-210 / COVE LANE INTERCHANGE AND ROUNDABOUT LADOTD Lake Charles, LA Lead Traffic Engineer. Joey developed an Interchange Justification Report (IJR) for I-210 between Cove Lane and Nelson Road interchanges on Port of Lake Charles property. He developed peak hour traffic volumes for 28 possible design alternatives, which took into account and accommodated for all future developments in the area, including the Nelson Road Bridge over Contraband Bayou and the Ameristar Casino and Hotel development north of I-210. Joey coordinated the collection of traffic counts and performed field calibration of the traffic models by collecting data such as queues and travel times. Once the alternatives were narrowed down to the final, Joey performed HCS and SIDRA analyses on over 50 locations per alternative. The recommended alternative included innovative interchange configurations including roundabout ramp terminals at Cove Lane and a Diverging Diamond Interchange (DDI) at Nelson Road.
03/14 – 05/15	LA 511 JIMMIE DAVIS BRIDGE REHABILITATION LADOTD Contract No. H.010662 Bossier Parish, LA Traffic Engineer who performed traffic analysis for the designated detour route as part of the TMP and proposed locations for temporary signal installations during the bridge closure. Detour routes included city streets on both side of bridge. Based on analysis, Joey designed and detailed traffic signal plans for temporary signal installations. Each selected improvement was needed to handle rerouting of all bridge traffic to the detoured route with minimal permanent pavement changes.
11/10 – Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Contract No. H.005967 Lake Charles, LA Traffic Engineer. Joey ran traffic analyses for the different bridge tie-ins being studied. Also included in the traffic analysis was a consideration of the impact of the bridge on the surrounding roadway network. The Regional Travel Demand Model was modified in TransCAD to determine the effects of the bridge construction. Joey will be providing Traffic construction support for the project.
08/14 – Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Traffic Task Manager. Joey is responsible for coordination with DOTD traffic staff and managing analysis of various geometric design alternatives. This project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. It follows the Access Justification Request (AJR) guidelines established by DOTD and FHWA. Joey has been involved in the Context Sensitive Solutions (CSS) process, attending community meetings. Feedback from the CSS process has informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements to emphasize urban design principles,

	including pedestrian and bicycle accommodations. Joey is responsible for documenting the project to follow DOTD Traffic Engineering Process and Report (TEPR) Guidelines.
08/09 – Ongoing	I -49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR LADOTD Shreveport, LA Traffic Engineer performing NEPA investigations, developing IMR and IJR and providing quality assurance for this 3.5-mile final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange. NLCOG's Travel Demand Forecasting Model was modified and used to project future traffic for 3 alternatives representing different interchange combinations. HCS will be used to determine which roadway improvements would be necessary for each alternative.
08/19 – 04/24	I-10 LOYOLA DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Traffic Engineer. Joey performed VISSIM analyses of an Alternative Technical Concept (ATC) consisting of two new flyover ramps leading to/from the Airport on the east side of the interchange and the first Diverging Diamond Interchange (DDI) in Louisiana. Joey completed an IMR to meet FHWA access policy standards to move the project forward on the accelerated design-build schedule. Joey is also leading the traffic signal design effort, including specialized DDI operations and complete street accommodations such as sidewalks and a two-way cycle track.

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Joseph Barker, PE, PTOE		Years of relevant experience with this employer
Title	Traffic Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization	BS 2011 Civil Engineering		
Active registration number / state / expiration date	PE No. 40664 LA 9/30/2026 PTOE No. 4364 LA 11/20/2026		
Year registered	2016	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities Joseph has 13 years of experience in transportation planning and traffic engineering. He specifically has interest in sustainable transportation planning, urban mobility, tactical urbanism, equitable placemaking, and the promotion of active modes of transportation. Joseph meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 9			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/19 – 07/24	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 Kenner, LA Traffic Engineer. Joseph assisted with the signal design services for what will be one of the first diverging diamond interchanges in the State of Louisiana. Completed signal layouts, design plans, and signal timings. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange.		
01/18 - Ongoing	ROUGH EDGE ROAD INTERCHANGE City of Ruston Ruston, LA Traffic Engineer. Stantec was selected to perform a traffic impact study for an upgraded bypass corridor through southeast Ruston and a proposed interchange at the intersection of Interstate Highway 20 (I-20) and Rough Edge Road in Lincoln Parish. Joseph provided traffic engineering services including, but not limited to, growth rate determination, traffic forecasting, trip distribution, trip generation, origin-destination analysis, peak period/hour determination, Vistro modeling, project research, technical writing/documentation.		
02/18 – Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Traffic Engineer. Joseph is responsible for traffic analysis and environmental documentation of various geometric design alternatives. Project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. Project follows the Access Justification Request (AJR) guidelines established by LADOTD and FHWA. Joseph has been involved in the Context Sensitive Solutions (CSS) process that has allowed for informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements through a Tiered Analysis approach to emphasize urban design principles, including pedestrian and bicycle accommodations. Joseph is documenting the project to follow the LADOTD Traffic Engineering Process and Report (TEPR) guidelines.		
04/20 – 07/20	LOUISIANA ROUNDABOUT ENVIRONMENTAL FACTOR DEVELOPMENT ULL Baton Rouge, LA Traffic Engineer. Stantec was tasked to develop the Environmental Factor (EF) required for the planning and design of roundabouts in Louisiana using the SIDRA software. The EF is used as a calibration parameter to account for Louisiana specific factors that impact capacity estimated using SIDRA models. An accurate EF is important for efficient roundabout design. Joseph was responsible for all SIDRA analysis for five sample data sets at existing roundabout approaches in Louisiana. The analysis involved an iterative process of completing SIDRA analysis for saturated flow data sets at each approach to determine the EF that would most closely calibrate the analysis outputs to real-world capacity. The findings of the study were to be used by LADOTD to revise the SIDRA methodology for all roundabout analysis in Louisiana.		



06/16 – 02/18	I-10 AT LA 73 (LA 74 TO LA 621) STAGE 0 FEASIBILITY AND TIER ANALYSIS LADOTD Prairieville, LA Traffic Engineer. Provided a Stage 0 Feasibility Study and environmental inventory for LADOTD, documented in accordance with NEPA requirements, to evaluate conceptual alternatives and no-build for the LA 73 corridor to improve traffic operations. A traffic engineering study and Tiered Interchange Analysis report were completed to study a comprehensive number of interchange alternatives and analyze the operational and safety improvements associated with each. Improvements in operations and safety through conceptual geometric design were also analyzed. Detailed crash analysis was completed to determine segments, intersections, or spot locations with abnormal crash rates.
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16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Joseph “Joe” Cains, III, PE	Years of relevant experience with this employer	22
Title	Senior Associate, Area Manager (Louisiana)	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS 2003 Civil Engineering	
Active registration number / state / expiration date		PE No. 33670 LA 3/31/2026	
Year registered	2008	Discipline	Civil Engineering



Contract role(s) / brief description of responsibilities
 Joe has 22 years of experience for various project types, including interstates and interchanges, arterials and collector highways, local roads, bridge replacement projects, and other similar transportation systems, on both existing highway alignments and new locations. He also has extensive experience with Complete Streets and innovative intersections including roundabouts, DDIs, and CFIs, and has been involved in several major projects involving compressed schedules and quick turnaround deadlines. He has experience in both traditional and alternative delivery types as well as Construction Administration services, allowing him to help lead the charge in the transportation industry for Stantec in the State of Louisiana. Joe meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 8

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/15 – Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Lead Roadway Engineer. Responsible for Task 4 Geometrics, as well as coordinating project needs for this 15-task program that is being carried out with a team of 15 design firms. Task 4 involves evaluation, development of alternatives, and recommendations for all roadway geometric elements for this 5.5-mile-long corridor. Task 4 also involves coordination and participation in public outreach and finalization of a Supplemental EIS document. Joe is also serving as Project Manager for the Preliminary Design Phases of the I-49 Connector Project. Joe also performed internal QC on deliverables prior to external submittals.
04/15 – 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD PROJECT LADOTD St Mary Parish, LA Lead Roadway Engineer. Project included upgrading the existing two-lane undivided roadway LA 318 to a two-lane divided roadway with a raised median and constructing a new overpass bridge for US 90 over LA 318. This project also included a significant utility relocation coordination effort, as well as ROW acquisition (first for a Design-Build Project), and a Transportation Management Plan. Joe’s duties included leading the effort for plan development of the various design units, development of the TMP, design of frontage road and ramp geometry, as well as construction support during the process. Joe also performed internal QC on deliverables prior to external submittals.
11/10 – Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Project Manager. Project Manager for the Environmental Assessment as well as the Preliminary and Final Design Phases of this project to construct a new high-level bridge over Contraband Bayou. During the environmental phase, Joe coordinated all environmental tasks and developed the line and grade study, performed a vessel survey to better understand navigational requirements for the proposed bridge, assisted with development of the Section 404 and Section 10 permits (USACE and USCG), and coordinated the compilation of the entire EA document, which included three subconsultants. Joe also designed the horizontal and vertical geometry for the project and providing general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, maintenance of traffic, bridge design, traffic signal design, railroad design, lighting design, and assisted District 07 with the coordination of utility impacts. Joe also performed internal QC on deliverables prior to external submittals. Joe is currently managing the limited construction support phase.

04/11 – 06/15	I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT LADOTD Lake Charles, LA Assistant Project Manager and Lead Roadway Engineer. This project proposed to reconstruct I-210 to overpass the extension of Cove Lane and widen it between the foot of the I-210 bridge over the Calcasieu River ship channel to the Nelson Road Interchange. During the Stage 0 and IMR phases of the project, Joe developed 29 full interchange alternatives and coordinated with traffic engineers during the analysis and modeling efforts to modify the alternatives as needed to satisfy DOTD needs. In the environmental phase, he provided the exhibits and materials necessary to support the Environmental Assessment document. During the Preliminary and Final Design Phases of the project, he designed the horizontal geometry for the entire project, led the roadway design plan development efforts, and coordinated multiple disciplines including hydraulic analysis and design, striping and signing design, bridge and structural design, geotechnical design, and maintenance of construction, as well as ROW acquisition, Utility Coordination and Relocation, and implementing environmental commitments into the design. Joe also performed internal QC on deliverables prior to external submittals. Joe was also involved with the development of the Transportation Management Plan, and the development and approval of several Special Provisions for the project. Lastly, he was heavily involved in the construction process, which included frequent trips to the project site, answering RFIs, and assisting LADOTD with maintaining the project schedule.
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16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Hannah Krebs, PE	Years of relevant experience with this employer	10
Title	Roadway Engineer	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS 2017 Civil Engineering		
Active registration number / state / expiration date	PE No. 45917 LA 3/31/2028		
Year registered	2021	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities Hannah has 10 years of experience in design and plan development of interstate, arterial, and collector facilities, including existing and new alignment locations. She also has experience with the design of intersection improvements for both urban and rural projects. Hannah is specifically experienced in roadway design, environmental assessments and temporary traffic control plans.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/17 – Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Roadway Engineer. Hannah is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, developing geometry for the roundabout corridor alternative, C3, and project organization. She also developed a Conceptual Maintenance of Traffic Report and exhibits. This route will provide the final nationwide link of I-49 by connecting the existing I-49/I-10 interchange to the proposed I-49/US 90 interchange. For the Comprehensive Stage 0 and Environmental Study, Stantec leads the traffic study and impacts effort along with development of an implementation plan and strategy.		
11/15 – 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Engineer Intern. Hannah provided analysis of existing project conditions through field work. She helped with providing recommendations to bring conditions up to current ADA standards. She met with residents and business owners impacted by the project at public meetings held by LADOTD. Hannah assisted with construction plans as well as exhibits for public information meetings. This project included a single-lane roundabout with bypass lanes at the Lobdell Ave. intersection.		
11/15 – 08/19	W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Engineer Intern. Hannah assisted with the Preliminary and Final Design Phases of this project, that proposed realigning W. Prien Lake Road for approximately 1.4 miles to improve interchange operations at I-210 and Nelson Road. This project included a multi-lane roundabout and a large drainage structure improvement.		
09/18 – 04/24	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Roadway Engineer. Hannah was responsible for creating traffic control plans and modifying as needed during construction. This multi-million-dollar project improves access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to and from the Airport on the east side of the interchange.		
06/20 – 03/23	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Baton Rouge, LA Roadway Engineer. Hannah’s responsibilities included final plan development, geometric design, and traffic control plans. Under the MOVEBR Program, Stantec completed Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings		



	and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Hannah produced the plan set that was submitted with the wetlands permit application.
06/17 – 06/21	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Engineer Intern. Hannah was responsible for organizing and completing a vessel survey during the Environment Assessment phase. Vessel owners were contacted to determine a bridge clearance business impact to a local shipyard. Hannah also assisted in the vertical profile design, drainage design, template design, and plan preparation for the preliminary submittal. The Nelson Road extension over Contraband Bayou will connect the community of Lake Charles and provide an alternate route to alleviate traffic from the interstate system.

16. Staff Experience:			
Firm employed by Stantec Consulting Services Inc.			
Name	Scott Hoffeld, CEP		Years of relevant experience with this employer
Title	Senior Project Manager, Environmental		5
Degree(s) / Years / Specialization	MS 1994 Resource Management and Administration; BA 1989 Economics		
Active registration number / state / expiration date	CEP No. 02040408 LA N/A		
Year registered	2002	Discipline	Certified Environmental Professional of the Academy of Board Certified Environmental Professionals
Contract role(s) / brief description of responsibilities Scott is a Senior Environmental/Transportation Planner and Economist with 31 years of NEPA and permitting experience for LADOTD, spanning from EAs, CEs and re-evaluations to complete multi-phased and 3rd party EISs and supplemental EISs. His project experience has included IJR; hazardous materials; and EJ outreach/involvement, impact and mitigation analyses; and the use of benefit-cost analysis in public-project alternative investment and decision-making. He has completed the DOTD TEPR training, NHI NEPA Decision-Making course among many others.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/15 – 07/17	EA FOR US 11 NORFOLK SOUTHERN RAILROAD OVERPASS REPLACEMENT (H.000688) LADOTD St. Tammany Parish, Louisiana Project Manager. Project includes replacement and widening of the US 11 roadway overpass of the Norfolk Southern Railroad in Slidell, Louisiana. Project includes the evaluation of partial and full-access intersection options and bridge alignment and type alternatives for the heavily skewed and long steel span bridge in this urban area of Slidell, Louisiana. Key issues include the historic status of the bridge, commercial parking impacts, use of the Norfolk southern right of way, and travel pattern changes following the construction.		
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Assistant Program Manager and Prime Env. Program Lead. Scott is assisting with the program management task, including overseeing staff and agency coordination, schedule maintenance/adherence, contracting, invoicing, and other. As the program prime’s Environmental SME, Scott coordinates closely with the LCP task and firm leads on Environmental SEIS tasks/deliverables content, quality and schedule. Scott’s work also includes the close coordination of LCP strategy to comply with evolving NEPA expectations based on FHWA and FAA concerns; as well as strategizing to expedite delivery of the project through various NEPA compliance and construction phasing options. Work will ultimately involve LCP coordination of a DOTD Joint Use Agreement with the Lafayette Consolidated Government for under-structure use of viaduct’s rights of way.		
10/15 – 03/17	EA AND REEVALUATION FOR DIJON EXTENSION IMPROVEMENTS CITY OF BATON ROUGE H.012233/H.012232 Baton Rouge, LA Project Manager. Responsible for EA and public outreach for short connector roadway between LA 3064 (Essen Lane) and LA 1248 (Bluebonnet Boulevard) in Baton Rouge. The project involved coordination with the Our Lady of the Lake and The General hospitals regarding future development plans, as well as consideration of future bikeway plans for the City of Baton Rouge.		
04/10 – 10/14	EA FOR CHEF MENTEUR BRIDGE AND APPROACHES REPLACEMENT - WITH FONSI LADOTD Orleans Parish, LA Project Manager. Responsible for a high-priority bridge replacement EA and Line and Grade Study, responsible for coordination and technical assessment of key issues. Both movable and fixed-span designs were under consideration along three alignments in an area of environmental and design challenges. Built in 1930, the existing US 90 swing-span bridge over Chef Menteur Pass has two 10-ft lanes, no shoulders and a bridge sufficiency rating of 37. Environmental constraints include		



	the abutting Venetian Isles subdivision, Fort Macomb structure and state parkland, terrestrial and submerged archaeological sites, and the Bayou Sauvage National Wildlife Refuge. Intensive public and agency outreach was initiated along with computerized renderings of postconstruction views to be used in the effort.
01/20 - Ongoing	MOVEBR ENHANCEMENT PROGRAM City of Baton Rouge, LA Project Manager and Environmental SME. Responsible for developing protocols for Environmental Compliance for Enhancement and Capacity Programs, and serving as Quality Control and Assurance representative for all Enhancement Program Environmental tasks. Also serving as program manager for enhancement program projects including the Plank Segment 2 (Dawson – Harding/Hooper), College Drive Corridor Congestion Relief Project and the Plank-Nicholson Bus Rapid Transit Project. Duties include coordination with DOTD, federal agencies and local interests, monitoring and implementing quality-control/assurance checks, and evaluating scope/budget issues so that overall schedule may be maintained. Duties for the Bus Rapid Transit project also included complex coordination among City-Parish, CATS, FTA, CRPC, MOVEBR Program and the Consultant team in the programming and routing of federal grant funding and the amendment of the City- Parish/CATS Memorandum of Understanding for funding and responsibility divisions.

16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Carroll Blewster Jr., AIA, CCS, NCARB, LEED AP	Years of relevant experience with this employer	2
Title	Principal	Years of relevant experience with other employer(s)	43
Degree(s) / Years / Specialization	BA 1980 Architecture; MA 1980 Architecture		
Active registration number / state / expiration date	AIA No. 2828 LA 12/31/2026		
Year registered	1981	Discipline	American Institute of Architects
Contract role(s) / brief description of responsibilities Leading planning and design for more than 40 years, Carroll has managed a wide variety of projects throughout Louisiana including Master Facility Plans, Programming, Design and Construction. His ability to work across-the-board with clients, local state authorities, and contractors has brought continued success and awards to his firm including “Architect of the Year” presented on four occasions from the Regional Sub Contractors Association. Carroll travels throughout Louisiana on a weekly basis to service clients in Monroe, Litcher, St. Helena, Bogalusa, Bunkie and Natchitoches, LA. Ensuring all project receive the architectural service their projects will demand.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/16 – 12/17	EPOINTE COUPEE’ GENERAL HOSPITAL - RENOVATIONS AND EXPANSION POINTE COUPEE’ GENERAL HOSPITAL New Roads, LA Architect. Emergency Expansion & Alterations to Admissions 4,400 s.f. renovations to ED, Imaging, relocation of admissions, gift shop and reception area including upgrades to the public corridor.		
10/10 – 11/13	FMOL OUR LADY OF THE LAKE, RMC – EMERGENCY DEPT. /TRAUMA CENTER EXPANSION PROJECT Our Lady of the Lake Regional Medical Center Baton Rouge, LA Principal Architect. Principal Architect for \$3.3M, 8,370 SF ED/Trauma Center consisting of expansion to the north onto the existing berm with new construction and south into the existing imaging department, partial renovation of existing imaging department.		
10/10 – 12/13	FMOL OUR LADY OF THE LAKE REGIONAL MEDICAL CENTER – HEART + VASCULAR INSTITUTE AND RENOVATION PROJECT Our Lady of the Lake Regional Medical Center Baton Rouge, LA Principal Architect. Principal Architect of a new tower including 6 operating rooms dedicated to cardio-vascular services, 6 Cath labs, an 18-bed observation unit, 48 ICU patient rooms, 48 medical/surgical patient rooms, 24 cardiovascular patient rooms and associated lobby/public space amenities including a grad medical education auditorium		
01/95 – 02/25	ST. FRANCIS MEDICAL CENTER St. Francis Medical Center Baton Rouge, LA Principal Manager. Principal Manager for numerous renovations including all patient floors, imaging, new O.R. suites, SPD, Outpatient Surgery, critical care units, nuclear medicine, pharmacy, and additions to Emergency. Work has also included numerous FSES reports, Life-Safety updates and LDH licensing documents.		
10/17 – 03/18	NATCHITOCHES REGIONAL MEDICAL CENTER - MASTER SITE PLAN STUDY CHRISTUS Health Central Louisiana Natchitoches, LA Planner. Master Site Plan Study.		
01/14 – 10/14	LOUISIANA STATE UNIVERSITY - CHOPPIN HALL LABORATORY ANNEX Louisiana State University Baton Rouge, LA Principal Architect. Principal Architect for an 18,000 sf expansion consisting of two general purpose chemistry flex-labs, one enhanced flex-lab, one 2,600 clean room, testing lab, plating lab assembly lab, student work room/class rooms and ancillary support.		



16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Matthew Davis, PE, PTOE	Years of relevant experience with this employer	1.5
Title	Principal, Transportation	Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization	BS 2001 Civil Engineering		
Active registration number / state / expiration date	PE No. 100171447 Province of Ontario, Canada 10/16/2026		
Year registered	2018	Discipline	Civil Engineering

**Contract role(s) / brief description of responsibilities**

Matthew has over 25 years of specialized experience in planning, management, delivery, and administration of urban transportation and mobility initiatives to address complex transportation issues. He has specialized expertise in traffic engineering, transit and transportation planning, multimodal infrastructure development, road safety, and network analysis. Matthew has led traffic impact studies, traffic management plans, transportation master plans, transit priority projects, freight movement initiatives, active transportation plans, highway interchange studies, feasibility studies, and environmental assessments. He uses his knowledge and experience in traffic analysis and simulation, traffic and safety data, transport planning, and preliminary design to develop safe, effective, and practical infrastructure solutions for today's challenging and complex transportation problems. Matthew meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 10

Project references, including project name and owner contact information, for mesoscopic models developed:

- Gardiner Expressway & Lake Shore Boulevard East - Park Lawn / Lake Shore Transportation Master Plan - Port Lands Transportation & Servicing Master Plan - East Harbour Development	Ashley Curtis, General Manager (Acting), City of Toronto, Transportation Services, 416-392-0170, ashley.curtis@toronto.ca
King Street Modeling Study	Allan Abrogena, Senior Engineer, City of Toronto, Transportation Services, 416-395-0223, allan.abrogena@toronto.ca

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i>, “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
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10/13 – 12/23	Gardiner Expressway & Lake Shore Boulevard East Configuration Toronto, Ontario Senior Planner/Technical Lead. Matthew's responsibilities as Senior Planner / Technical Lead included leading the traffic analysis and conceptual design used to inform decisions on having the Gardiner East and Lake Shore Boulevard East corridor remain elevated or converted to at-grade level. To aid in decision making, he led the development of a multiresolution (micro/meso/macro) Aimsun simulation model of downtown Toronto including the Gardiner Expressway, its interchanges, and surrounding major arterials and collectors. He served as the lead for peer reviews of traffic studies produced by external consultants and submitted to the City of Toronto and Waterfront Toronto regarding the impacts of alternative roadway configurations on future developments and planned capital projects. After the preferred hybrid alternative was identified through the study, Matthew's role on this project changed in later years to leading the planning and programming of the delivery of the preferred solution, advising on construction phasing and maintenance of traffic flows in the area, given all of the new infrastructure being built at the same time such as the Port Lands redevelopment, a new GO rail station, new streetcar alignments and the creation of Villiers Island.
05/18 – 12/23	Park Lawn / Lake Shore Transportation Master Plan Toronto, Ontario

	Senior Planner/Technical Lead. Matthew led the City of Toronto team responsible for delivering this environmental assessment. The transportation study included the development and analysis of a wide range of transportation infrastructure improvements intended to help address existing transportation issues and future anticipated issues associated with significant population and employment growth in this area of the City. The work was coordinated with a large redevelopment project, a new GO rail station, a new TTC streetcar hub and previously programmed active transportation infrastructure on surrounding roads. Extensive work was completed in the conceptual and preliminary design of highway interchanges/ramp terminals, new streetcar alignments, new GO station access roads, local streets accessing new large scale private developments, and parking access and supply in the neighborhood. Matthew's responsibilities included scoping the traffic, transit, and transportation planning work elements required to deliver the project, and directing all project decisions and maintaining accountability for the project with senior leadership and City Council. He also led the development of the VISUM mesoscopic model and the VISSIM microscopic model for the study area and led the coordination effort with the Toronto Transit Commission to ensure their long-term plans for the area were accommodated in the preferred alternative in a way that supports efficient traffic flow for vehicles and safe access for pedestrians and cyclists. Matthew provided final review and signoff on all traffic analysis and preliminary design deliverables.
01/10 – 04/13	Viva BRT Quick Start York Region, Ontario Traffic Lead. Matthew led traffic studies, preliminary and detailed design of intersections, and microsimulation analysis for bus rapid transit along Highway 7 from Bruce Street in Vaughan to Town Centre Boulevard in Markham, along Davis Drive in Newmarket between Yonge Street and Huron Heights Drive, and along Yonge Street in Newmarket between Mulock Drive and Davis Drive. His responsibilities included intersection design, traffic and transit operations analysis, meso and microsimulation using PTV software, developing signal parameters for phasing, timing and transit signal priority, and analyzing ridership profiles along each route to optimize transit service while minimizing impacts to other road users.
05/15 – 11/23	Port Lands Transportation & Servicing Master Plan EA Toronto, Ontario Senior Planner Lead. Matthew was the Senior Planner lead for this environmental assessment, responsible for delivering the scope of work for planning and alternatives analysis, preliminary design of streets, development of future surface transit networks including streetcar and bus rapid transit, identifying preferred cycling, transit, pedestrian, and vehicular networks in the Port Lands, future considerations regarding vehicle parking, and policy development to support the vision for this area of the City over the short and long term. Matthew led the traffic analysis supporting this work through the development of an area wide multiresolution (macro/meso/micro) simulation model using VISSIM/VISUM. He also led public consultations, directed consultant scopes of work for design and analysis of road and transit networks, advised on transit feasibility and optimal land use to encourage increased density and ridership along planned transit corridors, reviewed traffic technical memorandums, EA reports and traffic simulation models in support of the selection of the preferred network, provided travel demand estimates to identify impacts of GO Regional Rail expansion on the future TTC streetcar network in the Port Lands, and contributed policy language to the Port Lands Planning Framework and the associated Official Plan Amendment that provided policy direction on transit, street design, active transportation facilities, goods movement, share streets, parking, loading and other transport considerations required to deliver the elements of the Master Plan EA.
04/2014 - 07/2019	East Harbour Development Toronto, Ontario Matthew led the technical assessment and review of this large-scale mixed-use redevelopment of the old Unilever Soap Factory near Lake Shore Boulevard East and the Don Roadway. Collaborating with Provincial partners, it was identified that a new GO Rail station would be located within the development and would be subject to MTSA minimums for density targets. Matthew directed the development of a meso /microscopic VISUM/VISSIM simulation model that utilized travel demand forecasts reflecting the increase in permitted density, led the team in identifying downstream impacts on local transportation and transit services on Toronto's street network and parking supply, and oversaw the preliminary design of multimodal transportation infrastructure in this area to ensure pedestrians, cyclists, transit users and drivers had sufficient capacity well into the future, as informed by VISSIM microsimulation modeling.

16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Wilson Yip	Years of relevant experience with this employer	9
Title	Senior Transportation Planner	Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization	BS 2010 Civil Engineering; MA 2012 Civil Engineering		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities Wilson specializes in transportation studies and brings knowledge and insight from his professional and academic experience in the transportation field. Wilson specializes in transportation modelling at different levels of simulation and was recently responsible for developing mesoscopic and microscopic models for the Ministry of Transportation Ontario (MTO) in various areas of the Greater Golden Horseshoe (GGH). Wilson also has extensive experience in the processing and analysis of commercial vehicle data and has been responsible for the data quality of various large-scale commercial vehicle origin-destination survey projects. During his work as a member of the Analytics Team for the 2015 Pan Am / Parapan Am Games Transportation Delivery Plan, Wilson analyzed data related to High Occupancy Vehicle lanes and transit operations. In addition, Wilson has provided GIS support for a wide range of transportation projects.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/18 - Ongoing	Rough Edge Road Bypass Corridor and Interchange Traffic Impact Study LADOTD Ruston, LA Lead Transportation Modeler. Stantec has been contracted to perform a traffic impact study for an upgraded bypass corridor through southeast Ruston and a proposed interchange at the intersection of Interstate Highway 20 (I-20) and Rough Edge Road in Lincoln Parish, Louisiana. The objectives of this study are to describe the existing conditions within the study area, estimate projected traffic volumes under the implementation year and design year for all No Build and Build scenarios, and provide recommendations for areas of future study. Wilson is currently developing a mesoscopic model using Aimsun to estimate the projected traffic volumes of the proposed infrastructure improvements and to assess the network-wide impact on major traffic corridors in the Lincoln Parish. The Louisiana Department of Transportation and Development’s (LADOTD) Statewide Model was used to generate existing and future travel demand inputs. Both AM and PM peak hour models were developed.		
01/17 – 12/17	Goreway Drive Grade Separation Transportation Assessment City of Mississauga and City of Brampton Mississauga and Brampton, Ontario Transportation Planner and Modeler. Stantec was retained by the Cities of Mississauga and Brampton to assess the impacts on transportation network of the closure of Goreway Drive during the construction of a grade-separated overpass above the CN Rail corridor, which is currently an at-grade crossing. The objective of the study is to determine the impacts of a full closure of Goreway Drive on the study area road network, recommend mitigation measures to minimize the impacts of closing Goreway Drive for the construction duration, and compare the benefits of the closure with other scenarios during the same period. Wilson assisted and provided technical expertise in the development of a mesoscopic model on Aimsun that was used to assess the anticipated traffic conditions and transit operations as a result of the capacity constraints applied on the study area road network for different construction staging scenarios and to test various mitigation measures. Results from the Peel Region EMME model were used to generate travel demand inputs. Both AM and PM peak hour models were developed for the study.		
01/16 – 10/17	Stouffville Rail Corridor Grade Separation Program Metrolinx Cities of Toronto and York Region, Ontario Transportation Planner and Modeler. Stantec conducted preliminary planning studies and design for the Stouffville Rail Corridor Grade Separation Program. The study considered several potential grade separations at existing at-grade road/rail crossings along the Stouffville		



	GO corridor, including: • In the City of Markham: Highway 7, Denison Street and Kennedy Road South • In the City of Toronto: McNicoll Avenue, Finch Avenue and Danforth Road Wilson was responsible for coding, calibrating and analyzing the mesoscopic model used to assess the transportation impacts of various construction staging and future forecast scenarios. The transportation modeling software Aimsun was used to evaluate redistribution of vehicular travel demand in response to the new constraints on the road network. In addition, particular attention was given to impacts on transit services and active transportation to ensure the provision of functional alternatives to travel for people.
06/20 - Ongoing	Prudhommes Landing Development Town of Lincoln, ON, Canada Transportation Planning Lead. Prudhommes Landing is a major master-planned waterfront community in the Town of Lincoln in the Niagara Region of Ontario. Wilson led the transportation planning work of the project, managing and providing technical oversight for the project starting in mid-2024. Project tasks of interest that Wilson oversaw include the development of the internal network trip assignment model in Aimsun, development of trip reduction structure, sensitivity analysis to meet client's need to minimize infrastructure-based mitigations at intermediate horizons, and the management of client and stakeholder relationships.
01/17 – 10/19	Highway 401 Improvements, from Hespeler Road to Townline Road, West Region GWP 3060-11-00 MTO – West Region Cambridge, Ontario Transportation Planner and Modeler. Detail design for replacement of Highway 401 underpasses at Hespeler Road and Franklin Boulevard, structural repairs at Townline Road, and reconstruction of their respective interchanges. Wilson was responsible for the development of a microsimulation model using Aimsun to assess the future traffic conditions and driver behaviour in the study area for the proposed lane balancing scenarios. Travel demand inputs from MTO's Greater Golden Horseshoe Model (GGHM) was used to generate traffic growth factors. Both AM and PM peak hour models were developed. Wilson also acted as the main liaison with traffic data providers.
11/18 – 11/20	City of Airdrie Transportation Master Plan City of Airdrie Airdrie, AB, Canada Senior Transportation Modeller. Wilson was part of the transportation planning team that updated the transportation master plan for the City of Airdrie. A new VISUM macro-model based on the Calgary Regional Model (EMME) was developed to evaluate how future land uses, population and employment are expected to impact internal roadways and regional connections such as the QEII Highway.
01/20 – Ongoing	Niagara-on-the-Lake Master Plan Town of Niagara-on-the-Lake Niagara-on-the-Lake, ON, Canada Transportation Planner and Modeler. Stantec is working with the Town of Niagara-on-the-Lake to develop a multi-modal transportation master plan that will assist the community in leveraging a variety of different mobility options to accommodate growth over the next ten (10) years. One of the major components of this study is the spread-out nature of Niagara-on-the-Lake's (NOTL) urban settlements that are all connected by regional arterial roads. To inform our analysis, our team will be leveraging cell tower origin-destination metadata through the Streetlight Data platform to give our team a more granular look at corridor usage, as well as quantifying the mobility impacts of tourism on the network. Wilson is responsible for analyzing the travel patterns and modelling future land use and travel demand. As part of the current update, Wilson is leading the future traffic operation analysis across the Town using newly collected traffic survey data.

16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.			
Name	Adrienne Campbell	Years of relevant experience with this employer	6
Title	Senior Architectural Historian	Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization	MS 2004 Historic Preservation; BA 1997 Anthropology and Art		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities Adrienne has 23 years of experience in property assessments, historic preservation, and related work, including research, documentation and regulatory compliance. Her current responsibilities include surveying, assessing, and documenting historic properties and determining eligibility for the National Register of Historic Places in compliance with Section 106 and NEPA; Section 4(f) determinations; archival research; and contextual documentation. Adrienne has worked on a wide variety of projects across the state of Texas and United States, including highways, military, transmission lines, communication towers, railroads, and public and private development. She meets the Secretary of the Interior's professional qualifications for Architectural Historian.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/23 – 10/23	HISTORIC RESOURCES SURVEY FOR LOUISIANA STATE HIGHWAY (SH) 604 LADOTD Tensas Parish, LA Architectural Historian. Stantec conducted a cultural resources survey for proposed improvements to Louisiana SH 604, including realigning the roadway as part of a larger USACE project to expand the levee that SH 604 currently parallels. As the project required authorization from USACE, it was subject to compliance with Section 106 of the National Historic Preservation Act. Stantec historians coordinated with LADOTD and USACE staff to establish the APE, prepared a research design with historic context, conducted field survey, and made recommendations regarding NRHP eligibility and effect. Stantec documented 47 above-ground historic resources on Louisiana Historic Resources Inventory forms. The project required evaluation of Lake Bruin State Park and a nearby mid-century neighborhood.		
02/24 – 11/24	LINFELD ROAD BIKE BRIDGE AND PEDESTRIAN IMPROVEMENTS Criado for TxDOT Dallas County, TX Principal Investigator. Historical resources survey for pedestrian bridge and roadway improvement project federally funded by FHWA through TxDOT and subject to compliance with Section 106 of the National Historic Preservation Act. In coordination with TxDOT, Stantec designed the survey to include a reconnaissance survey of 55 resources 45 years old or older at time of projected project letting in the Area of Potential Effect and a windshield survey of an adjacent, historically African American neighborhood that developed from a post-Civil War freedom colony. A full survey of the neighborhood was outside of the scope of the project, so the neighborhood was conservatively considered eligible for the National Register of Historic Places as a historic district. Stantec historians used the windshield survey to identify the characteristics that qualified the resources with the Area of Potential Effect as contributing resources to the historic district. Stantec recommended one additional resource eligible for the National Register of Historic Places and produced a historic resources report with a recommendation of no adverse effect to historic properties with a finding of de minimis for small clips of right-of-way from the district and contributing resources. Report recommendations noted in-depth evaluation of the neighborhood may be required in the future for projects with the potential to affect the neighborhood, to include consideration of appropriate period of significance, physical features that characterize the neighborhood, the neighborhood boundary, and historic integrity.		
01/22 – 06/23	HISTORIC RESOURCES SURVEY FOR US-290/SH 36 INTERCHANGE IMPROVEMENTS Texas DOT Washington County, TX Senior Architectural Historian. Stantec conducted a historic resources reconnaissance survey, intensive survey, and 4(f) evaluation for proposed improvements to this interchange in Brenham, Texas. The project was federally funded by FHWA through TxDOT and was		



	subject to compliance with Section 106 of the National Historic Preservation Act. For the reconnaissance survey, Stantec historians prepared a research design, developed of a historical context, conducted field survey and documentation of 150 resources 45 years old or older within the project Area of Potential Effect, and evaluated adverse effects to identified historic resources. Due to the proposed displacement of a historic-age farmstead, TxDOT also requested an intensive survey of that property, which Stantec subsequently recommended not eligible for the National Register of Historic Places. As the project required removal of the Old Mill Creek Bridge, a historic bridge previously determined eligible for the National Register of Historic Places by TxDOT, Stantec also prepared a Programmatic Section 4(f) Evaluation for the bridge. As a result of project design changes, Stantec historians conducted additional reconnaissance survey and prepared an addendum report for TxDOT to coordinate with SHPO and resolve Section 106 consultation. Other than the adverse effect to the historic bridge for its removal, Stantec recommended a determination of no adverse effect to historic properties, with one de minimis finding for a historic resource where a small area of right-of-way was required from the property boundary. The project received a FONSI on 3/5/2024.
02/23 – 05/24	NE DOUGLAS STREET FROM SE 2ND STREET TO NE CHIPMAN ROAD MO-DOT Jackson County, MO Senior Architectural Historian. The City of Lee's Summit, Missouri proposed multi-modal transportation improvements along Northeast Douglas street, a main north-south thoroughfare lined with residential neighborhoods north of the city's downtown. Stantec was retained to conduct a historic resources survey for compliance with Section 106 of the National Historic Preservation Act. The APE comprised three properties previously determined eligible for listing in the NRHP and two NRHP-listed residential historic districts. As a result of the survey, Stantec personnel documented 118 residential, educational, commercial, and religious late nineteenth to mid-twentieth century resources and prepared a historic context documenting the historical development of the APE. The project required close coordination with engineering and SHPO personnel to avoid an adverse effect related to the removal of mature trees from the historic properties and districts. Once SHPO concurred with no adverse effect under Section 106, Stantec prepared documentation to support FHWA pursuing a de minimis 4(f) impact for permanent easements and documented that the conditions of a temporary occupancy would not result in a Section 4(f) use from temporary easements.

16. Staff Experience:

Firm employed by Stantec Consulting Services Inc.					
Name	Josh McEneny		Years of relevant experience with this employer		1
Title	Senior Project Manager		Years of relevant experience with other employer(s)		25
Degree(s) / Years / Specialization		BS	2000 Forest Ecosystem Management		
Active registration number / state / expiration date		N/A			
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities Josh is a Senior Project Manager and Environmental Scientist in the Baton Rouge, Louisiana office with more than 25 years' experience in environmental consulting, project management, and natural resources studies and investigations. He has participated in and supervised projects ranging in size from large military bases encompassing over 40,000 acres to small, site-specific areas of less than 1 acre. Through the years he has performed field surveys in 42 states and have supervised large multidisciplinary teams of up to 15 staff members, consisting of environmental planners; wetland, wildlife, and fisheries biologists; botanists; terrestrial and aquatic ecologists; restoration ecologist, plant abatement technicians; and GIS specialists. Josh has been responsible for managing large National Environmental Policy Act (NEPA) documents, conducting jurisdictional wetland determinations, completing Clean Water Act Section 401/404 USACE permits, performing threatened and endangered species surveys, conducting informal and formal Section 7 consultation with the U.S. Fish and Wildlife Service, using Habitat Evaluation Procedures (HEP) to model potential impacts to wildlife species for Section 206 Aquatic Restoration projects, vegetation and habitat assessments, developing environmental checklists, agency coordination, and public involvement (Scoping Meetings). He has prepared and manages Environmental Impact Statements (EISs), Environmental Assessments (EAs), Categorical Exclusions (CEs), and Biological Assessments (BAs).					
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
11/24 – 12/24	WETLAND AND WATERBODIES DELINEATION FOR LOUISIANA STATE UNIVERSITY REFFS Louisiana State University Baton Rouge, LA Wetland Scientist. Josh was the lead wetland scientist. He delineated the 40-acre site for wetland and waterbodies that would be regulated under the Clean Water Act. He conducted the wetland delineation, authored the report, and submitted the report to the client.				
10/21 – 12/23	WETLAND DELINEATION FOR THE EASTERN JACKSON COUNTY WASTEWATER TREATMENT PLANT Pascagoula, MS Project Manager/Wetland Scientist. Initially Josh, completed multiple wetland investigations across multiple tracts within and surrounding Pascagoula, Mississippi. This was done to find the most adequate tract to potentially sit a new East Jackson County Wastewater Treatment facility. In total there were four tracts (totaling more than 330 acres) that were investigated for the presence and extent of potential jurisdictional waters of the United States (U.S.), including wetlands. Additionally, over 12 miles of pipeline was delineated. Josh not only completed the wetland delineations but managed the project, authored the report, and acted as the liaison between the USACE and the client. He also worked with Arcadis to identify potential mitigation banks and solutions, as well as completed wetland function assessments.				
11/20 – 12/21	WETLAND DELINEATION FOR PROPOSED WIND TURBINES IN QUITMAN AND TUNICA COUNTY, MISSISSIPPI Tunica, MS Project Manager/Wetland Scientist. This project was to perform a wetland delineation across 31,000 acres of agricultural, sloughs, swamps, and natural brakes within Quitman and Tunica Counties, Mississippi. Josh was the project manager and senior wetland ecologist for this project. He led a team of 4 wetland ecologists for a period of 3 weeks conducting the surveys using sub-meter accurate GPS equipment. The original estimated time to complete the project per CSRS was approximately 5 weeks; however, Josh and his team were able to accomplish the work within only 3 weeks through the use of innovated mapping tools, wetland delineation tactics, and time				

	management practices. Josh was also responsible for coordination between not only his client but also other companies that completed other various tasks not associated with the wetland delineation.
09/19 – 12/20	WETLAND DELINEATION OF THE STUART MESA WEST AGRICULTURAL FIELDS, COASTAL DUNES AND BLUFF ON MARINE CORPS BASE CAMP PENDLETON (MCBCP) NAVFAC Southwest Camp Pendleton South, CA Project Manager/Wetland Scientist. Responsible for conducting the wetland delineation, authoring the report, and coordination between the USACE and MCBCP.
02/19 – 04/19	WETLAND DELINEATION FOR PROPOSED WEST HACKBERRY STRATEGIC PIPELINE RIGHT-OF-WAY Cameron Parish, LA Wetland Scientist. Josh was tasked to perform a wetland delineation, provide a wetland findings report, and coordinate with the USACE to obtain a jurisdictional determination. The project corridor project was approximately 2.1 miles and totaled 21 acres of wetland survey area. Josh was responsible for conducting the wetland delineation, authoring the wetland findings report, and working with the USACE to obtain a jurisdictional determination.
07/22 – 11/23	NATURAL RESOURCES SERVICES AT SIX U.S. ARMY MATERIEL COMMAND INSTALLATIONS USACE Huntsville District Project Manager and Environmental Scientist. Josh was the project manager and completed field work for this task order, which was to provide a multitude of natural resources services at 5 different U.S. Army Material Command Installations. These services included level 1 flora and fauna surveys at Pueblo Chemical Depot in Pueblo County, Colorado; level 1 floral surveys at Letterkenny Army Depot in Franklin County, Pennsylvania as well as development and construction of 500 acres of bobwhite quail habitat; floral and threatened and endangered species surveys, as well as water surveys and sampling at Pine Bluff Army Depot in Pine Bluff, Arkansas; two seasons of elk, pronghorn, and mule deer surveys using ocular pedestrian surveys and remote camera surveys at Tooele Army Depot in Tooele, Utah; and lastly construction and installation of five golden eagle perches, as well as creation of 250 acres of golden eagle foraging habitat at Sierra Army Depot in Herlong, California. Josh attended kick-off meetings at each installation, conducted biological surveys at Tooele as well as Sierra, coordinated all subcontractors, assisted in the development of various reports associated with the surveys, and maintained communication between GSRC and HGL as well as the various installation representatives.

16. Staff Experience				
Firm employed by		Terracon Consultants, Inc.		
Name	Lynne Roussel, PE		Years of relevant experience with this employer	21
Title	Principal Contract Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS / 2005 / Geotechnical Engineering BS / 2003 / Civil Engineering		
Active registration number / state / expiration date		PE 0035152 / Louisiana / 03/31/2028		
Year registered	2009	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		MPR No. 6		
Ms. Roussel has managed geotechnical projects in Louisiana for 21 years. She has also managed several Geotechnical ID/IQ contracts for DOTD. She has performed engineering analyses using in-house computer resources and commercial software for settlement analysis, deep foundations analysis, pavement design, slope stability analysis, and lateral loading of deep foundations. She also performed analyses for the USACE for limiting pressure analyses for Horizontal Directional Drilling (HDD) projects, seepage analyses, and Method of Planes slope stability. Her software experience includes PCSTABL6, GEOSLOPE, LPILE, DRIVEN, SHAFT, Shoring Suite, and APILE.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/20 – Ongoing	IDIQ Contracts for Professional Geotechnical Services Statewide Contract No. 4400019014, Statewide, LA. <i>DOTD</i> . Contract Manager and Project Reviewer. Managed the retainer contract for services to perform geotechnical exploration and engineering.			
03/25-Ongoing	H.012059 - LA19 - Bridges near Zachary – Zachary, LA, <i>DOTD</i> . Project Reviewer. The project involves replacing existing bridge structures along LA Highway 19 near Zachary, Louisiana, with new slab-span bridges and/or box culverts to improve the crossing. Terracon is providing geotechnical engineering services, including subsurface soil exploration, laboratory testing, engineering analysis, and preparation of geotechnical recommendations addressing soil conditions, groundwater, and seismic site classification. Lynne is performing quality review on engineering analyses and reporting.			
01/24-Ongoing	H.015447 – IJJA Off-System Bridge Program – Simmesport, LA. <i>DOTD</i> . Project Reviewer and Contract Manager. Terracon is conducting the geotechnical investigation. The scope includes a 122-foot soil boring using flight auger and mud rotary drilling, with soil samples being collected at regular intervals. Laboratory tests will assess moisture content, Atterberg limits, dry unit weight, grain size, and undrained unconsolidated compression. The site was classified as Seismic Site Class D, with surface geology identified as Holocene and Pleistocene alluvial deposits. Terracon will provide recommendations for earthwork, foundations, floor slabs, and pavements based on the findings.			
07/23-Ongoing	H.012048 - Castor Creek and Relief Bridges – Tullos, LA. <i>DOTD</i> . Project Reviewer and Contract Manager. Terracon is providing geotechnical services focusing on subsurface soil and groundwater conditions and seismic site classification per IBC standards. The scope included 16 soil borings to depths of 60–110 feet using rotary drilling, with samples collected via Shelby tubes and SPT methods. Groundwater levels were monitored during drilling. Laboratory testing assessed moisture content, plasticity, particle-size distribution, density, and shear strength, following ASTM standards and USCS classification. Results were documented in detailed boring logs and graphs.			
10/22-02/25	H.003931.5-2 - I-10 - Calcasieu River Bridge Additional Borings – Lake Charles, LA. <i>DOTD</i> . Project Reviewer and Contract Manager. Terracon conducted subsurface exploration and laboratory testing to support the replacement of the I-10 Calcasieu River bridge in Lake Charles, LA. Their work included 37 deep bridge borings—some over water and within a navigable channel—and 39 shallow roadway borings. They later advanced 17 additional borings using marsh buggy and ATV-mounted drill rigs along various segments of the I-10 corridor. Soil samples were collected using standard methods, and groundwater levels were			





	monitored during drilling. In the lab, Terracon performed tests for moisture content, plasticity, particle-size distribution, density, and triaxial compression strength, all in accordance with ASTM and LDOTD standards.
09/22-10/25	H.002868 I-49 Frontage Road Bridges PDA Testing – Lafayette, LA, <i>DOTD</i> . Project Reviewer and Contract Manager. Terracon provided geotechnical design of the substructure of two bridges and global stability and settlement analysis for several MSE walls to be constructed as part of this design build project. Terracon developed nominal capacity and resistance factors for pile foundations for the bridge substructures and developed driving criteria using WEAP analysis for the proposed pile driving equipment. Dynamic Pile Testing was performed during construction to verify pile capacities.
06/19 – 3/20	H.004100 I-10 Widening, Baton Rouge, LA, <i>DOTD</i> Senior Engineer. Supervised the subsurface evaluation and lab testing. All testing was performed in accordance with LADOTD sampling and guidelines. The team worked safely around traffic and lane closures on the interstate near College Drive.
05/18–Ongoing	H.011235.5: I-49 South @ Verot School Road US 90, Lafayette, LA, <i>DOTD</i> Project Manager. Overseeing the design of the substructure of two bridges and global stability and settlement for several MSE walls to be constructed as part of this design build project. Terracon developed nominal capacity and resistance factors for pile foundations for the bridge substructures and developed driving criteria using WEAP analysis for the proposed pile driving equipment.
05/18 – 11/20	H.005967: Nelson Road Extension and Bridge, Lake Charles, LA, <i>DOTD</i> Project Manager. Managed the subsurface evaluation and geotechnical engineering design for the Nelson Road Extension and Bridge Project. Terracon completed the subsurface exploration including water borings in Contraband Bayou and provided 90% design of the substructure for the bridge over Contraband Bayou. Terracon performed settlement analysis for the planned embankment approaches. The scope also included design support for impact dolphins to be constructed in front of the bridge in the Bayou to protect the bridge superstructure from impact of possible runaway ocean-going ships from the nearby Port of Lake Charles facility.
07/16 – 07/21	Louisiana Department of Transportation Geotechnical Retainer Contract No. 4400006191, LA, <i>DOTD</i> Contract Manager and Project Reviewer. Managed the retainer contract for services to perform geotechnical exploration and engineering.
10/16 – 01/18	H.002238 Robinson Canal Bridge, Terrebonne Parish, LA, <i>DOTD</i> Project Manager. Provided geotechnical engineering services for the project that included field exploration, laboratory testing and geotechnical engineering for the bridge. Pile capacities were developed for the bridge bents.
01/12 – 01/13	H.009187.5 – 23rd Street Bridge over Canal No. 17, Jefferson Parish, LA, <i>DOTD</i> Project Engineer. Provided geotechnical engineering for the subsurface evaluation and engineering design of this DOTD Off System Bridge project. The bridge at 23rd Street over Canal No. 17 was replaced. DOTD boring logs and LRFD Pile Calculations were provided to the design engineer.
01/10 – 03/12	H.0051.21 - LA-1 to I-10 Connector, Port Allen, LA, <i>DOTD</i> Project Manager. Managed the design of a new connector between LA 1 and I-10 near the Intracoastal Canal in West Baton Rouge Parish, Louisiana. The project consisted of a bridge over the Intracoastal Canal, a flyover connector to LA 1 and associated roadway. Soil borings and Cone Penetrometer Test (CPT) probes associated with the bridges and roadway were completed. All calculations were consistent with DOTD pavement design standards. Settlement analysis was performed for the approach embankments. Pile capacities were also provided for the elevated structure.
09/08 – 11/08	Interstate 12 Widening - East Baton Rouge and Livingston Parishes, LA Project Manager. Managed the interstate highway improvement. Terracon performed drilling and laboratory activities for the project. The project consisted of the widening of Interstate 12 to six lanes from O’Neal Lane eastward in both East Baton Rouge and Livingston Parishes. The project needed to be performed under a compressed time schedule of 30 days for DOTD to release a Design-Build procurement package. She worked with the Terracon team to make sure the schedule was met by using multiple drill rigs to complete the field work. The work completed by Terracon has received high marks from the design-build team.

16. Staff Experience

Firm employed by		Terracon Consultants, Inc.		
Name	Stephen E. Greaber, PE		Years of relevant experience with this employer	25
Title	Principal Quality Control		Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization			BS / 1989 / Civil Engineering	
Active registration number / state / expiration date			PE 0026107 / Louisiana / 09/30/2027	
Year registered	1995	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			MPR No. 6	
Mr. Greaber has 36 years of experience working on a wide range of geotechnical projects. He has worked extensively on City-Parish projects as well as for commercial, industrial, transportation, and institutional clients. He is well-versed in all aspects of geotechnical engineering and materials quality aspects of construction, including earthwork, concrete, masonry, asphalt, and structural steel. Mr. Greaber has extensive experience in deep foundation analysis, implementation/interpretation of load testing, site modification, and improvement techniques, including but not limited to dynamic compaction, geotextile reinforced slopes, and wick drains for the improvement of consolidation.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/23-Ongoing	H.012048 - Castor Creek and Relief Bridges – Tullos, LA. <i>DOTD</i> . Project Reviewer and Contract Manager. Terracon is providing geotechnical services focusing on subsurface soil and groundwater conditions and seismic site classification per IBC standards. The scope included 16 soil borings to depths of 60–110 feet using rotary drilling, with samples collected via Shelby tubes and SPT methods. Groundwater levels were monitored during drilling. Laboratory testing assessed moisture content, plasticity, particle-size distribution, density, and shear strength, following ASTM standards and USCS classification. Results were documented in detailed boring logs and graphs.			
10/22-02/25	H.003931.5-2 - I-10 - Calcasieu River Bridge Additional Borings – Lake Charles, LA. <i>DOTD</i> . Senior Geotechnical Engineer. Terracon conducted subsurface exploration and laboratory testing to support the replacement of the I-10 Calcasieu River bridge in Lake Charles, LA. Their work included 37 deep bridge borings—some over water and within a navigable channel—and 39 shallow roadway borings. They later advanced 17 additional borings using marsh buggy and ATV-mounted drill rigs along various segments of the I-10 corridor. Soil samples were collected using standard methods, and groundwater levels were monitored during drilling. In the lab, Terracon performed tests for moisture content, plasticity, particle-size distribution, density, and triaxial compression strength, all in accordance with ASTM and LDOTD standards.			
07/18 – 10/21	H.011235.5 - I-49 South @ Verot School Road US 90 - Lafayette, LA. <i>DOTD</i> . Lead Design Engineer for the subsurface evaluation and geotechnical engineering design for the US 90 (I-49 South) Design Build Project. Terracon provided the design of the substructure of two bridges and global stability and settlement for several MSE walls to be constructed as part of this design build project. Terracon developed nominal capacity and resistance factors for pile foundations for the bridge substructures and developed driving criteria using WEAP analysis for the proposed pile driving equipment. Dynamic Pile Testing was performed during construction to verify pile capacities. Terracon reviewed the CAPWAP results and provided recommendations for adjustment of the resistance factors to accommodate slight variations in nominal capacity obtained at each bent.			
05/18 – 01/21	H.005967: Nelson Road Extension and Bridge - Lake Charles, LA. <i>DOTD</i> . Senior Geotechnical Engineer. Reviewed the subsurface evaluation and geotechnical engineering design for the Nelson Road Extension and Bridge Project. Terracon completed the subsurface exploration that included water borings in Contraband Bayou and has provided 90% design of the substructure for the bridge over Contraband Bayou and performed settlement analysis for the planned embankment			





	approaches. The scope also included design support for impact dolphins to be constructed in front of the bridge in the Bayou to protect the bridge superstructure from impact of possible runaway ocean-going ships from the nearby Port of Lake Charles facility.
06/17 – 10/18	H.010006: Bayou Petit Caillou Bridge Improvements - Chauvin, LA. <i>DOTD</i> . Senior Geotechnical Engineer. Provided senior review the subsurface evaluation and substructure design for upgrades to the existing bridge. The services were performed for Huval and Associates through their Bridge Preservation Contract and included providing pile recommendations for support of a new bridge lift operators building and supports for traffic barriers and fender replacements.
02/14 – 02/17	H.010620: US 90 (I-49 South) Design Build - Lafayette Parish, LA. <i>C.H. Fenstermaker</i> . Senior Geotechnical Engineer. Provided senior review for the subsurface evaluation and geotechnical engineering design for the US 90 (I-49 South) Design Build Project. Terracon provided the design of the substructure of two bridges and global stability and settlement for several MSE walls to be constructed as part of this design build project. Terracon developed nominal capacity and resistance factors for pile foundations for the bridge substructures and developed driving criteria using WEAP analysis for the proposed pile driving equipment. Dynamic Pile Testing was performed during construction to verify pile capacities. Terracon reviewed the CAPWAP results and provided recommendations for adjustment of the resistance factors to accommodate slight variations in nominal capacity obtained at each bent.
01/15 – 02/16	H.010719: US 90 Ramp Improvement, Orleans Parish, LA. <i>DOTD</i> . Senior Geotechnical Engineer. Provided senior review of the subsurface evaluation and substructure design of this new bridge and ramp improvement project at US 90 and South Claiborne Ave. The entrance ramp to US 90 was elevated to improve traffic flow. DOTD boring logs and LRFD Pile Resistance Calculations were provided to the design engineer.
2010 - 2013	SP No. 450-10-0159 - Interstate 10 Widening, Siegen to Highland - Baton Rouge, LA. <i>DOTD</i> . Project Manager. Managed the widening of I-10 from two lanes in each direction to three lanes in each direction. Dual existing bridges over Wards Creek Diversion will be widened, and the existing 850-foot-long dual bridges over the Kansas City Railroad and La Crete Drive were completely replaced with new three-lane bridges with 12-foot shoulders and increased clearances to allow the railroad to add a parallel track in the future.
11/10 – 08/12	LA-1 to I-10 Connector 30% Design - Port Allen, LA. <i>Volkert/DOTD</i> . Supervising Geotechnical Engineer. Supervised 30% design plans for a proposed new connector between I-10 and LA-1 in West Baton Rouge Parish. The extension included two bridges and two miles of new roadway. Bridges over an existing railroad and the Intracoastal Canal were included. An evaluation of a possible retained earth embankment was included.
09/08 – 11/08	Interstate 12 Widening - East Baton Rouge and Livingston Parishes, LA Senior Engineer. Provided senior oversight for this major Interstate highway improvement. Terracon performed drilling and laboratory activities for the project. The project consisted of the widening of Interstate 12 to six lanes from O'Neal Lane eastward in both East Baton Rouge and Livingston Parishes. The project needed to be performed under a compressed time schedule of 30 days for DOTD to release a Design-Build procurement package. He worked with Terracon team to make sure the schedule was met by using multiple drill rigs to complete the field work. The work completed by Terracon has received high marks from the design-build team.
12/07 – 07/12	Louisiana DOTD Off-System Bridge Program - Statewide in LA Engineering Support. Provided engineering support for multiple off-system bridge projects. Terracon provided geotechnical drilling, laboratory testing, and engineering support for several bridges designated for replacement under the Louisiana Department of Transportation and Development Off-System Bridge Program. For each bridge, Terracon served as a sub-consultant for a civil engineering firm selected by Louisiana DOTD to design the new bridge. In each case, the project civil engineer provided all additional engineering and land surveying required to perform topographic surveys and hydraulic studies and prepared the preliminary and final roadway and bridge plans. Terracon completed geotechnical investigations for bridges throughout Louisiana and in a variety of geologic settings.

16. Staff Experience				
Firm employed by		Terracon Consultants, Inc.		
Name	Ryan E. Poindexter, PE		Years of relevant experience with this employer	9
Title	Geotechnical Project Engineer		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization			BS / 2013 / Civil Engineering	
Active registration number/state / expiration date			PE 0046285 / LA / Exp. 3/31/26	
Year registered	2021	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Engineer	
Mr. Poindexter has over 9 years of geotechnical engineering experience working for commercial, industrial, and transportation clients. His experience includes field and office tasks such as drill crew supervision, soil laboratory testing, data quality control, engineering calculations, geotechnical report preparation, and project management. Ryan now focuses on managing full-spectrum geotechnical projects, many of which are for LADOTD through our geotechnical retainer contract. Ryan is TCS Certified.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/25-Ongoing	H.012059 - LA19 - Bridges near Zachary – Zachary, LA, <i>DOTD</i> . Project Manager for this project. The project involves replacing existing bridge structures along LA Highway 19 near Zachary, Louisiana, with new slab-span bridges and/or box culverts to improve the crossing. Terracon is providing geotechnical engineering services, including subsurface soil exploration, laboratory testing, engineering analysis, and preparation of geotechnical recommendations addressing soil conditions, groundwater, and seismic site classification.			
02/25-Ongoing	H.014990 - S. Tiger Bend Road & E. Achord Road – Baton Rouge, LA. <i>DOTD</i> . Project Manager for this project. Terracon is providing geotechnical engineering services that include subsurface exploration, laboratory testing, and engineering analysis to support the design and construction for the proposed bridge replacement.			
07/24-Ongoing	H.014984 - Libuse Cutoff Road over Flagon Bayou – Pineville, LA. <i>DOTD</i> . Project Manager for this project. Terracon is providing subsurface exploration, laboratory testing, and geotechnical data analysis to support the design of a replacement bridge. Scope includes soil and groundwater testing, along with seismic site classification, based on two borings advanced to depths of 85 and 70 feet.			
07/23-Ongoing	H.015338 - Off-System Bridge Replacement – Cameron, LA. <i>DOTD</i> . Project Manager for this project. Terracon is providing geotechnical engineering services, including site exploration, analysis, and recommendations for earthwork, foundation design, and construction for infrastructure projects.			
07/23-Ongoing	H.012537 - LA154, LA157 - Red Chute BYU & Flat RVR BRS – Elm Grove, LA. <i>DOTD</i> . Project Manager for this project. Terracon is providing geotechnical engineering services that include field exploration, laboratory testing, and engineering analysis to evaluate subsurface conditions and develop design recommendations for foundations, pavements, and earthwork.			
07/23-Ongoing	H.012048 - Castor Creek and Relief Bridges – Tullos, LA. <i>DOTD</i> . Project Manager for this project. Ryan is responsible for overseeing all geotechnical investigation activities. This includes coordinating the advancement of 16 soil borings to depths of 60 to 110 feet using rotary drilling methods, ensuring proper sampling techniques such as Shelby tubes and Standard Penetration Tests (SPT), and monitoring groundwater levels during drilling. Ryan also managed laboratory testing to evaluate soil properties—moisture content, plasticity, particle-size distribution, density, and shear strength—ensuring compliance with ASTM standards and LDOTD protocols. Additionally, Ryan ensured accurate classification of soils using the Unified			





	Soil Classification System (USCS) and the preparation of detailed documentation, including boring logs and graphs, while maintaining alignment with project goals and regulatory requirements.
01/24-Ongoing	H.015447 – IJA Off-System Bridge Program – Simmesport, LA. <i>DOTD</i> . Project Manager for this project. Ryan is responsible for overseeing all aspects of the geotechnical investigation. This includes coordinating the drilling of a 122-foot soil boring using flight auger and mud rotary techniques, ensuring proper sample collection at regular intervals, and managing laboratory testing for moisture content, Atterberg limits, dry unit weight, grain size analysis, and undrained unconsolidated compression. He will also ensure accurate geological characterization and seismic site classification, and guide the development of engineering recommendations for earthwork, foundations, floor slabs, and pavements, all while maintaining compliance with project specifications and regulatory standards.
10/22-02/25	H.003931.5-2 - I-10- Calcasieu River Bridge Additional Borings – Lake Charles, LA. <i>DOTD</i> . Project Manager. Ryan coordinated all phases of subsurface exploration and laboratory testing. This includes managing the execution of 37 deep bridge borings—some over water and within a navigable channel—and 39 shallow roadway borings, as well as an additional 17 test borings using specialized drill rigs along various segments of the I-10 corridor. Ryan also ensured proper sampling methods were used, such as thin-walled tube and split-barrel techniques, and that groundwater levels are accurately recorded. In the lab, Ryan oversaw testing for moisture content, plasticity, particle-size distribution, density, and triaxial compression strength, ensuring all procedures comply with ASTM standards and LDOTD protocols.
09/22-10/25	H.002868 - I-49 Frontage Road Bridges PDA Testing – Lafayette, LA. <i>DOTD</i> . Project Manager. Ryan oversaw this design-build project and was responsible for coordinating geotechnical engineering efforts related to bridge substructures and MSE (mechanically stabilized earth) walls. This included managing the development of pile foundation designs, such as determining nominal capacities and resistance factors, and overseeing WEAP (Wave Equation Analysis of Piles) analysis to establish driving criteria for the proposed pile driving equipment. During construction, Ryan ensured that dynamic pile testing was conducted and that CAPWAP (Case Pile Wave Analysis Program) results were reviewed to adjust resistance factors or pile lengths as needed. Additionally, Ryan supported DOTD during construction by evaluating settlement monitoring data for MSE walls, ensuring compliance with contract requirements, facilitating pile bent acceptance, and resolving non-conformance reports (NCRs).
05/20–01/21	H.005121 - LA-1 and LA-415 Connector – Port Allen, LA. <i>DOTD</i> . Project Manager for this project. Coordinated field work, access, and initial lab testing prior to project being suspended.
05/18–Ongoing	H.011235.5 - I-49 South @ Verot School Road US 90 - Lafayette, LA. <i>DOTD</i> . Staff Engineer. Reviewing field logs, samples, and data. Assisted in coordinating lab testing.
06/18 – 06/21	H.005967.5: - Nelson Rd. Extension and Bridges - Calcasieu Parish, LA. <i>DOTD</i> . Assistant to project manager. The project consisted of providing a site characterization report for the new road and bridge, pile design, and pavement design recommendation. The geotechnical field exploration consisted of soil borings adjacent to the existing roadway, borings in undeveloped land adjacent to the Port of Lake Charles, and borings in Bayou Contraband. Field exploration was completed safely over the course of multiple weeks with up to four land and water drill crews on site at once. Laboratory testing included consolidation testing, compressive strength testing, and testing for classifying of soil samples collected in accordance with LADOTD standards. Terracon provided recommendations for precast concrete piles, pavement design, and site preparation.

16. Staff Experience			
Firm employed by	Terracon Consultants, Inc.		
Name	Matthew Minton	Years of relevant experience with this employer	24
Title	Supervisor – Other (Laboratory Manager)	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS / 2001 / Industrial Technology		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities	MPR 7		
Mr. Minton has 24 years of experience in laboratory testing and construction QA/QC testing for geotechnical projects, civil construction, and landfill construction. Mr. Minton currently serves as the Laboratory Technical Manager of Terracon's Baton Rouge full-service geotechnical and construction materials laboratory. Mr. Minton has worked diligently to implement a complete QA process for all the laboratory tests conducted in our laboratory. Under his supervision, the Baton Rouge laboratory has maintained its LDEQ LELAP, USACE, and AASHTO (AMRL and CCRL) certifications.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/25-Ongoing	H.012059 - LA19 - Bridges near Zachary – Zachary, LA. <i>DOTD</i> . Serving as lab manager for this project.		
11/24-Ongoing	H.014988 - Carey Road over Blackwater Bayou – Baker, LA. <i>DOTD</i> . Serving as lab manager for this project.		
07/24-Ongoing	H.014984 - Libuse Cutoff Road over Flagon Bayou – Pineville, LA. <i>DOTD</i> . Serving as lab manager for this project.		
07/23-Ongoing	H.015338 - Off-System Bridge Replacement – Cameron, LA. <i>DOTD</i> . Serving as lab manager for this project.		
07/23-Ongoing	H.012537 - LA154, LA157 - Red Chute BYU & Flat RVR BRS – Elm Grove, LA. <i>DOTD</i> . Serving as lab manager for this project.		
07/23-Ongoing	H.012048 - Castor Creek and Relief Bridges – Tullos, LA. <i>DOTD</i> . Serving as lab manager for this project.		
01/24-Ongoing	H.015447 – IJA Off-System Bridge Program – Simmesport, LA. <i>DOTD</i> . Serving as lab manager for this project.		
10/22-02/25	H.003931.5-2 - I-10 - Calcasieu River Bridge Additional Borings – Lake Charles, LA. <i>DOTD</i> . Served as lab manager for this project.		
07/21-04/22	H.003931 - I-10 Lake Charles – Lake Charles, LA. <i>DOTD</i> . Served as lab manager for this project.		
12/21-11/23	H.012033 - Cross Bayou and Caney Bayou – Ouachita Parish, LA. <i>DOTD</i> . Served as lab manager for this project.		
09/20-04/24	H.000385.5 - US 190- LA 415 & RR OVERPASS REPL – Port Allen, LA. <i>DOTD</i> . Served as lab manager for this project.		
05/20-03/24	H.005121 - LA-1 and LA-415 Connector – Port Allen, LA. <i>DOTD</i> . Served as lab manager for this project.		



16. Staff Experience

Firm employed by	Terracon Consultants, Inc.		
Name	Brian Alexander	Years of relevant experience with this employer	21
Title	Supervisor – Other (Drilling Operations Manager)	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	Master of Physical Therapy / 1999 / Physical Therapy		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities	Drilling Operations Manager		
With over 20 years of experience in field exploration, Mr. Alexander manages the geotechnical drilling operations for Louisiana and Mississippi. He has worked extensively on commercial, industrial, DOTD and institutional projects. These assignments have provided him with extensive experience in Shelby Tube and Split Spoon sampling, Macro-core, Geoprobe and Electronic Cone Penetrometer Testing (CPT) and mud rotary drilling. He coordinates logistics/scheduling of projects between the six offices in both states and assists neighboring states in project coordination when it is needed. His approach to increased field safety has earned him safety awards at the division and national level. Brian is TCS Certified.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/25-Ongoing	H.012059 - LA19 - Bridges near Zachary – Zachary, LA, <i>DOTD</i> . Supervised drill crews for this project.		
02/25-Ongoing	H.014990 - S. Tiger Bend Road & E. Achord Road – Baton Rouge, LA. <i>DOTD</i> . Supervising drill crews for this project.		
11/24-Ongoing	H.014988 - Carey Road over Blackwater Bayou – Baker, LA. <i>DOTD</i> . Supervising drill crews for this project.		
07/24-Ongoing	H.014984 - Libuse Cutoff Road over Flagon Bayou – Pineville, LA. <i>DOTD</i> . Supervising drill crews for this project.		
07/23-Ongoing	H.015338 - Off-System Bridge Replacement – Cameron, LA. <i>DOTD</i> . Supervising drill crews for this project.		
07/23-Ongoing	H.012537 - LA154, LA157 - Red Chute BYU & Flat RVR BRS – Elm Grove, LA. <i>DOTD</i> . Supervising drill crews for this project.		
07/23-Ongoing	H.012048 - Castor Creek and Relief Bridges – Tullos, LA. <i>DOTD</i> . Supervising drill crews for this project.		
01/24-Ongoing	H.015447 – IJA Off-System Bridge Program – Simmesport, LA. <i>DOTD</i> . Supervising drill crews for this project.		
10/22-02/25	H.003931.5-2 - I-10- Calcasieu River Bridge Additional Borings – Lake Charles, LA. <i>DOTD</i> . Supervised drill crews for this project.		
09/20-04/24	H.000385.5 - US 190- LA 415 & RR OVERPASS REPL – Port Allen, LA. <i>DOTD</i> . Supervised drill crews for this project.		
05/20-03/24	H.005121 - LA-1 and LA-415 Connector – Port Allen, LA. <i>DOTD</i> . Supervised drill crews for this project.		
03/25-03/25	H.012059 - LA19 - Bridges near Zachary – Zachary, LA, <i>DOTD</i> . Supervised drill crews for this project.		

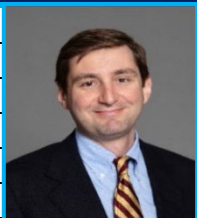


16. Staff Experience			
Firm employed by	NTB Associates, Inc.		
Name	Mike J. King, PLS	Years of relevant experience with this employer	19.
Title	Vice President	Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		B.S. / 2012 / Construction Management, Louisiana State University	
Active registration number / state / expiration date		5127 / Louisiana / 09/30/2027	
Year registered	2015	Discipline	Professional Surveyor
Contract role(s) / brief description of responsibilities		Mr. Mike King, PLS will serve as NTBA Survey Project Manager for topographic surveying services during this contract. He satisfies MPR No. 5 for topographic surveying experience. Mike will manage field crews, file processing, drafting, and submittals. Mike has over 20 years of surveying experience.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) Survey Project Manager for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of SUE for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.		
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) Survey Project Manager directing field crews, file processing, drafting, and submittals for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating, and utility coordination services in support of rehabilitation and design for roadway reconstruction.		
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Assistant Project Manager assisting in the management of field crews and technicians for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.		
08/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Assistant Project Manager assisting in the management of field crews and technicians for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.		
04/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Assistant Project Manager assisting in the management of field crews and technicians for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.		
08/22 – 03/26	Delta Utilities/ CenterPoint Energy, Surveying & SUE Services, Various Parishes, LA (Various Agency Proj. Nos.) Quality Control Surveyor assisting in staffing, coordination, and QA/QC for topographic surveys, property surveys, surveys in support of SUE, title takeoffs, boundary and right-of-way calculations, CADD drawings, and plats for maintenance and construction projects. To date, NTBA has worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.		
12/24 – 05/25	LaDOTD Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes (4400021975) Project Manager directing field crews, file processing, drafting, and submittals for Static GPS Control surveys,		



	topographic surveys, and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.
12/17 – 11/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (44-12323, 44-17713, 44-14660 - Multiple TOs) Assistant Project Manager assisted in the management of field crews and technicians for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.
04/22 – 04/23	LaDOTD I-20 Monkhouse to I-49, Caddo Parish, LA (4400017713) Assistant Project Manager assisted in the management of field crews and technicians for Static GPS Control, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL C & D subsurface utility services, drainage map preparation, and Mobile Laser Scanning for interstate rehabilitation.
12/20 – 03/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Assistant Project Manager assisted in the management of field crews and technicians for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility designating for bridge repair/ rehabilitation.
05/15 – 12/20	City of Bossier, Walter O. Bigby Carriageway (N. Pkwy Ext.) Bossier Parish, LA (City Proj. No. 8-15) Quality Control Surveyor reviewed data and drafting for Static GPS Control surveys, topographic, property, and hydrographic surveying services, and QL A, B, C, and D subsurface utility designation/locating for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.
07/16 – 03/17	LaDOTD Bayou Fountain, Route LA 327 Spur (Gardere Lane) East Baton Rouge Parish, LA (4400006527 & H.002337.5) Assistant Project Manager assisted in the management of survey crews and technicians for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, surveys in support of QL B, C, and D subsurface utility designating, and drainage map preparation for roadway rehabilitation.
04/15 – 09/15	LaDOTD LA 3094: Hearne Ave. Bridge Rehab, Route LA 3094, Caddo Parish, LA (4400001798 & H.011094.5) Quality Control Surveyor reviewed data and drafting for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, drainage map preparation, and surveys in support of QL B subsurface utility designating for bridge rehabilitation.
02/14 – 03/15	LaDOTD Earhart Expressway Extension to US 61, Route LA 3139, Jefferson Parish, LA (H.004367.5) Sr. Survey Party Chief/Tech. ran a field crew and processed data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for an overpass connection, relocation of existing lanes, and construction of additional lanes as a sub to AECOM
07/12 – 01/14	LaDOTD I-10 Loyola Ave. to Williams Blvd., Jefferson Parish, LA (H.003074.5 & H.009087.5) Sr. Survey Party Chief/Tech. managed a survey crew and processed data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for interstate rehabilitation as a sub to GEC, Inc.
07/12 – 06/13	LaDOTD I-10 Williams Blvd. to Veterans Blvd., Jefferson Parish, LA (H.003074.5 & H.009087.5) Sr. Survey Party Chief/Tech. ran a field crew and processed data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL A, B, C, and D subsurface utility designating/ locating for interstate rehabilitation as a sub to GEC, Inc.
07/10 – 10/12	LaDOTD LA 42 Widening and Improvements, District 61, Ascension Parish, LA (700-03-0125 & 701-65-1538) Survey Party Chief/ Technician ran a field crew and processed data for topographic and property surveys in support of base and final right-of-way mapping, and title work.
02/11 – 08/11	LaDOTD I-20 Rehabilitation Westerfield Avenue to Industrial Drive, District 04, Bossier Parish, LA (H.003860.5 & 700-99-0525) Survey Party Chief/Tech. managed a survey crew and processed data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for interstate rehabilitation.

16. Staff Experience:

Firm employed by	NTB Associates, Inc.				
Name	Patrick C. Staiano, PLS		Years of relevant experience with this employer		5.5
Title	Staff Surveyor		Years of relevant experience with other employer(s)		10
Degree(s) / Years / Specialization			B.S. / 2008 / Construction Management, Louisiana State University / ATSSA TCS		
Active registration number / state / expiration date			5130 / Louisiana / 09/30/2027		
Year registered	2015	Discipline	Professional Surveyor		
Contract role(s) / brief description of responsibilities			Mr. Patrick Staiano, PLS will serve as NTBA Survey Project Manager for property surveys and right-of-way mapping during this contract. He satisfies MPR No. 5 for property surveying and right-of-way mapping experience. Patrick will manage field crews, technicians, data processing, drafting, review and certification of maps and surveys, and submittals. He has over 15 years of surveying experience.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
11/25 – 03/26	City of Baton Rouge/ East Baton Rouge Parish, Upper Ward Creek Clearing & Snagging Project, East Baton Rouge Parish, LA (25-DR-US-0013) Project Manager directing field crews, file processing, drafting, and submittals for topographic and property surveys, right-of-way mapping, and surveys in support of QL C, B, and D surface utility designating for flood reduction and associated channel-improvement work.				
09/24 – 03/26	LaDOTD IDIQ Contract for Professional Boundary Surveying Services, LA (4400027918) Project Manager directing field crews, file processing, drafting, and submittals for topographic surveys and property surveys in support of title take-offs, description preparations, preliminary and final right-of-way mapping in support of roadway design improvements.				
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Assistant Project Manager assisting in the management of field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, surveys in support of QL B, C, and D subsurface utility designating, title take-offs, legal description preparation, and preliminary and final right-of-way mapping for the design-build project to replace the Jimmy Davis Bridge across the Red River as a sub-consultant to James Construction.				
09/22 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Assistant Project Manager assisting in the management of field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal description preparations, and preliminary and final right-of-way mapping for 34 bridge and culvert replacements including surveying all sub-surface drainage structures as a sub-consultant to BKI.				
09/22 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Assistant Project Manager assisting in the management of field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal description preparations, and preliminary and final right-of-way mapping for 21 bridge and culvert replacements including surveying all sub-surface drainage structures as a sub-consultant to Waggoner.				
09/22 – 03/26	Delta Utilities/ CenterPoint Energy, Surveying & SUE Services, Various Parishes, LA (Various Agency Proj. Nos.) Assistant Project Manager assisting in the management of field crews, file processing, drafting, and submittals for topographic surveys, property surveying services, surveys in support of SUE, title research, title take-offs, boundary and right-of-way calculations, and reviews of CADD drawings and plats for maintenance and construction projects.				

09/22 – 03/26 03/18 – 02/21	Apache Corporation, Infrastructure Improvements, Permian Basin, Reeves Counties, TX (Agency Proj. Nos. Unknown) Project Manager managing property surveying services and right-of-way acquisition mapping for approximately 84 miles of infrastructure improvements. Patrick has prepared approximately 131 property acquisition plats for this project.
09/22 – 3/26 03/18 – 02/21	Targa Pipeline, Natural Gas Gathering System, Howard and Martin Counties, TX (Agency Proj. Nos. Unknown) Quality Control Surveyor reviewing drafting and property acquisition plats as well as assisting with management of property surveying services. Patrick has prepared approximately 250 property acquisition plats for this project.
07/23 – 03/26	LaDOTD IJA Off-System Bridge Program, District 62 (4400025041) Project Manager directing field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal description preparation, and preliminary and final right-of-way mapping in support of bridge replacements.
03/21 – 08/22	MOVEBR Jefferson Hwy. at Bluebonnet Intersection Improvements, LA (City Parish No. 20-CP-HC-0046) Project Manager managed field crews and technicians for topographic surveys, property surveys, and right-of-way mapping.
03/20 – 02/21	UPRR Big Sandy Siding Survey, Upshur and Wood Counties, TX (29543/90502) Assistant Project Manager performed property surveying services for 15 parcels along railroad consisting of approximately 3.24 miles of track to establish the existing railroad right-of-way. Prepared 8 ALTA Surveys along with the privately owned parcels for acquisition, 0.25-acre acquisition parcel in the right-of-way, and an overall right-of-way strip map.
09/19 – 02/20	DCP Midstream, MaBee Ranch Line Locates, Martin and Andrews Counties, TX (19-056-001) Project Manager managed property surveying services in support of property acquisition services for 32 individual pipelines totaling approximately 22 miles.
03/18 – 10/18	Rogillio Resubdivision, East Baton Rouge & East Feliciana Parishes, LA (Agency Proj. No. Unknown) Assistant Project Manager performed title take-offs, boundary, and right-of-way calculations, and reviewing CADD drawings and plats for resubdivision services for 93 acres.
04/17 – 03/18	LaDOTD LA 653 Bayou Dumar Bridge Replacement, Lafourche Parish, LA (H.008118) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and right-of-way maps for a +/-0.5-mile project.
01/17 – 03/18	LaDOTD LA 450 Stoney Point Bridge Replacement, Washington Parish, LA (Proj. No. Unknown) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys and prepared title work info and right-of-way maps for a +/-0.25-mile project.
09/17 – 01/18	LaDOTD LA 1026: Roundabout at Buddy Ellis Rd., Livingston Parish, LA (H.011824) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and right-of-way maps for a +/-0.3-mile project.
10/17 – 12/17	LaDOTD US 190B Jefferson Ave. Roundabout Covington, St. Tammany Parish, LA (H.011260) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and right-of-way maps for a +/-0.1-mile project.
06/17 – 10/17	LaDOTD LA 22: Near I-10 Geometric Improvements, Ascension Parish, LA (H.011314) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and right-of-way maps for a +/-0.75-mile project.
05/17 – 09/17	LaDOTD LA 59: Roundabout @ Lonesome Rd., Tangipahoa Parish, LA (H.011030) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and right-of-way maps for a +/-0.5-mile project.
03/16 – 08/17	LaDOTD LA 59: Curve Realign and Tunnel at Trace, St. Tammany Parish, LA (H.010184) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and right-of-way maps for a +/-0.75-mile project.
03/17 – 07/17	LaDOTD LA 1042: Bridges Near Greensburg, St. Helena Parish, LA (H.008312) Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and right-of-way maps for a +/- 2-mile project.

16. Staff Experience

Firm employed by	NTB Associates, Inc.			
Name	Bryan T. Bunch, PLS	Years of relevant experience with this employer	17	
Title	Executive Vice President	Years of relevant experience with other employer(s)	15	
Degree(s) / Years / Specialization	B.S. / 1988 / Survey and Land Information Systems, University of Arkansas			
Active registration number / state / expiration date	5014 / Louisiana / 03/31/2026			
Year registered	2009	Discipline	Professional Surveyor	
Contract role(s) / brief description of responsibilities	Mr. Bryan Bunch, PLS will serve as NTBA Assistant Project Manager assisting in staff management, processing, and preparation of deliverables for surveying and mapping services. He also satisfies MPR No. 5 for topographic and property surveys and right-of-way mapping.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
08/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) Assistant Survey Project Manager assisting in staffing, coordination, and QA/QC for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of SUE for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.			
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) Assistant Survey Project Manager assisted in staffing, coordination, and QA/QC for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating and utility coordination services in support of rehabilitation and design for roadway reconstruction.			
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Survey Project Manager directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.			
09/20 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Survey Project Manager directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKL.			
09/20 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Survey Project Manager directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.			
08/22 – 03/26	Delta Utilities/ CenterPoint Energy, Surveying & SUE Services, Various Parishes, LA (Various Agency Proj. Nos.) Quality Control Surveyor assisting in staffing, coordination, and QA/QC for topographic surveys, property surveys, surveys in support of SUE, title takeoffs, boundary and right-of-way calculations, CADD drawings, and plats for maintenance and construction projects. To date, NTBA has worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.			
07/23 – 03/26	LaDOTD IJA Off-System Bridge Program, District 62 (4400025041) Quality Control Surveyor assisted in staffing, coordination, and QA/QC for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal description preparation, and preliminary and final right-of-way mapping in support of bridge replacements.			

12/24 – 05/25	LaDOTD Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes (4400021975) Assistant Project Manager assisted in staffing, coordination, and QA/QC for Static GPS Control surveys, topographic surveys, and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.
12/17 – 11/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (44-12323, 44-17713, 44-14660 - Multiple TOs) Survey Project Manager directed field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.
04/22 – 04/23	LaDOTD I-20 Monkhouse to I-49, Caddo Parish, LA (4400017713) Survey Project Manager directed field crews, file processing, drafting, and submittals for Static GPS Control, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL C & D subsurface utility services, drainage map preparation, and Mobile Laser Scanning for interstate rehabilitation.
12/20 – 03/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Assistant Project Manager assisted in the management of field crews and technicians for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility designating for bridge repair/ rehabilitation.
12/20 – 03/21	LaDOTD LA 6: Youngs Bayou Bridge Rehab, Natchitoches Parish, LA (4400017713 & H.013821.5) Assistant Project Manager assisted in staffing, coordination, and QA/QC for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for bridge rehabilitation.
05/15 – 12/20	City of Bossier, Walter O. Bigby Carriageway (N. Pkwy Ext.) Bossier Parish, LA (City Proj. No. 8-15) Quality Control Surveyor supervised south LA field crews and technicians for Static GPS Control surveys, topographic, property, and hydrographic surveying services, and QL A, B, C, and D subsurface utility designation/locating for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.
05/16 – 06/18	LaDOTD LA 675 & LA 87 Improvements in New Iberia, Iberia Parish, LA (4400002562 & 4400006814) Project Manager directed field crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection as a sub to Stanley Consultants, Inc.
07/16 – 03/17	LaDOTD Bayou Fountain, Route LA 327 Spur (Gardere Lane) East Baton Rouge Parish, LA (4400006527 & H.002337.5) Survey Project Manager directed field crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, surveys in support of QL B, C, and D subsurface utility designating, and drainage map preparation for roadway rehabilitation.
10/15 – 07/16	LaDOTD MacArthur Interchange Completion (Phase II) Route US 90-Z, Jefferson Parish, LA (4400005142 & H.011309.5) Project Manager directed field crews, file processing, drafting, and submittals for topographic surveying services as a sub to SDR Engineering.
04/15 – 02/16	LaDOTD I-20 (Airline Drive to I-220) Route I-20, Bossier Parish, LA (4400005532 & H.011319.5) Assistant Project Manager supervised south LA crew members and technicians for topographic surveying services.
04/15 – 09/15	LaDOTD LA 3094: Hearne Ave. Bridge Rehab, Route LA 3094, Caddo Parish, LA (4400001798 & H.011094.5) Quality Control Surveyor assisted in staffing, coordination, and QA/QC for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, drainage map preparation, and surveys in support of QL B subsurface utility designating for bridge rehabilitation.
02/14 – 03/15	LaDOTD Earhart Expressway Extension to US 61, Route LA 3139, Jefferson Parish, LA (H.004367.5) Project Manager directed survey crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for an overpass connection, relocation of existing lanes, and construction of additional lanes as a sub to AECOM.
07/12 – 01/14	LaDOTD I-10 Loyola Ave. to Williams Blvd., Jefferson Parish, LA (H.003074.5 & H.009087.5) Project Manager directed survey crews, file processing, drafting, and submittals for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for interstate rehabilitation as a sub to GEC, Inc.

16. Staff Experience

Firm employed by	NTB Associates, Inc.				
Name	William Offer, PLS		Years of relevant experience with this employer		8
Title	Party Chief		Years of relevant experience with other employer(s)		6
Degree(s) / Years / Specialization		A.S. / Science in Surveying / Great Basin College of Nevada – Currently enrolled			
Active registration number / state / expiration date		5365 / Louisiana / 03/31/27			
Year registered	2024	Discipline	PLS		
Contract role(s) / brief description of responsibilities		Mr. William Offer, PLS will serve NTBA Quality Control Surveyor during this contract. He will oversee field operations and crew logistics for topographic and property surveys in support of right-of-way mapping.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) QC Surveyor assisted in staffing, coordination, and QA/QC for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating and utility coordination services in support of rehabilitation and design for roadway reconstruction.				
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) QC Surveyor assisted in staffing, coordination, and QA/QC for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, title research, and preliminary and final right-of-way mapping for the design-build project to replace the Jimmy Davis Bridge across the Red River.				
08/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Field Coordinator/ QC Surveyor overseeing field crews and data transfers for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.				
04/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Field Coordinator/ QC Surveyor overseeing field crews and data transfers for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.				
01/23 – 03/26	Delta Utilities/ CenterPoint Energy, Surveying & SUE Services, LA (Various Agency Proj. Nos.) Field Coordinator/ QC Surveyor overseeing field crews and data transfers for topographic surveys, boundary surveys, right-of-way mapping, QL B subsurface utility designating services, and surveys in support of SUE for maintenance and construction projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.				
12/17 – 11/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (44-12323, 44-17713, 44-14660 - Multiple TOs) Survey Party Chief/ Field Coordinator/ QC Surveyor ran a field crew, overseen field crews, and performed data management for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.				
04/22 – 04/23	LaDOTD I-20 Monkhouse to I-49, Caddo Parish, LA (4400017713) Field Coordinator overseeing field crews and data transfers for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility services and drainage map preparation for interstate rehabilitation.				

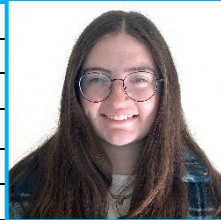
10/21 – 02/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Field Coordinator overseeing field crews and data transfers for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility designating for bridge repair/ rehabilitation.
12/20 – 03/21	LaDOTD LA 6: Youngs Bayou Bridge Rehab, Natchitoches Parish, LA (4400017713 & H.013821.5) Survey Party Chief ran a field crew and downloaded data for topographic surveys for bridge rehabilitation.
03/19 – 10/19	LaDOTD US 167, LA 2: Middle Slough & Creek Bridges, Union Parish, LA (4400009385 & H. 012037.5) Survey Party Chief ran a field crew and downloaded data for topographic surveys for bridge rehabilitation/design for two separate bridge site locations.
02/17 – 08/19	City of Shreveport, CD 1-105-108 Sewer Rehab, Caddo Parish, LA (Proj. No. Unknown) Survey Party Chief ran a field crew and downloaded data for topographic surveys for sewer rehabilitation.
12/17 – 05/19	City of Shreveport, CD 1-121 Sewer Rehab, Caddo Parish, LA (Proj. No. Unknown) Survey Party Chief ran a field crew and downloaded data for topographic surveys for sewer rehabilitation.
12/17 – 10/18	City of Shreveport, CD 126 Sewer Rehab, Caddo Parish, LA (Proj. No. Unknown) Survey Party Chief ran a field crew and downloaded data for topographic surveys for sewer rehabilitation.
10/17 – 02/18	City of Shreveport, CD 1-103 Canal and Valley View Rehab, Caddo Parish, LA (Proj. No. Unknown) Survey Party Chief ran a field crew and downloaded data for topographic surveys for sewer rehabilitation.
08/17 – 12/17	City of Shreveport, CD 142 Rehab Wallace & W. 62nd, Caddo Parish, LA (Proj. No. Unknown) Survey Party Chief ran a field crew and downloaded data for topographic surveys for sewer rehabilitation.

16. Staff Experience

Firm employed by	NTB Associates, Inc.				
Name	Amy K. Schulze, PE, CFM		Years of relevant experience with this employer		7.5
Title	Sr. Project Engineer		Years of relevant experience with other employer(s)		20
Degree(s) / Years / Specialization			BS / 1998 / Civil Engineering, Ohio Northern University CFM National Certification: US-16-08839 / Electro-Magnetic Locating Instruments Certified/ Certificate of Locating Competency #WA2028 (Staking University)		
Active registration number / state / expiration date			30295 / Louisiana / 03/31/2027		
Year registered	2002	Discipline	Professional Engineer		
Contract role(s) / brief description of responsibilities			Mrs. Amy Schulze, PE, CFM will serve as the SUE Project Engineer/ Manager during this contract. She will supervise and manage any required subsurface utility designating/ locating services. Amy has nearly 30 years of SUE experience.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
06/25 – 03/26	City of Baton Rouge/ East Baton Rouge Parish, Upper Ward Creek Clearing & Snagging Project, East Baton Rouge Parish, LA (25-DR-US-0013) SUE Project Manager for QL C, B, and D surface utility designating, utility coordination services, and surveys in support of SUE for flood reduction and associated channel-improvement work.				
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) SUE Project Manager for surveys in support of SUE, QL B, C, & D utility designating, and utility coordination services in support of rehabilitation and design for roadway reconstruction.				
01/22 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) SUE Project Manager for surveys in support of SUE, QL A, B, C, & D utility designating/ locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.				
04/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) SUE Project Manager for QL C & D subsurface utility services and surveys in support of SUE for 21 bridge and culvert replacements as a sub to Sigma/ Waggoner.				
08/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) SUE Project Manager for QL C & D subsurface utility services and surveys in support of SUE for 34 bridge and culvert replacements as a sub to BKI.				
08/22 – 03/26	Delta Utilities/ CenterPoint Energy Survey & SUE Services, LA (Various Proj. Nos. throughout LA) SUE Project Manager for QL B, C, & D subsurface utility designating services and surveys in support of SUE in various parishes throughout Louisiana to assist with utility relocation activities. To date, NTBA has worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.				
08/20 – 03/25	Baton Rouge North Airpark Utility Corridor Phase 2, Baton Rouge, LA (Unknown) SUE Project Manager for QL B, C, & D subsurface utility designating and surveys in support of SUE at the Baton Rouge Metropolitan Airport. Surveys were performed to locate subsurface utilities within the designated limits. As part of Q LB designating, 4-way sweeps of the area were also performed to confirm that no other utilities exist within the project area.				
01/25 – 02/25	LaDOTD Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes (4400021975) SUE Project Manager for QL D subsurface utility record research services and surveys in support of SUE for preliminary designs of box culvert initiative projects.				

04/18 – 11/24	LaDOTD I-10: LA 415 to Essen Lane, West & East Baton Rouge Parishes, LA (H.004100.5) SUE Project Manager for QL B, C, and D subsurface utility designating as well as for surveys in support of SUE for approximately 13 miles of roadway.
06/24 – 08/24	St. Tammany Parish Government Carroll Road Survey & SUE, St. Tammany Parish, LA (42200856) SUE Project Manager for QL B, C, and D utility designating services and surveys in support of SUE throughout the approximately 1.5 miles of the project corridor of Carroll Road including all surface streets, drainage ways, and 2 major intersections within and surrounding the project corridor.
06/24 – 08/24	Ascension Parish Government LA 73 to LA 30 Roundabout, Ascension Parish, LA (MA-23-08) SUE Project Manager for QL B, C, and D subsurface utility designating services and surveys in support of SUE for the intersection improvements for the design of a new roundabout as a subconsultant to GEC, Inc.
02/20 – 07/24	City of Baton Rouge/ East Baton Rouge Parish, MOVEBR Bluebonnet Blvd. (Perkins – Picardy) East Baton Rouge Parish, LA (19-CP-HC-0034) SUE Project Manager for QL A, B, C, and D subsurface utility designating/ locating and surveys in support of SUE throughout the approximately 1.5 miles of the project corridor.
02/21 – 02/24	LaDOTD IDIQ Contract for SUE Services, I-10, Task Orders 1, 2, 4, & 5, East Baton Rouge Parish, LA (4400014660) SUE Project Manager directed QL B, C, D subsurface utility designating services and surveys in support of SUE for four task orders for several additional areas around the I-10 corridor in conjunction with the on-going design-build contract.
06/22 – 04/23	LaDOTD I-20 Monkhouse to I-49, Caddo Parish, LA (4400017713) SUE Project Manager for QL C & D subsurface utility services and surveys in support of SUE for interstate rehabilitation.
08/21 – 08/21	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) SUE Project Manager for QL C & D subsurface utility services and surveys in support of SUE for bridge repair/ rehabilitation.
12/20 – 03/21	LaDOTD LA 6: Youngs Bayou Bridge Rehab, Natchitoches Parish, LA (4400017713 & H.013821.5) SUE Project Manager assisted in the review of survey and utility data for topographic surveying services for bridge rehabilitation.
04/18 – 12/20	City of Bossier, Walter O. Bigby Carriageway (N. Pkwy Ext.) Bossier Parish, LA (City Proj. No. 8-15) SUE Project Manager for QL A, B, C, and D subsurface utility designating/locating services in support of surveys and right-of-way mapping for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.
07/19 – 02/20	LaDOTD I-10: Loyola Interchange, Kenner, Jefferson Parish, LA (H.011670) SUE Project Manager for QL B, C, and D subsurface utility designating services and surveys in support of SUE for approximately 5 miles.
12/18 – 01/20	LaDOTD LA 951: Roadway Washout Repairs, East Feliciana Parish, LA (H.013643) SUE Project Manager for QL A, B, C, and D subsurface utility designating/locating and surveys in support of SUE for approximately 2,600 feet of roadway.
12/18 – 03/19	City of New Orleans, West End Subdivision, Phase B125, New Orleans, LA (Agency Proj. No. Unknown) SUE Project Manager for QL B, C, and D subsurface utility designating along with surveys in support of SUE for preliminary and final design services for FEMA-eligible street repairs.
06/18 – 10/18	LaDOTD I-10: Williams Blvd. to Veterans Blvd., Jefferson Parish, LA (H.003074.5 & H.009087.5) SUE Project Manager for QL B, C, and D subsurface utility designating and surveys in support of SUE for approximately 2 miles for interstate rehabilitation as a sub to GEC, Inc.
09/15 – 04/18	City of Zachary, Zachary, LA (Agency Proj. No. Unknown) City Planner/Floodplain Manager provided QL C and D subsurface utility services for various development projects within the city limits. Coordinated utility relocation services.
08/04 – 08/15	City of Baton Rouge/Parish of East Baton Rouge, Baton Rouge, LA (Agency Proj. No. Unknown) Chief of Wastewater Operations and Maintenance provided QL C and D subsurface utility services in conjunction with several Sanitary Sewer Overflow (SSO) projects. Coordinated QL B services when necessary. Coordinated utility relocation services and prepared utility relocation agreements.

16. Staff Experience

Firm employed by	NTB Associates, Inc.				
Name	Emily Kliwer, EI		Years of relevant experience with this employer		1
Title	Engineering Intern		Years of relevant experience with other employer(s)		0
Degree(s) / Years / Specialization			BS / 2025 / Civil Engineering, Purdue University Fort Wayne		
Active registration number / state / expiration date			ET32500282 / IN / 11/30/2124		
Year registered	2025	Discipline	Engineer Intern		
Contract role(s) / brief description of responsibilities			Ms. Emily Kliwer, EI will serve as NTBA SUE Assistant Project Manager during this contract. She will support Amy by assisting with the coordination, documentation, and oversight of subsurface utility designating and locating activities to ensure all SUE tasks are completed accurately and efficiently.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
11/25 – 03/26	City of Baton Rouge/ East Baton Rouge Parish, Upper Ward Creek Clearing & Snagging Project, East Baton Rouge Parish, LA (25-DR-US-0013) SUE Assistant Project Manager assisting with the management of QL C, B, and D surface utility designating, utility coordination services, and surveys in support of SUE for flood reduction and associated channel-improvement work.				
08/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) SUE Assistant Project Manager assisting with the management of surveys in support of SUE and QL C & D subsurface utility services for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.				
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) SUE Assistant Project Manager assisting with the management of surveys in support of SUE, QL B, C, & D utility designating, and utility coordination services in support of rehabilitation and design for roadway reconstruction.				
06/23 – 08/24 08/24 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) SUE Assistant Project Manager assisting with the management of surveys in support of SUE, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.				
06/23 – 08/24	Ascension Parish Government LA 73 to LA 30 Roundabout, Ascension Parish, LA (MA-23-08) SUE Assistant Project Manager-in-Training supporting the completion of QL B, C, and D subsurface utility designating services, and surveys in support of SUE for the intersection improvements for the design of a new roundabout as a subconsultant to GEC, Inc.				
06/24 – 08/24	St. Tammany Parish Government Carroll Road Survey & SUE, St. Tammany Parish, LA (42200856) SUE Assistant Project Manager-in-Training supporting the completion of for QL B, C, and D utility designating services and surveys in support of SUE throughout the approximately 1.5 miles of the project corridor of Carroll Road including all surface streets, drainage ways, and 2 major intersections within and surrounding the project corridor.				
06/24 -06/24	City of Baton Rouge/ East Baton Rouge Parish, MOVEBR Bluebonnet Blvd. (Perkins – Picardy) East Baton Rouge Parish, LA (19-CP-HC-0034) SUE Assistant Project Manager-in-Training supporting the completion of QL A, B, C, and D subsurface utility designating/ locating and surveys in support of SUE throughout the approximately 1.5 miles of the project corridor.				
06/23 – 02/24	LaDOTD IDIQ Contract for SUE Services, I-10, Task Orders 1, 2, 4, & 5, East Baton Rouge Parish, LA (4400014660) SUE Assistant Project Manager-in-Training supporting the completion of QL B, C, D subsurface utility designating services and surveys in support of SUE for four task orders for several additional areas around the I-10 corridor in conjunction with the on-going design-build contract.				

16. Staff Experience

Firm employed by	NTB Associates, Inc.				
Name	Daniel Brooks		Years of relevant experience with this employer		1
Title	SUE Coordinator		Years of relevant experience with other employer(s)		33
Degree(s) / Years / Specialization			ITI Technical College / Electrical Technology, 1994		
Active registration number / state / expiration date			Staking University / ATSSA Flagger		
Year registered	2021	Discipline	Certificate of Locating Competency		
Contract role(s) / brief description of responsibilities			Mr. Daniel Brooks will serve as NTBA SUE Coordinator during this contract. He will supervise and manage field operations and process data for subsurface utility designating/ locating. Daniel is also experienced in meeting with utility companies to discuss known conflicts of existing utility facilities and coordinating the resolution.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
11/25 – 03/26	City of Baton Rouge/ East Baton Rouge Parish, Upper Ward Creek Clearing & Snagging Project, East Baton Rouge Parish, LA (25-DR-US-0013) SUE Coordinator assisting with designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL C, B, and D surface utility designating, utility coordination services, and surveys in support of SUE for flood reduction and associated channel-improvement work.				
08/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) SUE Coordinator assisting with the designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL C & D subsurface utility services and surveys in support of SUE for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.				
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) SUE Coordinator assisting with the designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL B, C, & D utility designating, utility coordination services, and surveys in support of SUE in support of rehabilitation and design for roadway reconstruction.				
02/25 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) SUE Coordinator assisting with designating and survey crews, performing QA/QC on field work, and reviewing data collected from field crews for QL A, B, C, & D utility designating/locating, and utility coordination services, and surveys in support of SUE for the design-build project to replace the Jimmy Davis Bridge across the Red River.				
02/25 – 03/26	Delta Utilities/ CenterPoint Energy Bossier HP Phase 2 SUE Services, Bossier Parish, LA (114411705A) SUE Coordinator assisting with QL B, C, & D subsurface utility designating services, performing QA/QC on field work, and reviewing data collected from field crews for QL B subsurface utility designating services and surveys in support of SUE as part of a construction project.				
02/25 – 05/25	LaDOTD Box Culvert Initiatives, Task Orders 2-4, Bienville & St. Landry Parish, LA (4400021975 – H.016235, H.016327, H.010794) SUE Coordinator supervising the designating field crew and performing QL D subsurface utility record research based on existing records to identify potential utility relocations in support of topographic surveys for the preliminary designs of box culvert initiative tasks.				
02/25 – 04/25	Baton Rouge North Airpark Utility Corridor Phase 2, Baton Rouge, LA (Unknown) SUE Coordinator supervising QL B, C, & D subsurface utility designating collecting all records, reviewing submittals, and QA/QC all field data for SUE and surveying services at the Baton Rouge Metropolitan Airport. Surveys were performed to locate subsurface utilities within the designated limits. As part of Q LB designating, 4-way sweeps of the area were also performed to confirm that no other utilities exist within the project area.				

16. Staff Experience

Firm employed by	NTB Associates, Inc.				
Name	T.J. Sitton		Years of relevant experience with this employer		15
Title	Technician		Years of relevant experience with other employer(s)		3
Degree(s) / Years / Specialization			A.S. / 2005 / Drafting and Design Technology, Louisiana Technical College Leica's LIDAR Scanning Courses and Cyclone Software Courses, 2013		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Ms. T.J. Sitton will serve as NTBA Technician during this contract. She will process data for topographic surveying services and complete SUE drawings. T.J. has been trained in Bentley InRoads, AutoCAD, and MicroStation Software.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
08/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) Technician processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of SUE for interstate rehabilitation along I-20.				
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) Technician processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys, and surveys in support of SUE for rehabilitation and design for roadway reconstruction.				
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Technician processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, QL A, B, C, & D utility designating/locating, and utility coordination services.				
09/20 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Technician processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements.				
01/25 – 02/25	LaDOTD Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes (4400021975) Technician processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys, and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.				
12/17 – 11/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (44-12323, 44-17713, 44-14660 - Multiple TOs) Technician processing data, performing calculations, and drafting files for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.				
04/22 – 04/23	LaDOTD I-20 Monkhouse to I-49, Caddo Parish, LA (4400017713) Technician processed field data and drafting files for Static GPS Control, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL C & D subsurface utility services, drainage map preparation, and Mobile Laser Scanning for interstate rehabilitation.				
10/21 – 04/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Technician processed field data and drafting files for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility designating for bridge repair/ rehabilitation.				

16. Staff Experience:			
Firm employed by	NTB Associates, Inc.		
Name	Iniko Jack	Years of relevant experience with this employer	19
Title	CADD Technician	Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization		High School Diploma, 1994 / Electro-Magnetic Locating Instruments Certified	
Active registration number / state / expiration date		#P3642 (Staking University)	
Year registered	2018	Discipline	Certificate of Locating Competency/ Staking University
Contract role(s) / brief description of responsibilities		Mr. Iniko Jack will serve as NTBA CADD Technician during this contract. He will process field data for property surveys, perform calculations, draft base and final right-of-way mapping. Iniko has been trained in Bentley InRoads, AutoCAD, and MicroStation Software to produce maps.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
11/25 – 03/26	City of Baton Rouge/ East Baton Rouge Parish, Upper Ward Creek Clearing & Snagging Project, East Baton Rouge Parish, LA (25-DR-US-0013) CADD Technician processing data, performing calculations, and drafting files for QL C, B, and D surface utility designating, surveys in support of SUE, topographic and property surveys, and right-of-way mapping for flood reduction and associated channel-improvement work.		
08/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) CADD Technician processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of QL C & D subsurface utility services for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.		
11/25 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) CADD Technician processing data, performing calculations, and drafting files for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating and surveys in support of SUE for rehabilitation and design for roadway reconstruction.		
09/24 – 03/26	LaDOTD IDIQ Contract for Professional Boundary Surveying Services, LA (4400027918) CADD Technician processing data, performing calculations, and drafting files for topographic and property surveys, title take-offs, description preparations, and preliminary and final right-of-way mapping for roadway design improvements.		
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Technician supervising field staff, processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal descriptions, and preliminary and final right-of-way mapping, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.		
08/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Field Operations Manager/ Technician supervising field staff, processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal descriptions, and preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.		
04/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Field Operations Manager/ Technician supervising field staff, processing data, performing calculations, and drafting files for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal descriptions, and		



	preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.
09/22 – 03/26	Delta Utilities/ CenterPoint Energy, Surveying & SUE Services, Various Parishes, LA (Various Agency Proj. Nos.) Field Operations Manager/ CADD Technician supervising field staff, processing data, performing calculations, and drafting files for topographic surveys, surveys in support of SUE, property surveys, title take-offs, and right-of-way mapping for maintenance and construction projects.
08/23 – 03/26	LaDOTD IIA Off-System Bridge Program, District 62 (4400025041) Technician supervising field staff, processing data, performing calculations, and drafting files for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal descriptions, and preliminary and final right-of-way mapping in support of bridge replacements.
12/17 – 11/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (44-12323, 44-17713, 44-14660 - Multiple TOs) Field Operations Manager/ Technician supervised field staff, processed data, performed calculations, and drafted files for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.

16. Staff Experience

Firm employed by	NTB Associates, Inc.				
Name	Belton Davis, Jr.		Years of relevant experience with this employer		6.5
Title	Party Chief		Years of relevant experience with other employer(s)		2
Degree(s) / Years / Specialization			U.T.A. Certified Professional Utility Locator / ATSSA TCT		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Mr. Belton Davis will serve as an NTBA Survey/ SUE Party Chief during this contract. He will lead a field crew and download data for survey and SUE services.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).				
11/25 – 03/26	City of Baton Rouge/ East Baton Rouge Parish, Upper Ward Creek Clearing & Snagging Project, East Baton Rouge Parish, LA (25-DR-US-0013) Survey/ SUE Party Chief running a field crew and downloading data for topographic and property surveys, QL C, B, and D surface utility designating, and surveys in support of SUE for flood reduction and associated channel-improvement work.				
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, title research, preliminary and final right-of-way mapping, and QL A, B, C, & D utility designating/ locating for the design-build project to replace the Jimmy Davis Bridge across the Red River.				
07/23 – 03/26	LaDOTD IIA Off-System Bridge Program, District 62 (4400025041) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal description preparation, and preliminary and final right-of-way mapping in support of bridge replacements.				
12/24 – 01/25	LaDOTD Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes (4400021975) Survey/ SUE Party Chief ran a field crew and downloaded data for Static GPS Control surveys, topographic surveys, and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.				
06/18 – 10/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (H.004100.5) Survey/ SUE Party Chief ran a field crew and downloaded data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.				
10/21 – 11/23	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.				
05/21 – 08/23	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.				
09/21 – 02/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Survey/ SUE Party Chief ran a field crew and downloaded data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility services for bridge repair/ rehabilitation.				

16. Staff Experience:

Firm employed by	NTB Associates, Inc.				
Name	Captayn Chapman		Years of relevant experience with this employer		11
Title	Party Chief		Years of relevant experience with other employer(s)		0
Degree(s) / Years / Specialization			High School Diploma, 2006 / U.T.A. Certified Professional Utility Locator / ATSSA		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Mr. Captayn Chapman will serve as an NTBA Survey/ SUE Party Chief during this contract. He will lead a field crew and download data for survey & SUE services.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
08/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of QL C & D subsurface utility services for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.				
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, title research, preliminary and final right-of-way mapping, and QL A, B, C, & D utility designating/ locating for the design-build project to replace the Jimmy Davis Bridge across the Red River.				
08/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.				
04/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Survey/ SUE Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.				
07/23 – 03/26	LaDOTD IJA Off-System Bridge Program, District 62 (4400025041) Survey Party Chief running a field crew and downloading data for Static GPS control surveys, topographic surveys, and property surveys in support of title take-offs, legal description preparation, and preliminary and final right-of-way mapping in support of bridge replacements.				
12/17 – 11/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (H.004100.5) Survey/ SUE Party Chief ran a field crew for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles.				
08/21 – 02/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Survey/ SUE Party Chief ran a field crew and downloaded data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility services for bridge repair/ rehabilitation.				
01/21 – 04/21	LaDOTD LA 3125 @ LA 3274 Roundabout, St. James Parish, LA (H.014416.5) Survey Party Chief ran a field crew and downloaded data for topographic surveys for the design of a roundabout intersection.				

16. Staff Experience:

Firm employed by	NTB Associates, Inc.			
Name	Will Wales	Years of relevant experience with this employer	12.5	
Title	Party Chief	Years of relevant experience with other employer(s)	20	
Degree(s) / Years / Specialization	High School Diploma, 1987 / ATSSA TCS			
Active registration number / state / expiration date	N/A			
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Mr. Will Wales will serve as NTBA Field Operations Manager during this contract. He will supervise field operations for all surveying services.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Field Operations Manager supervising field operations for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL A, B, C, & D utility designating/locating for the design-build project to replace the Jimmy Davis Bridge across the Red River.			
08/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Field Operations Manager supervising field operations for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.			
04/21 – 03/26	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Field Operations Manager supervising field operations for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.			
07/23 – 03/26	LaDOTD IJA Off-System Bridge Program, District 62 (4400025041) Field Operations Manager supervising field operations for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal description preparation, and preliminary and final right-of-way mapping in support of bridge replacements.			
02/25 – 03/25	LaDOTD Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes (4400021975) Field Operations Manager supervised field operations for Static GPS Control surveys, topographic surveys, and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.			
12/17 – 03/24	LaDOTD I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (H.004100.5) Field Operations Manager/ Survey Party Chief supervised field operations, ran a field crew, and downloaded data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.			
12/20 – 03/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Survey Party Chief ran a field crew and downloaded data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility designating for bridge repair/ rehabilitation.			
12/18 – 01/20	LaDOTD LA 951: Roadway Washout Repairs, East Feliciana Parish, LA (H.013643) Survey Party Chief ran a field crew and downloaded data for topographic surveys, surveys in support of QL A, B, C, and D subsurface utility designating/locating, and QL A, B, C, and D subsurface utility designating/locating for road rehabilitation and bridge replacement.			

16. Staff Experience:			
Firm employed by	NTB Associates, Inc.		
Name	Jeremy Reppond	Years of relevant experience with this employer	8.5
Title	Party Chief	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	FAA UAS Remote Pilot – Certificate No. 4282637 / TWIC, 2026		
Active registration number / state / expiration date	N/A		
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities	Mr. Jeremy Reppond will serve as NTBA Survey Party Chief during this contract. He will lead a field crew and download data for topographic and property surveys.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/23 – 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779) Survey Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, title research, preliminary and final right-of-way mapping, and QL A, B, C, & D utility designating/ locating for the design-build project to replace the Jimmy Davis Bridge across the Red River.		
09/25 – 03/26	LaDOTD I-20: Sam R. Fert Dr. to Red River Bridge, Caddo Parish, LA (H.016413.5) Survey Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of QL C & D subsurface utility services for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.		
02/26 – 03/26	LaDOTD Kings Hwy: Healthcare & Development Corridor, Caddo Parish, LA (H.015724) Survey Party Chief running a field crew and downloading data for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating, and utility coordination services in support of rehabilitation and design for roadway reconstruction.		
09/21 – 08/24	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (4400019337) Survey Party Chief ran a field crew and downloaded data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKL.		
04/22 – 04/23	LaDOTD I-20 Monkhouse to I-49, Caddo Parish, LA (4400017713) Survey Party Chief ran a field crew and downloaded data for Static GPS Control, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support QL C & D subsurface utility services, drainage map preparation, and Mobile Laser Scanning for interstate rehabilitation.		
10/21 – 02/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713) Survey Party Chief ran a field crew and downloaded data for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility services for bridge repair/ rehabilitation.		
05/21 – 05/21	LaDOTD Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338) Survey Party Chief running a field crew and downloading data for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.		
12/20 – 02/21	LaDOTD LA 6: Youngs Bayou Bridge Rehab, Natchitoches Parish, LA (4400017713 & H.013821.5) Instrument Man performed on a field crew for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection for bridge rehabilitation.		

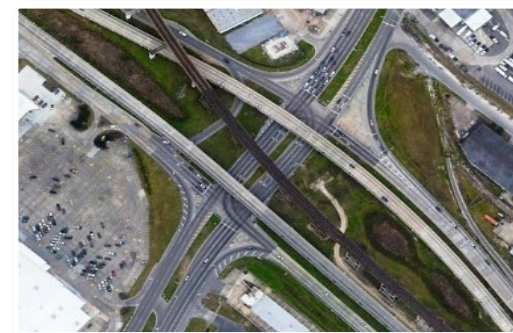
17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Discipline(s)*		Bridge, Road	
Project name	Huey P. Long Bridge Widening				Firm responsibility (prime or sub?)	Prime
Project number	700-18-0014	Owner's name	Louisiana Department of Transportation and Development			
Project location	Orleans and Jefferson Parishes			Owner's Project Manager	Mark Bucci, PE	
Owner's address, phone, email	1201 Capital Access Road, Baton Rouge, LA 70802, (225) 379-1067, mark.bucci@la.gov					
Services commenced by this firm (mm/yy)		12/86	Total consultant contract cost (\$1,000's)			\$25,684
Services completed by this firm (mm/yy)		08/12	Cost of consultant services provided by this firm (\$1,000's)			N/A

The existing Huey P. Long Bridge is a high-level, combination highway and railroad bridge which crosses the Mississippi River in New Orleans, Louisiana and is part of the complex urban freeway system in the area. M&M designed the original structure and provided construction supervision from 1925 until 1936. The original design called for two 9' vehicular lanes (in each direction) to be bracketed from the trusses; this design no longer provides adequate capacity. LADOTD engaged Modjeski and Masters, Inc. for services to study conceptual means to widen the existing bridge to provide three 11-foot vehicular lanes and shoulders in each direction. In addition to the structural design for the major bridge widening Modjeski and Masters provided the following roadway design services:

PROJECT FEATURES:

- Phase 1 – Conceptual study of the widening including: line and grade studies, geometric design, corridor upgrading. The widening was to provide three 11 ft. vehicular lanes and shoulders in each direction.
- Phase 2 – For the Structure (approaches, main bridge and substructure) preliminary and final design for new auxiliary trusses, main river pier top widening, drilled shaft and pile supported approach piers, aesthetic reinforced concrete columns and modifications to railroad approach superstructure to accommodate vehicular lane shifts, and cost estimates.
- Phase 2A – For the Interchanges (East and West Bank) line and grade plans, geometric design, road design, drainage, preliminary and final plans and cost estimates.
- Phase 3 – Construction Engineering Office support was provided to check thousands of shop drawings, handle RFI's and consult as needed in support of a construction monitoring team By Others for the project.
- Phase 4 – Bridge load rating and analysis



Personnel Involved: *Zolan Prucz, PhD, PE, Ralph J. Eppehimer, PE, Dave A. Kanger, PE, Cullen J. Ledet, PE, Lance V. Borden, PE, Jeff W. Newman, PE, Stacey P. Carr, PE, Jon E. Gerhart, PE, Jason W. Miles, PE*

17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Discipline(s)*		Bridge, Road	
Project name	LA 1 Port Allen Bridge Replacement				Firm responsibility (prime or sub?)	Prime
Project number	H.013183	Owner's name	Louisiana Department of Transportation and Development			
Project location	West Baton Rouge Parish, LA			Owner's Project Manager	Stephanie Doolittle, P.E.	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1329, Stephanie.Doolittle@la.gov					
Services commenced by this firm (mm/yy)		09/17	Total consultant contract cost (\$1,000's)			\$454
Services completed by this firm (mm/yy)		03/21	Cost of consultant services provided by this firm (\$1,000's)			\$380

The project consisted of replacing the existing northbound and southbound bridge structures on LA 1 over the Intracoastal Canal Waterway (ICWW). The proposed LA 1 SB Bridge will consist of 3 – 12' travel lanes and 2 – 10' shoulders and will be approximately 2,680' long. The proposed LA 1 NB Bridge will consist of 2 – 12' travel lanes and 2 – 10' shoulders (LA 1 NB roadway), a permanent 2' wide median barrier and 1 – 12' travel lane with 2 – 6' shoulders (I-10 EB Exit Ramp roadway). The Exit Ramp and LA 1 NB roadway will be separated by a permanent 2' wide median barrier until the LA 1 NB –ridge will bifurcate where the LA 1 NB roadway and I-10 EB Exit Ramp roadway will be carried on separate bridge structures. The LA 1 NB Bridge and I-10 EB Exit Ramp Bridge will be approximately 2,700' and 354' long, respectively. Both LA 1 NB and LA 1 SB Bridges will consist of a 870' long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans.

M&M is responsible for the design, plans, quantities and cost estimate of the bridge structures from abutment to abutment, including engineering support was also included as part of this project.

1. Foundation Design, Plans and Details
2. Substructure Design including Piers, Columns and Bent Caps
3. Prestressed Girder Approach Spans including Exit Ramp
4. Main Channel Spans including Haunched
Three Span Continuous Steel Plate Girder Main Span Unit over the ICWW
5. Abutments, wingwalls and approach slabs
6. Bridge Deck Drainage



Personnel Involved: *Zolan Prucz, Ph.D., PE, Cullen J. Ledet, PE, Stacey Carr, PE, Yu Ouyang, PE, Jared Weisman, PE, Mott J. Holt, PE*

17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Discipline(s)*		Bridge, Road	
Project name	White River Bridge and Relief Structures (JOB BB0610)				Firm responsibility (prime or sub?)	Prime
Project number	AP No: IM-40-4(81)200	Owner's name	Arkansas Highway and Transportation Dept.			
Project location	Prairie County, AR		Owner's Project Manager	Frank Vozel, Deputy Director and Chief Engr.		
Owner's address, phone, email		PO Box 2261, Little Rock, AR 72203, (501) 569-2000				
Services commenced by this firm (mm/yy)		08/2009	Total consultant contract cost (\$1,000's)			\$2,199
Services completed by this firm (mm/yy)		02/2017	Cost of consultant services provided by this firm (\$1,000's)			\$2,199

The White River Bridge consists of a 9,500 ft., two-lane vehicular bridge crossing the White River at Clarendon, Arkansas, a 2,500 ft. trestle bridge over Roc Roe Bayou and a 1,550 ft. relief structure over the White River floodplain, with the main river crossing consisting of a four-span continuous steel I-girder unit with a 350 ft. maximum span. Total project length is 5.1 miles.

Modjeski and Masters was engaged to perform the following tasks:

- Perform estimated maximum scour depth analyses for the main river piers
- Perform assessment of vulnerability and scour depth analysis for many bents in the 6,950 ft. trestle
- Perform vessel collision analysis
- Develop hydrograph and boring logs
- Develop project survey controls.
- Design and detail of horizontal and vertical project geometry
- Design and detail of typical sections,
- Design and detail of superelevation,
- Design and detail of intersection design,
- Design and detail of the bridge layout plan and profiles for two alternates

Personnel Involved:

Yu Ouyang, PE

Cullen J. Ledet, PE



17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Discipline(s)*		Bridge, Road	
Project name	US 61 at Thompson Creek Bridge Replacement				Firm responsibility (prime or sub?)	Prime
Project number	H.013193	Owner's name	Louisiana Department of Transportation and Development			
Project location	St. Francisville, LA			Owner's Project Manager	Stephanie Doolittle, PE	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1329, Stephanie.Doolittle@la.gov					
Services commenced by this firm (mm/yy)	09/17	Total consultant contract cost (\$1,000's)				\$502
Services completed by this firm (mm/yy)	08/22	Cost of consultant services provided by this firm (\$1,000's)				\$436

M&M provided all necessary preliminary and final plans for the rehabilitation of the northbound bridge and replacement of the southbound bridge on US 61 over Thompson Creek, between LA 10 and LA 964, near St. Francisville, LA. It was anticipated that traffic would be maintained during the construction of the new southbound bridge with temporary two-way traffic on the rehabilitated northbound bridge. The project also included the design and detailing of adding a helper bent to the northbound bridge. The plans were prepared in accordance with AASHTO LRFD Bridge Design Specifications and the Bridge Design and Evaluation Manual (BDEM), DOTD 2017 Design Guidelines, DOTD 2016 Standard Specifications for Roads and Bridges, DOTD Road Design Manual, and DOTD Hydraulics Manual. QC/QA was provided in accordance with Part 1, Chapter 3 of BDEM. Construction Related Engineering Support was provided and is currently on-going.

M&M developed and delivered the following project documents:

- Final Roadway design & plans
- Final bridge design & plans
- Final temporary detour roadway and bridge plans
- Transportation Management Plan (TMP) Level 2
- Construction Signing Plans
- As Design Rating
- Construction Cost Estimate
- Final Roadway and Bridge Quantities
- Special Provisions
- Design Waivers and Exceptions



Personnel Involved: *Zolan Prucz, PhD, PE, Yu Ouyang, PE, Jared Weisman, PE, Lindsey A. Woolverton, PE, Cullen J. Ledet, PE*

17. Firm Experience:

Firm name	Modjeski and Masters, Inc.		Discipline(s)*		Road, Traffic	
Project name	Cline Avenue Bridge			Firm responsibility (prime or sub?)		Prime
Project number	N/A	Owner's name	United Bridge Partners			
Project location	Houston, TX			Owner's Project Manager		Ken Szeliga
Owner's address, phone, email		7800 E. Union Ave., Suite 525, CO 80237, (303) 257-4745, kszeliga@unitedbridgepartners.com				
Services commenced by this firm (mm/yy)		05/2020	Total consultant contract cost (\$1,000's)			\$6,000
Services completed by this firm (mm/yy)		12/2021	Cost of consultant services provided by this firm (\$1,000's)			\$6,000

The Cline Avenue Bridge is a 6,236-foot long precast segmental bridge that spans over several rail lines, Riley Road, and the Indiana Harbor Canal in East Chicago, IN. The new structure consists of 29 cast-in-place concrete columns that support 685 post-tensioned concrete single cell box girders segments which form the bridge's deck. Completion of this project restored entrance into the Northwest Indiana area.

The Bridge was designed by another engineering firm and when the construction of the bridge was approximate 70% complete Modjeski and Masters, Inc. was contacted by United Bridge Partners to perform a fully independent review on the design, review of construction documents, and provide an on-site presence for completion of construction of the 1.2 mile long segmental bridge. The bridge was opened to traffic on December 23, 2021.



M&M's New Orleans Highway Section developed temporary traffic control plans to improve traffic flow and safety for the initial bridge opening and performed an independent technical review (ITR) of the permanent striping, pavement markings and signage for the bridge and approaches to evaluate conformance with DOT, MUTCD and AASHTO design guidelines and criteria. (total project length = 3 mi.) M&M Prepared roadway striping and signage plan to improve the safety and operational efficiency of the facility. M&M also performed a feasibility study for two (2) proposed new interchanges which included conceptual exit/entrance ramp geometric layouts, roundabouts and structural bridge concepts. M&M established the appropriate ramp design criteria (design speed, travel lane and shoulder widths, cross slope, maximum grades, curve radii, etc.) and designing multiple horizontal and vertical geometries for a total of 8 ramps. These ramps required complex layouts due to vertical clearance issues caused by the presence of overhead utilities and at-grade railroad tracks as well as limited right-of-way availability. Also, prepared plans for the installation of Supplemental Guide Signs in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

Personnel Involved: *Ralph J Eppehimer, PE Cullen J. Ledet, PE, Newell H. Schindler, PE, Justin M. Guillot, PE, Matthew J. Miller*

17. Firm Experience:

Firm name	Stantec Consulting Services Inc.		Discipline(s)*		Bridge, Road, Traffic, ITS, Other (Lighting)	
Project name	I-10 / Loyola Interchange Design-Build				Firm responsibility (prime or sub?)	Prime
Project number	H.0011670	Owner's name	Louisiana Department of Transportation and Development			
Project location	Kenner, Louisiana			Owner's Project Manager	Timothy Nickel, PE	
Owner's address, phone, email		1201 Capital Access, Baton Rouge, LA 70808		225-242-4640	timothy.nickel@la.gov	
Services commenced by this firm (mm/yy)		08/19	Total consultant contract cost (\$1,000's)			\$125,591 (DB Contractor Bid)
Services completed by this firm (mm/yy)		04/24	Cost of consultant services provided by this firm (\$1,000's)			\$9,744.3

This innovative design project is critical to the Greater New Orleans area, providing improved access on a local, state, regional and international level.

Stantec served as the Lead Designer for this Design-Build project which provided improvements to Interstate 10 (I-10), Loyola Drive north of I-10, as well as improvements south of I-10 connecting to the new terminal access road for the new LANOIA north terminal facility. The proposed improvement was approved as an Alternative Technical Concept (ATC) and features Louisiana's first Diverging Diamond Interchange (DDI) at Loyola and I-10, as well as one-way elevated flyovers from I-10 Westbound to the southbound terminal access road lanes, and from the northbound terminal access road lanes to I-10 Eastbound. Through Stantec traffic analysis, the DDI was shown to perform better than the original alternative LADOTD proposed for the project. To support the environmental re-evaluation required for the ATC, Stantec developed creative exhibits to explain the DDI concept including a "hot wheels" scale DDI "drive-thru", a video produced from an OpenRoads rendering, and a VISSIM model, all used at the public meeting.



Stantec pro-actively managed the design phase by coordinating closely with the surveyor to advance the design as much as possible during the collection of the topographic and property survey, condensing the project schedule tremendously. At the same time, our traffic engineers developed the Interchange Modification Report (IMR) for DOTD/FHWA approval of the DDI. We also broke down the overall design into several design packages to advance portions of the project not reliant on the approval of the IMR to proceed with construction, another schedule related benefit.

The project features aesthetically pleasing bridge structures, including curved steel box girders and enhanced substructure in high-visibility areas; and concrete trapezoidal box girders (LU shapes) and enhanced substructure at the combined bridge section of the northbound and southbound ramp approaching the new terminal access road. Roadway geometry and hydraulic design were critical to the success of this retrofit urban interchange. An intensive Line & Grade vertical profile exercise was performed to ensure the proposed flyover structures did not conflict with Veterans Memorial Blvd., existing overhead utilities, Loyola Drive the I-10 EB & WB mainline structures, and the I-10 WB access ramp. Profile grade, superelevation, superstructure depth, and other appurtenances (signing, etc.) was considered in the development of a final alignment that met design requirements for vertical clearance and constructability. Utility coordination and relocations were also very important for the success of this project - where the utility conflict matrix identified an impact, Stantec coordinated closely with the utility providers and District 02 to implement utility relocation plans for 6 major utilities and designed to avoid many more. Lastly, the proposed Temporary Traffic Control Plans and Level 4 TMP developed by Stantec allowed traffic from the new airport to be maintained with very little disruption.

During construction, Stantec was heavily involved in responding to Contractor RFIs, NCRs, and design clarifications needed to assist them with making progress. The quality of the design and construction on this project was guided by the Design Quality Management Plan and the Construction Quality Management Plan. For each submittal, Stantec performed design quality reviews by the discipline lead, the design manager, and an independent reviewer. Then DOTD's Owner Verification Team led by GEC also performed design reviews and provided comments for each submittal. Our close and productive working relationship with GEC on the Loyola project led to our teaming relationship on this IDIQ for Critical Project Support.

Team Members Involved: Brian Johnson, John Krebs, Kunal Malpani, Joe Cains, Joey Lefante, Joseph Barker, Hannah Krebs

17. Firm Experience:						
Firm name	Stantec Consulting Services Inc.		Discipline(s)*		Bridge, Road, Traffic, ITS, Other (Lighting)	
Project name	Nelson Road Extension and Bridge			Firm responsibility (prime or sub?)		Prime
Project number	H.005967 (700-10-0153)	Owner's name	Louisiana Department of Transportation and Development			
Project location	Lake Charles, Louisiana			Owner's Project Manager		Christina Brignac, PE
Owner's address, phone, email	1201 Capital Access, Baton Rouge, LA 70808			225.379.1394	christina.brignac@la.gov	
Services commenced by this firm (mm/yy)		11/10	Total consultant contract cost (\$1,000's)			\$2,535.9
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$2,535.9

The City of Lake Charles, LADOTD, FHWA, and the Port of Lake Charles were the key stakeholders in completing this crucial roadway network link to the Port of Lake Charles City Docks facilities and downtown Lake Charles area. Safety and multi-modal improvements were key to the success of this project.

To deliver a project that has been planned for well over 40 years, Stantec led the design efforts to construct a new, high-level, fixed-span bridge over Contraband Bayou with access to the Port of Lake Charles and points east of the project. Stantec (under the supervision of FHWA and DOTD) initially led the Stage 0 process and eventually led the Environmental Assessment process for this project to obtain a FONSI decision, in which an alternative analysis for potential roadway connections to the Port of Lake Charles and W. Sallier Street were driven by traffic analysis and an assessment of impacts on the area.



Stantec developed several other items for the EA document including a line and grade study, traffic and safety analysis, profile grade investigation, access management assessment, vessel survey, complete streets alternatives, as well as assisted with developing supporting exhibits and completing applications for USACE and USCG permitting with other project team members. Stantec also managed the delivery of the EA document for approval, including leading the required public meeting and hearing during the NEPA process. After receiving the FONSI, Stantec entered Stage 3 Preliminary and Final Design Services. Stantec completed the preliminary and final plans phase of the project and is currently in the construction phase.

The project is a multi-disciplinary effort including roadway design, subsurface drainage design, open ditch design, bridge design over a navigable waterway, traffic signal design, roadway lighting design, navigation lighting design, and railroad design (at-grade crossing and electrical equipment). The topographic survey for this project was provided through two team subconsultants (topographic and hydrographic survey) as well as partially in-house (topographic survey), so clear and frequent coordination was required during the early stages of preliminary design.

Stantec delivered the project in the customary phases and has performed quality reviews throughout the process prior to milestone submittals. Stantec designed a new railroad crossing near the Port of Lake Charles, which required coordination with DOTD and the development of technical specifications and special provisions for this project that were included in the bid package for construction. Although a TMP was not required for this project, as it is largely constructed in greenfield area, stakeholder coordination with the L'Auberge Du Lac Casino and Resort as well as the Port of Lake Charles was important during the planning process to coordinate the proposed traffic control as well as access management and impacts throughout all phases of construction. To assist with public media releases, Stantec also developed a 3D rendering using various viewpoints of the project (daytime and nighttime).

Stantec is involved in the Construction Phase of this project, providing construction support and limited CE & I services specific to lighting and railroad construction.

Team Members Involved: Brian Johnson, John Krebs, Kunal Malpani, Joe Cains, Joey Lefante, Joseph Barker, Hannah Krebs

17. Firm Experience:				
Firm name	Stantec Consulting Services Inc.		Discipline(s)*	Bridge, Road, Traffic, Environmental, Data Collection, Planning
Project name	I-20/Rough Edge Road Interchange Stage 0 Study		Firm responsibility (prime or sub?)	Prime
Project number	451-05 (LADOTD Control Section)	Owner's name	Louisiana Department of Transportation and Development	
Project location	Ruston, Louisiana		Owner's Project Manager	Ryan Hoyt, PE
Owner's address, phone, email	1201 Capital Access, Baton Rouge, LA 70808 225.379.1370 ryan.hoyt@la.gov			
Services commenced by this firm (mm/yy)	06/17	Total consultant contract cost (\$1,000's)		\$384
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$327.5

The City of Ruston, LA is interested in a new interchange on I-20 at Rough Edge Road, a local road currently overpassing I-20.

The new interchange would provide many benefits, including providing a direct link from I-20 to the Ruston Airport as well as providing an alternate route that would divert some trucks from the currently congested areas of downtown Ruston along US167.

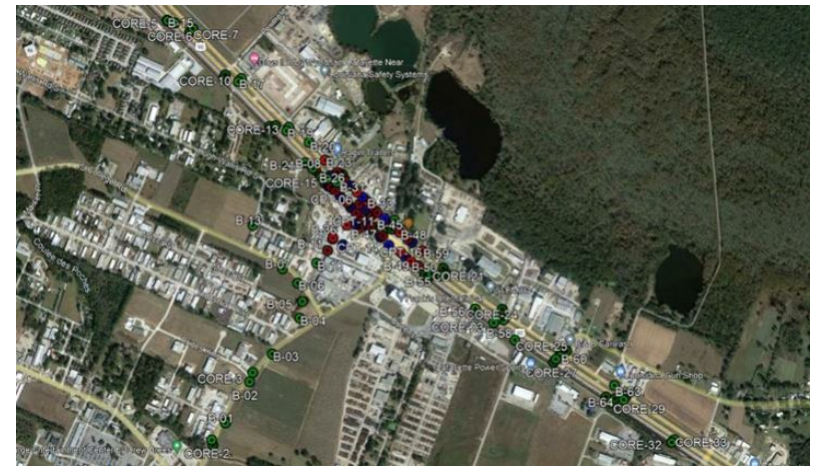
Stantec initially assembled and reviewed previous documentation related to the project and the I-20 corridor through Ruston, developed a conceptual interchange layout, completed a PowerPoint presentation outlining the history and benefits of the project, and facilitated discussions with the Louisiana Department of Transportation and Development (LADOTD) executives and District staff touting the project benefits. Stantec then initiated a traffic study consisting of a mesoscopic model of the pre- and post-improved conditions following the LADOTD TEPR process. Concurrently, Stantec prepared a Stage 0 document and Environmental Inventory.

The Stage 0 study has been approved by LADOTD, and the LADOTD has agreed the project warrants continuation of the TEPR process to further analyze the proposed improvements. When City funding is available for the next phases of the project, Stantec services will continue to include completion of the TEPR process and the Stage 1 NEPA study and documentation, then ultimately Stage 3 design and plan development.

Team Members Involved: Brian Johnson, Joe Cains, Joseph Barker, Joey Lefante, Wilson Yip

17. Firm Experience:					
Firm name	Terracon Consultants, Inc.		Discipline(s)*	Geotech	
Project name	I-49 South at Verot School Road			Firm responsibility (prime or sub?)	Sub
Project number	H.011235	Owner's name	LADOTD		
Project location	Lafayette, LA			Owner's Project Manager	Corey Landry, PE
Owner's address, phone, email	201 Capitol Access Rd, Baton Rouge, LA 70802; (225) 379-1387; corey.landry@la.gov				
Services commenced by this firm (mm/yy)	06/18	Total consultant contract cost (\$1,000's)			\$468
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$468

Terracon was the geotechnical subconsultant to Huval and Associates. Terracon performed 30 deep borings, 67 shallow borings, including 33 located within the existing roadways, 15 CPT soundings, lab testing, installed and monitored piezometer, and prepared soil surveys and boring logs for planned new bridges, roadway widening, and retaining wall structures. Prior to mobilizing exploration equipment, Terracon's drilling manager and drilling personnel conducted extensive site visits to mark boring locations, meet with private landowners and utility locators, and verify boring access and site conditions. Terracon coordinated field activities with DOTD district personnel, including the required traffic control. Traffic control, including shoulder and both daytime and overnight lane closures were required to complete several borings. Terracon mobilized multiple pieces of exploration equipment to complete all field work in a timely and provided regular updates to team members about the project.



After completing the field exploration and lab testing programs, Terracon prepared pile nominal resistance calculations for the planned bridge substructures in accordance with DOTD standards. Terracon additionally performed stability and settlement analyses for the MSE Walls. Terracon communicated with the design team and updated the analyses and recommendations throughout the design process, as necessitated by changes in the design.

Key Members:

Lynne Roussel, P.E., Steve Greaber, P.E., Ryan Poindexter, P.E., Brian Alexander, Matthew Minton

17. Firm Experience:

Firm name	Terracon Consultants, Inc.		Discipline(s)*		Geotech	
Project name	US 71 Emergency Bridge Repair			Firm responsibility (prime or sub?)		Sub
Project number	H.014361	Owner's name	Gresham Smith			
Project location	Shreveport, LA			Owner's Project Manager		John Weres, PE
Owner's address, phone, email		10000 Perkins Rowe #280, Baton Rouge, LA 70810; (225) 960-5480; john.were@greshmansmith.com				
Services commenced by this firm (mm/yy)		05/20	Total consultant contract cost (\$1,000's)			\$13
Services completed by this firm (mm/yy)		08/20	Cost of consultant services provided by this firm (\$1,000's)			\$13



Terracon was the geotechnical subconsultant to Gresham Smith. The project involved the repair of the east abutment of the N. Market Street (US 71) bridge over the KCS railroad in Shreveport, Louisiana, which was damaged by a train derailment. The project included repairing damaged steel columns and constructing a new cast-in-place reinforced concrete crash wall to protect the bridge bent, supported by a deep foundation system.

Terracon provided geotechnical engineering services that included subsurface exploration through a deep soil boring and a shallow hand auger, laboratory testing, and evaluation of site soil and groundwater conditions. Terracon developed geotechnical recommendations for foundation design, excavation and shoring considerations, and construction sequencing, and provided soil parameters to support the design of a helical pile foundation system and temporary cofferdam. Terracon also performed lateral load analyses to support foundation performance criteria and provided seismic site classification and general construction recommendations to support the implementation of the emergency repairs.

Key Members:

Lynne Roussel, P.E., Steve Greaber, P.E., Brian Alexander, Matthew Minton

17. Firm Experience:				
Firm name	Terracon Consultants, Inc.		Discipline(s)*	Geotech
Project name	Nelson Road Extension and Bridge			Firm responsibility (prime or sub?) Prime
Project number	H.011235	Owner's name	Gresham Smith	
Project location	Lafayette, LA		Owner's Project Manager	Christy Smith, PE
Owner's address, phone, email	1201 Capitol Access Rd, Baton Rouge, LA 70802; (225) 379-1387; Kristy.Smith2@la.gov			
Services commenced by this firm (mm/yy)	07/18	Total consultant contract cost (\$1,000's)		\$364
Services completed by this firm (mm/yy)	06/21	Cost of consultant services provided by this firm (\$1,000's)		\$364

Terracon provided soil borings, lab testing, boring logs, and engineering for a planned roadway extension and bridge. Provided pile nominal capacity calculations and recommendations for resistance factors for design. Provided design support for impact dolphins to be placed in front of the bridge to protect the superstructure from impact by large ships from the adjacent Port of Lake Charles.

Key Members:

Lynne Roussel, P.E., Steve Greaber, P.E., Ryan Poindexter, P.E., Brian Alexander, Matthew Minton



17. Firm Experience:

Firm name	NTB Associates, Inc.		Discipline(s)*		Survey, Other (SUE), Right-of-Way	
Project name	Jimmie Davis Bridge (LA 511) Design-Build				Firm responsibility (prime or sub?)	Sub
Project number	H.001779	Owner's name	LaDOTD Baton Rouge/ James Construction/ Huval & Associates, Inc.			
Project location	Bossier & Caddo Parishes, LA			Owner's Project Manager	Mr. Thomas Gattle, III, PE	
Owner's address, phone, email		922 West Pont Des Mouton Road, Lafayette, LA 70507 (337) 234-3798 tgattle@huvalassoc.com				
Services commenced by this firm (mm/yy)		01/22	Total consultant contract cost (\$1,000's)			\$1,140
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$1,140

NTBA performs Static GPS control, **topographic utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and property surveying services**, traffic control, utility coordination services, **QL A, B, C, & D utility designating/locating**, as well as **preparing title takeoffs, 60% Right-of-Way Maps, Final Right-of-Way Maps, and legal descriptions** for the design-build project to replace the Jimmy Davis Bridge across the Red River. The scope of this project consists of constructing a new four lane structure carrying LA 511 across the Red River, converting LA 511 (Jimmie Davis Hwy) into a four-lane, median-divided highway on the east side of bridge; as well as providing full access interchanges between LA 511 and Clyde Fant Memorial Parkway and Arthur Ray Teague Parkway. NTBA designed and implemented a Traffic Control Plan for a bridge closure to verify the horizontal and vertical control set by LaDOTD during the original survey and verified the vertical control for both sides by running digital levels across the bridge, which was not performed in the original survey. All of this was completed during night shifts to ensure the safety of employees and the public as well as to avoid traffic disruptions.

NTBA performed **property surveys and title take-offs** for approximately 50 properties adjacent to the route and a **property survey** submittal prepared with apparent **right-of-way** shown. **Final Mylar Right-of-Way Maps** have been submitted for 21 parcels requiring **right-of-way taking**. The set included 21 plan and 1 title sheet.

NTBA performed **SUE services** to designate all utilities within the project limits. A conflict matrix was created showing the utilities in conflict with the construction. We are coordinating with the utility owners to relocate utilities that conflict with the construction and will monitor the relocation to ensure compliance with relocation plans. NTBA is utilizing the Louisiana Department of Transportation Survey and Design Manual Addendum A as well as CI/ASCE Standard 38-02.

Key Members:

M. King, B. Bunch, A. Schulze, D. Brooks, I. Jack, B. Davis, J. Reppond P. Staiano, W. Offer, E. Kliewer, T. Sitton, W. Wales, C. Chapman



17. Firm Experience:

Firm name	NTB Associates, Inc.		Discipline(s)*		Survey	
Project name	Rural Bridge Replacement Initiative Phase II				Firm responsibility (prime or sub?)	Sub
Project number	4400019337	Owner's name	LaDOTD Baton Rouge/ Burk-Kleinpeter, Inc.			
Project location	Districts 05, 08, and 58			Owner's Project Manager	Mr. Nicholas Matherne	
Owner's address, phone, email		4176 Canal Street, New Orleans, LA 70119 (504) 486-5901 nmatherne@bkusa.com				
Services commenced by this firm (mm/yy)		09/20	Total consultant contract cost (\$1,000's)			\$1,952
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$1,952

NTBA is performing GPS Control surveys, **topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal description preparation, preliminary and final right-of-way mapping, and QL C & D subsurface utility services** for 34 bridge and culvert replacements throughout Central Louisiana. **Topographic surveying** utilizing HDS 3D Terrestrial Laser Scanning methods includes surveying of all sub-surface drainage structures, 200 feet upstream and downstream with cross-sections every 50 feet along channels, deck gutter lines, centerline of joints, low chord elevations, bent locations, and right-of-way 800 feet either side of structure. **Subsurface utility engineering** services include **QL C and D utility mapping**. NTBA produced electronic **topographic** drawings in MicroStation depicting all utility and **topographic** information. Data was provided to the engineering consultant for incorporation into their hydraulic model being utilized to evaluate the system.

Boundary surveying has been performed for 73 parcels at 18 different bridge locations. This includes surveying each parcel affected by either construction servitude or additional right-of-way requirements as well as production of property survey submittal, preliminary and final right-of-way maps, and parcel descriptions. All services are being completed in accordance with the Location and Survey Manual Addendum 1 and all currently accepted Location and Survey Automated procedures.

Firm members involved who are featured in this 24-102:

<i>M. King</i>	<i>T. Sitton</i>
<i>P. Staiano</i>	<i>I. Jack</i>
<i>B. Bunch</i>	<i>W. Wales</i>
<i>W. Offer</i>	<i>B. Davis</i>
<i>A. Schulze</i>	<i>C. Chapman</i>
<i>J. Reppond</i>	



17. Firm Experience:				
Firm name	NTB Associates, Inc.		Discipline(s)*	Survey
Project name	Rural Bridge Replacement Initiative Phase II		Firm responsibility (prime or sub?)	Sub
Project number	H.001779	Owner's name	LaDOTD Baton Rouge/ Waggoner	
Project location	Districts 02, 03, 07, 61, & 62		Owner's Project Manager	Mr. Robert J. Lear, Jr., PE, LS
Owner's address, phone, email	10305 Airline Highway, Baton Rouge, LA 70816 (225) 298-0800 rlear@sigmacg.com			
Services commenced by this firm (mm/yy)	07/23	Total consultant contract cost (\$1,000's)		\$83
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$83

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

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

Firm members involved who are featured in this 24-102:

<i>M. King</i>	<i>T. Sitton</i>
<i>P. Staiano</i>	<i>I. Jack</i>
<i>B. Bunch</i>	<i>W. Wales</i>
<i>W. Offer</i>	<i>B. Davis</i>
<i>A. Schulze</i>	<i>C. Chapman</i>
<i>J. Reppond</i>	



18. Approach and Methodology:

COMPANY PROFILE

Modjeski and Masters, Inc. (M&M) has been performing engineering design services for DOTD for over 60 years which has included bridge and roadway improvement projects, along with bridge inspection and roadway lighting. M&M is well suited for this project based on our extensive history of performing Design Services for bridges throughout the state of Louisiana, along with our extensive history of performing engineering services for several Class I Railroads throughout the United States, including Louisiana. M&M's personnel have extensive knowledge of current DOTD, the American Association of State Highway & Transportation Officials (AASHTO's) and the American Railway Engineering and Maintenance-of-Way Association (AREMA) policies, guidelines and design procedures.

PROJECT UNDERSTANDING

We understand the Scope of Services is to provide engineering design services to rehabilitate the existing US 71 ICG Railroad Overpass Bridge (H.012008) and to replace the existing US 71 Market St. twin bridges with a single structure (H.012009). Priority will be given to rehabilitation project H.012008. The design services for each of the projects include:

- | | |
|---|-------------------|
| 1. Topographic Surveys | 4. Bridge Design |
| 2. Traffic Study | 5. Roadway Design |
| a. Traffic Modeling | 6. Architectural |
| b. Maint. of Traffic/Sequence of Constr. | 7. Environmental |
| 3. Geotechnical Investigations and Design | |

In addition, H.012008 will require thorough field investigations to develop a complete understanding of the existing structure and the deficiencies that must be addressed.

PROJECT APPROACH

M&M has assembled a highly qualified team for the US 71 bridge rehabilitation (H.012008) and bridge replacement (H.012009) projects, capable of handling the bridge and roadway design, environmental, traffic modeling, maintenance of traffic, architectural, geotechnical and topographic surveying services as outlined in Attachment A of the advertisement. M&M's Team has a highly experienced staff with extensive DOTD experience in performing all the required services. Joining the M&M Team for this project are the highly respected Louisiana Firms Stantec Consulting Services, Inc. (Stantec), Terracon Consulting, Inc. (Terracon) and NTB Associates, Inc (NTBA). This project will be managed out of M&M's Louisiana Regional Business Unit, located in New Orleans.

Newell Schindler, PE will serve as M&M's Project Manager (PM). Newell has over 43 years of experience in the management and design of infrastructure projects, 13 years of experience in the Road Design Section of DOTD, and 30 years of experience as a Consulting Engineer which has included Project Management and design of a multitude

of transportation improvement projects. He has extensive knowledge of current DOTD and the American Association of State Highway & Transportation Officials' (AASHTO) policies and design procedures. In addition, Mr. Schindler supervised the design of a multitude of road and bridge improvement projects, including complex urban interstate, urban arterial, rural arterial, and minor bridge replacement projects. Projects included coordination with multiple disciplines.

Yu "Buck" Ouyang, PE will serve as the task lead for the bridge design services. Mr. Ouyang has been with Modjeski and Masters, Inc. since 1991, and has vast bridge engineering experience, ranging from conventional designs to special projects of high complexity, and from feasibility studies to construction services. He specializes in the design of fixed and movable highway and railroad bridges, and the rating and rehabilitation of existing bridges. His expertise also extends to analysis of complex bridge structures, vessel collision risk assessment and protection systems, seismic design, analysis and retrofit, and fatigue evaluations. Buck currently serves as Director of M&M's Railroad Services Unit. His experience with Class 1 railroads throughout the United States will be essential for the success of this project.

M&M will be responsible for the overall project management along with the field investigations and bridge design for the rehabilitation of Recall No. 014400 and a portion of the road design. The M&M Teams approach to the required services is described in more detail as follows:

TOPOGRAPHIC SURVEYS

NTBA has a long history of providing high-quality surveying and SUE services to DOTD, ensuring projects meet or exceed requirements. NTBA will begin by creating a GPS Static Survey Control Network for primary control points throughout the project. Then compute and produce the control sketch for DOTD to review and approve. If levels are required to run across the bridge, NTBA will coordinate with DOTD and other affected agencies for the appropriate lane closures, most likely at night. NTBA will then begin densifying secondary RTK Survey Control along the route to establish horizontal positions of the control points. When the horizontal positions of the control points are reviewed and the required accuracies met, digital levels will be run through all control points, both primary and secondary, to achieve the vertical positions and accuracies. Once control is approved, survey crews are mobilized for topographic surveys, utilizing RTK GPS, Static GPS, and 3D LiDAR scanning for roadway and bridge projects. Scanning will capture the bridge deck, travel lanes, and substructure as well as railroad track structure and detail to provide a comprehensive record of existing conditions. LiDAR will be utilized along the bridge approaches and travel lanes as well as the railroad to minimize impacts to both vehicle and train traffic, while conventional RTK GPS and total station methods will collect supplemental data and provide quality control verification. The laser scanning and conventional data will be combined to produce a surface model.

Utility coordination is a key component, and NTBA provides subsurface utility engineering (SUE) services across Quality Levels A-D. This includes Quality Level A (Precise location of utilities using test holes), Quality Level B (Utility location through surface geophysical methods), Quality Level C (Visual surface indications), and Quality Level D (Record research to identify utility locations). Our comprehensive SUE services allow us to accurately identify and locate utilities, minimizing design and construction risks associated with underground infrastructure. NTBA's utility designating group is cross-trained with our surveying group, allowing us to offer complete turn-key services. This integration eliminates the hassle of coordination between multiple contractors, ensuring that utility and survey data are delivered in a streamlined, efficient manner. In most cases, our utility crew also surveys the utilities, which reduces wait times for data delivery and minimizes the risk of field locations being damaged or lost before the survey crew can collect the data. NTBA's survey and SUE services give clients the opportunity to make informed decisions during the design phase, helping to mitigate and manage utility risks. This proactive approach reduces utility conflicts, construction delays, and redesign costs, ultimately enhancing project efficiency.

NTBA will provide property surveys, title take-offs, and right-of-way (ROW) mapping. Their team will conduct boundary surveys to determine property lines, complete title take-offs to identify the necessary rights to land and generate detailed ROW maps for DOTD's review and approval. These services are critical in preparing for right-of-way acquisition and assisting with project planning and design.

With their corporate office less than three blocks from the project location in Shreveport, NTBA can mobilize quickly to serve DOTD's needs, handling this complex roadway and bridge design project efficiently and effectively.

TRAFFIC MODELING

Stantec will perform a detailed traffic study following the DOTD Traffic Engineering Process and Report (TEPR) guidance. The alternative analysis performed under the traffic study will consider appropriate lane requirements for the future bridge configurations under the final built condition. For example, the Market Street bridge replacements present an opportunity for improved traffic operations by replacing the split bridge concept with a single bridge. The number of lanes on the new bridge will be considered as well as the turn lane needs at the tie-in points on either end of the bridge – at Crockett Street and Lake Street.

Additionally, a traffic review will be performed of the construction traffic plan using DOTD's existing mesoscopic model. The mesoscopic model will undergo a calibration check to verify that it is valid for the study area. This exercise will use available existing data within the area or may require new counts. Once the mesoscopic model calibration is complete, construction scenarios will be tested to determine the volume impact on the surrounding roadway network. Potential scenarios to consider may include either full or partial bridge closures. This will establish which intersections will need additional detailed traffic analysis under the construction planning.

MAINTENANCE OF TRAFFIC/SEQUENCE OF CONSTRUCTION

The project is located in downtown Shreveport, bounded by the Red River to the east, commercial and industrial development to the north, residential development to the west, and Interstate 20 (I-20) to the south. The roadway network grid in downtown Shreveport has several signalized intersections and a mixture of one-way and two-way streets, creating a concentration of traffic flow for ingress and egress on specific roadway corridors. The primary north-south access roads through this area include Market Street, Spring Street, Common Street / Line Avenue, and Clyde Fant Memorial Parkway. Clyde Fant Memorial Parkway is the only primary access road that does not accommodate direct access to I-20. Market Street and Spring Street both experience a significant amount of traffic, queuing, and delays during peak hours since they serve as primary access points to and from I-20.

Market Street and Spring Street function as a one-way couplet system through the downtown area, providing four lanes of capacity in each direction with direct access to I-20 in the project area, respectively. Under these heavy traffic conditions, it is critical to understand how the scope of work impacts both the Contractor's ability to construct the improvements and the traveling public's ability to reach their destination. The proposed improvements include complete replacement of bridge recall numbers 014410 and 014420 and rehabilitation of bridge recall number 014400, requiring a comprehensive and adaptable maintenance of traffic plan, either directing traffic safely through the work zone or diverting traffic to another location if feasible to continue to their destination. High traffic volume, constrained work area, and proximity of the construction zone to I-20 are conditions that require effective planning to successfully execute the construction of the project.

For the Spring Street bridge (NB segment of the couplet) over the KCS railroad, major bridge rehabilitation is required to address the issues. Inspection reports cite issues in the superstructure that may require significant space to repair. Further traffic modeling and structural planning investigations may be required to determine how to maintain traffic during repairs, but potential options for maintenance of traffic could include the following:

Option 1 (Spring Street lane closures) – if determined that it is feasible to maintain traffic during construction, multiple lane closures would shift traffic to one side of the bridge or the other to divert traffic around the work zone. The potential impacts of these lane closures may result in excessive queuing during peak hours, but traffic modeling analysis is needed to confirm.

Option 2 (Spring Street short detour) – if determined that the extent of bridge repairs requires a full closure of the bridge, both Spring Street and I-20 ramp traffic could be diverted to turn left onto Lake Street, turn right onto Market Street, turn right onto Crockett Street, and turn left onto Spring Street to complete a short detour. To accomplish this type of detour, lane closures will be required on Spring Street (NB) in advance of Lake Street, and on Market Street (SB) in advance of Crockett Street. In addition, dual left and dual right turns may need to be investigated to facilitate the amount of traffic along the detour. If dual left and right turns are warranted, temporary curb radius improvements may also be needed to accommodate the design vehicle(s), leading to

sidewalk closures and pedestrian detours as well. Existing bollards at Spring Street / Lake Street intersection would be removed to facilitate necessary detour movements and replaced once traffic is returned to existing configuration. Temporary restriping and signage are also anticipated to guide traffic through the modified lane configuration. Temporary signal timing and/or signal head adjustments may be warranted to facilitate dual right or left turns and relieve queuing within the project area. The potential impacts of these lane closures may result in excessive queuing during peak hours, but traffic modeling analysis is needed to confirm.

Option 3 (Spring Street long detour) - if determined that the extent of bridge repairs requires a full closure of the bridge, Spring Street traffic could be diverted in a similar fashion to Option 2, but I-20 ramp traffic could be fully diverted west to Common Street, requiring a ramp closure at the Spring Street exit. This option may result in similar improvements to existing infrastructure or temporary adjustments to signal timing to facilitate traffic movements along the detour as Option 2, which in this case may also require temporary pavement widening at the ramp terminal.

For the Market Street bridges (SB segment of the couplet) over the KCS railroad, full bridge replacement is anticipated. This project proposes to replace the two existing bridges with one bridge structure. The existing Market Street bridges are two independent structures that are currently utilized to both travel in the southbound direction. To maintain traffic during construction, the most obvious strategy is to close lanes leading to one of the two structures and divert all traffic to one structure. From a phasing standpoint, it is ideal to divert traffic to the westernmost structure while constructing as much of the new structure as possible, then shift traffic to the new partially constructed structure (potentially two to three lanes if possible) to complete the remainder of the structure. Further traffic modeling and structural planning investigations may be required to determine whether alternate route signage is required to divert traffic to another route that connects to an interstate access point (Common Street, Murphy Street, etc.) that will help relieve traffic congestion during peak hours. Temporary signal timing adjustments may be warranted to relieve queuing in the project area.

Considering that these three bridges are part of one couplet system, it is not advised to attempt to address the Market Street and Spring Street improvements at the same time, as one segment of the couplet may likely be dependent on the other. In addition, Entity-State agreements may be required if detours are required on local routes to complete the detour routing. A Transportation Management Plan (TMP) Level 2 is anticipated for this project; however, if queuing in the work zone significantly affects interstate operations, a higher level TMP may be required. Traffic control measures will be designed to comply with DOTD Temporary Traffic Control (TTC) standard plans. Detour maps will be provided if closures are necessary and/or approved by the Department to guide traffic around construction. Both Spring Street and Market Street are classified as low-speed, urban roadways. Construction sign spacing, tapers, and buffer zones will be designed in accordance with the existing posted speed of affected roadways.

GEOTECHNICAL INVESTIGATIONS AND DESIGN

Terracon will provide focused geotechnical investigation services to support the US 71 ICG Railroad Overpass Rehabilitation and US 71 Market Street Bridge projects in Caddo Parish. Their approach emphasizes early understanding of subsurface conditions, railroad-specific constraints, and DOTD requirements to reduce geotechnical risk and support efficient bridge design.

Terracon will perform targeted pre-field research using available DOTD records and Terracon's extensive Louisiana subsurface database to anticipate soil and groundwater conditions and refine the exploration program. Field investigations will include bridge borings advanced to appropriate depths to support driven pile or drilled shaft foundations, with optional CPT soundings used where beneficial to refine stratigraphy and engineering parameters. Shallow subgrade borings will be completed near bridge approaches to evaluate roadway and embankment conditions.

Throughout the design phase of the project, Terracon will coordinate closely with M&M, DOTD staff, and other disciplines to support design development. Their geotechnical engineers will be available to discuss subsurface conditions, foundation considerations, and potential constructability challenges, including pile or drilled shaft installation, temporary support of excavation, and railroad-related constraints. Early collaboration helps identify practical solutions, reduce risk change, and support efficient construction sequencing.

BRIDGE DESIGN - H.012008

M&M's bridge inspection team will investigate and collect all existing project documents including as-built plans, previous inspection reports, load rating reports, etc. A condition site inspection will then be performed to confirm the scope of repairs and to assess the site conditions including environmental impacts, railroad impacts, utility relocation, r/w impacts, permit issues, possible roadway detour alternatives and length of detour, existing approach roadway section and geometry. This inspection will encompass all appropriate aspects of the bridge, including structural, electrical, and architectural components. M&M will perform an LRFR Load Rating Analysis on this structure based on BDEM Guidelines for Existing Structure Evaluation using AASHTOWare Bridge Rating (BrR) and Bridge Design (BrD) software. DOTD will be presented with a proposed rehabilitation scope based on this inspection and load rating analysis, including a cost estimate and any pertinent information such as required roadway or railroad coordination. M&M has extensive experience preparing bridge rehabilitation design plans of various scope levels. Our engineers will balance life expectancy, repair cost, and complexity of construction to create a cost-effective bridge rehabilitation scope that meets the required design life.

BRIDGE DESIGN - H.012009

The M&M team has recent experience in prestressed LG girder bridge design and construction support for the LA 1 Port Allen Bridges (H.001234) in Port Allen, LA as well as the I-10: Loyola Dr. Interchange in Kenner, LA (H.011670). The LA 1 NB and LA 1 SB Bridges consist of 870' long haunched three span continuous steel plate girder main span unit over the ICWW and prestressed concrete LG girder approach spans. The

Loyola Dr. Interchange contains two curved steel plate box girder ramps with a total of 2,745-ft of steel spans and a long span of 220-ft. Both projects demonstrate the M&M team can determine a realistic bridge typical section and span arrangement to optimize the vertical clearance versus structure depth. Lessons learned on these projects will significantly aid in the development of a comprehensive design criteria tailored to this project. Bridge design criteria, including crash wall design, will be according to DOTD BDEM, AASHTO LRFD, AREMA, and the study “Development of Crash Wall Design Loads from Theoretical Train Impact” by G. Layden. Girder sections will be established using AASHTO guidance and past experience from similar projects. If needed, MDX, CSi Bridge, or MIDAS can be introduced to refine proposed sections. M&M’s experienced electrical engineering team will provide an LED lighting design for the new structure, including underpass lighting over the railroad tracks. Demolition plans for the existing bridge will be developed keeping in mind any environmental factors such as lead-coated steel girders. M&M will engage its AMPP certified (formerly NACE) inspectors to appropriately address any concerns with the containment, collection and disposal of lead paint.

RAILROAD COORDINATION

Close coordination with the KCS railroad throughout the design and construction will be critical. M&M’s extensive experience with performing design services for Class I railroads will be beneficial to place a priority on working outside of the RR right-of-way and to coordinate with Kansas City Southern Railroad for all potential impacts.

ROAD DESIGN

M&M will develop typical sections, plan/profiles, geometric layouts and temporary traffic control plans. The roadway approaches for Recall Nos. 014410 and 014420 will require geometric reconfigurations to accommodate the proposed new single bridge structure. In coordination with the bridge design vertical profiles will be evaluated to accommodate the required vertical clearance of the new structure. Geometric intersection modifications may also be required for both projects to accommodate the maintenance of traffic.

ENVIRONMENTAL

DOTD is familiar with Stantec’s NEPA-compliance, and cultural and natural resources work through their directly-related bridge-replacement task orders and through Stantec’s existing cultural resources IDIQ with DOTD Environmental section. Adrienne Campbell, Stantec’s historic architecture subject matter expert will lead support field, documentation and coordination services if and as needed by DOTD Environmental in its coordination with SHPO for the replacement of these structures, all of which have been determined eligible for listing in the National Register of Historic Places by DOTD. Activities may include APE identification, field/desktop work, photo-documentation/reporting, and assistance in compliance with the terms of DOTD’s Statewide Section 106 Programmatic Agreement related to the treatment of Preservation Priority Bridges (014400) and Non-Priority Bridges (014410 and 014420), as well as guidance contained in the *Management Plan for Historic Bridges Statewide* and the individual bridge management plan for the US 71/ N Spring Street Bridge

(https://dotd.la.gov/media/jodj0pt/illinois-central-railroad-bridge-161109a_014400.pdf). Additionally, while USACE permitting may not be a concern for this urban project, Stantec will complete a reconnaissance-level survey to assess possible permitting risk and other DOTD environmental documentation needs. Stantec will provide if and as needed Section 4(f) and other resources specialists, along with all necessary field biology and desktop research/coordination required by DOTD to support DOTD Environmental with any DOTD EE or FHWA CE/EA compliance needs.

ARCHITECTURAL

The Market Street bridges are adjacent to existing buildings. Once these interfaces are studied, architectural plans will be developed to include patching the existing buildings which could be developed by 1) matching brick types; 2) introducing brick accents; 3) finishing with plaster cement; or 4) finished with rubbed concrete. The extent of building repair and owner preference will be considered in the study to determine the optimum solution. Where the east structure runs along the existing U-Haul building, to maintain emergency egress from the building, a new exterior stairway will be designed using galvanized steel, concrete, masonry, or a combination thereof to meet appropriate aesthetics.

QUALITY ASSURANCE AND QUALITY CONTROL (QA/QC)

M&M’s QA/QC is included in Section 21. M&M’s QA/QC plans relate to both the technical and administrative aspects of the full engineering service life cycle of a project, including proposal preparation, staffing, design activities, field activities, internal and external communication, project review, field operations, including inspection and construction observation, and document storage

PROJECT MANAGEMENT AND SCHEDULE

The M&M Team will work closely with DOTD’s PM, Hamed Babaizadeh, and discipline leads to keep DOTD informed about the status of the project and to assess the options that are developed during project design. Periodic coordination meetings and schedule updates will be provided throughout the project. All electronic deliverables for the project will conform to DOTD’s Software and Deliverable Standards for Electronic Plans. M&M is familiar with DOTD’s ProjectWise platforms and has used this software to upload deliverables and in a connected environment. Priority will be given to H.012008. Proposed Project Schedule:

US 71: ICG RAILROAD OVERPASS REHAB (HBI) (H.012008)

US 71: MARKET ST BRIDGE OVER ICG RR (HBI) (H.012009)

ACTIVITY	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	2031-2033
NTP Issued																	
Collect & Review Available Data																	
Field Investigations																	
Topographic Surveys																	
Geotechnical Explorations																	
Traffic Modeling																	
Preliminary Design Bridge/Road																	
Geotechnical Analysis																	
Sequence of Construction/Maintenance of Traffic																	
Environmental																	
Supplemental Agreements																	
Final Plans																	
Construction Support																	

19. Workload:				
Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
	Bridge	JN 3144	Expert witness services in bridge design, construction, repair and forensic analysis	\$195,996
		Retainer Contract 4400005395	Construction Engineering and Inspection with Painting - Statewide	
	Other (Roadway Lighting)	H.004791	Subconsultant: Belle Chasse B7T Replacement P3 - Electrical and Structural	\$7,429
		IDIQ Contract 4400017263	Bridge Preservation Statewide	
	Bridge	Contract 44-29193 H.004100.5/H.004100.6	Subconsultant: LA 415 to Essen Lane on I-10 and I-12 Segment 1 Task 2	\$104,420
	Bridge	Contract 44-21128 H.014258	Subconsultant: LA 1: Port Allen Canal Bridge Replacement - Phase 2 CRES	\$481,388
		IDIQ Contract 4400020063	Electrical Services Statewide	
	Other (Roadway Lighting)	H.014646	I-20: US 165 to Garrett Road Lighting	\$31,927
	Other (Roadway Lighting)	H.014555.5	I-10 at LA109 Interchange Lighting (Toomey)	\$91,676
	Other (Roadway Lighting)	H.015019.5	I-10 at LA3063 Interchange Lighting (Vinton)	\$103,956
	Other (Roadway Lighting)	H.015085.5	I-10 @ LA108 Interchange (Vinton) Lighting	\$102,759
	Other (Roadway Lighting)	H.012889.6	I-20 Bossier City Lighting (Pines Rd to I-220) (CRES C1)	\$115,398
	Other (Roadway Lighting)	H.003184.6	I-10: Texas State Line - E. of Coone Gully Lighting (CRES C1)	\$62,103
	Bridge	Contract 44-20156 H.011965.6	Subconsultant: LA 47 IWGO Bridge Rehab CRES	\$83,344
		IDIQ Contract 4400024187	Bridge Preservation Statewide	
	CEI/OV	H.003144.6 - Task Order 3	MRB (Luling) CEI of Latent Defects	\$4,293
	Bridge	H.015115.5 - Task Order 2	LA 24 over ICWW Repair	\$6,321
	Bridge	H.011137.6 - Task Order 5	I-12: LA 1077 to LA 21	\$108,195
	Bridge	H.000263.5 - Task Order 4	LADOTD Chef Menteur Pass Br Rehab Scoping	\$54,296



Other (Roadway Lighting)	H.015504.6 - Task Order 6	CCC Decorative Lighting	\$6,625
Bridge	H.002980.6 - Task Order 9	I-10 Overpass Over US 165 & MP RR	\$56,947
Bridge	H.014998.6 - Task Order 10	West Larose Lift Bridge Rehabilitation - Final Design	\$37,906
Bridge	H.014998.6 - Task Order 11	West Larose Lift Bridge Rehabilitation - CRES Close Out	\$66,421
Bridge	H.015826.5 - Task Order 12	I-20 Vicksburg Span Jacking	\$45,024
Bridge	H.001271.5 - Task Order 13	Cane River Bridge Navigation Lights	\$187,252
Bridge	H.014609.1 - Task Order 14	Cameron Ferry Landing Replacement	\$219,863
Bridge	H.004647.6 - Task Order 15	I-20: MRB Geotechnical and Structural - Vicksburg Monitoring	\$145,440
Bridge	H.010882.6 - Task Order 16	4th Street Close-out Continuation CRES	\$21,123
Bridge	H.011705 - Task Order 17	US 11 Rehabilitation Close-out Continuation CRES	\$9,545
Bridge	H.014465.5 - Task Order 20	Vermillion River Bridge (Perry Bridge Rehab 2025 - Add Scope)	\$16,026
Bridge	H.015115.6 - Task Order 19	LA 224 at ICWW Girder Repair CRES	\$68,450
Bridge	Contract 44-05673 H.011235.5	Subconsultant: I-49 South @ Verot School Road	\$2,979
Bridge	Contract 44-05673 H.011235.5	Subconsultant: I-49 South @ Verot School Road (Supplement 5)	\$290
	IDIQ Contract 4400021593	Bridge Load Rating Services Statewide	
Bridge	H.009859.5 - Task Order 1	Bridge Load Rating	\$386,868
Bridge	H.009859.5 - Task Order 2	Load Rating of 10 Statewide Bridges	\$1,377,271
Bridge	Contract 44-22581 H.011221.5	I-10: N.O. CBD3 (Poydras - Louisa)	\$40,487
Bridge	Contract 44-22581 H.011222.5	I-10: N.O. CBD4 (Louisa - I510)	\$277,701
	IDIQ Contract 4400027614	Painting Inspection and Environmental Monitoring with Construction Engr and Inspection - Statewide	
CEI/OV	H.011487.6	LA 182: Berwick Bay Bridge Rehabilitation	\$1,475,874
	IDIQ Contract 4400027651	Bridge Load Rating Services - Statewide	
Bridge	H.009859.5	Bayou Barataria - Limited Rehabilitation	\$39,030

		IDIQ Contract 4400029685	IDIQ for In-Depth Bridge Inspection Statewide	
	Bridge	H.009730.5 (Task Order 1)	Complex Inspection - Structural, Mechanical, Electrical LA 56 and LA 661	\$11,057
	Road	4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Striping Pln. Changes	\$1,506
		440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Geometric Design/Analysis	\$272,482
		4400024461 H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Roadway Design; Drainage	\$32,085
		4400022901 H.011094.5 & H.012005.5	LA 3094: Hearne Ave. Bridge and US 80: KCSRR Overpass (HBI) [Caddo Parish]; Roadway	\$635,234
		4400017033 H3005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]; Roadway	\$234,844
		4400022582 H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$86,150
		4400022582 H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$93,806
		4400022582 H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$22,045
		4400022582 H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$28,960
		4400023922 H.012071.5, T.O. 4	IDIQ Contract for Bridge Preservation; US 51: Yellow Water River Bridge [Statewide]	\$203,854
		4400029196 H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]; Roadway	\$558,164
		4400029196 H.016496.6	DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]; Roadway	\$105,264
	Bridge	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Structure & Bridge	\$80,924
		4400022901 H.011094.5 & H.012005.5	LA 3094: Hearne Ave. Bridge and US 80: KCSRR Overpass (HBI) [Caddo Parish]; Bridge	\$757,771
		4400023922 H.016311	IDIQ Contract for Bridge Preservation; LA 1123: Creek Bridges [Acadia Parish]	\$133,411
		4400023922 H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	\$151,757
		4400023922 H.016314	IDIQ Contract for Bridge Preservation; LA 3048: Creek Bridge [Richland Parish]	\$54,910



		4400023922 H.016318	IDIQ Contract for Bridge Preservation; LA 3149: Bayou Bridges [Evangeline Parish]	\$118,776
		4400023922 H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	\$101,244
		4400023922 H.016320	IDIQ Contract for Bridge Preservation; LA 3187: Creek Bridge [Evangeline Parish]	\$74,457
		4400023922 H.016325	IDIQ Contract for Bridge Preservation; LA 358: Creek Bridge [St. Landry Parish]	\$49,608
		4400023922 H.012071.5, T.O. 4	IDIQ Contract for Bridge Preservation; US 51: Yellow Water River Bridge [Statewide]	\$172,325
		4400022582 H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$22,862
		4400022582 H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$84,420
		4400022582 H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$103,565
		4400022582 H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$7,520
		4400029196 H.016255.5	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$433,903
	Traffic	4400029196 H.016496.6	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]	\$142,371
		440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Traffic Engineering	\$83,834
	Other (Lighting)	4400024461 H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Traffic Study; Signal Design	\$15,727
		4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Roadway & Nav. Lighting	\$21,845
		440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Public Relations/Comm.; Lighting; Aviation	\$52,944
		4400020064 H.014286.6	IDIQ Contract for Electrical Services; I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	\$43,129
		4400020064 H.014272.6	IDIQ Contract for Electrical Services; I-10: LA 97 (Jennings) Intchg Lighting [Jefferson Davis Parish]	\$33,551
		4400020064 H.014287.6	IDIQ Contract for Electrical Services; I-10: LA 99 (Welsh) Intchg Lighting [Jefferson Davis Parish]	\$65,268



		44-04761 H.004957.5	I-12 to Bush Corridor, LA 3241: I-12 to LA 36 (Sub to Evans-Graves Engineering, Inc.) [St. Tammany Parish]; I-12/LA 434 Lighting Project	\$6,149
	CE&I/OV	4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; CE&I and Construction Support	\$295,128
	Right-of-Way	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ROW Acquisition	\$69,646
	Survey	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Survey	\$22,731
	Planning	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Prog. Mgmt.; Context Sensitive Design Process; Impl. Strategies	\$405,824
		4400017033 H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]	\$118,727
		4400022582 H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$41,087
		4400022582 H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$39,783
		4400022582 H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$43,537
		4400022582 H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$36,136
		4400029196 H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$106,610
		4400029196 H.016496.6	DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]	\$236,184
	Environmental	4400023922 H.016311	IDIQ Contract for Bridge Preservation; LA 1123: Creek Bridges [Acadia Parish]	\$38,360
		4400023922 H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	\$29,526
		4400023922 H.016314	IDIQ Contract for Bridge Preservation; LA 3048: Creek Bridge [Richland Parish]	\$28,365
		4400023922 H.016318	IDIQ Contract for Bridge Preservation; LA 3149: Bayou Bridges [Evangeline Parish]	\$24,474
		4400023922 H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	\$29,782
		4400023922 H.016320	IDIQ Contract for Bridge Preservation; LA 3187: Creek Bridge [Evangeline Parish]	\$28,910

		4400023922 H.016325	IDIQ Contract for Bridge Preservation; LA 358: Creek Bridge [St. Landry Parish]	\$23,562
		4400022582 H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$13,689
		4400022582 H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$32,281
		4400022582 H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$21,888
		4400022582 H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$12,995
		4400029196 H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$66,562
	ITS	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ITS	N/A
		4400020058 H.013710.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10/US-61 to Laplace ITS Deployment [Ascension, St. James & St. John Parishes]	\$731
		4400020058 H.001234.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; LA 1: Port Allen Canal BR REPL (PHI) (HBI) [West Baton Rouge Parish]	N/A
		4400020058 H.011152.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: US 190 to LA 59 [St. Tammany Parish]	\$1,829
		4400020058 H.013866.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: LA 21 to US 190 [St. Tammany Parish]	\$1,617
		4400020058 H.003047.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10: Pecue Lane/I-10 Interchange Phase III [EBR Parish]	\$1,301
		4400020058 H.002424.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; LA 70: Sunshine Bridge - LA 22 [St. James & Ascension Parishes]	\$722
		4400020058, T.O. 16	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10 WBR Queue Warning System [Iberville & WBR Parishes]	\$11,887
		4400020058, T.O. 20	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Alexandria Reg. ITS Architecture Update [Statewide]	\$12,817
		4400029583, T.O. 1 H3015137.5	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Bonnet Carre ITS Upgrades [Statewide, LA]	\$652,328

	N/A	N/A	N/A	N/A
	Geotech	440005673 H.011235	I-49 at Verot School Road	\$8,110
		4400025027 H.015442 – 015449	IIJA Off System Bridge Program	\$11,400
		4400025026 H.015338	IIJA Off System Bridge Program	\$66,600
		4400025024 H.015336, .015520, .015529	IIJA Off System Bridge Program	\$9,234
		4400025023 H.015505-0.015517, .015335	IIJA Off System Bridge Program	\$39,000
		4400006191 H.005967	Nelson Road Extension and Bridge	\$175,495
		4400019014 H.012048.5	Caster Creek and Relief Bridges	\$28,158
		4400019014 H.012537.5	LA 154, LA157 – Red Chute BYU & Flat RVR BRS	\$17,051
		4400019014 H.014984	Libuse Cutoff Road over Flagon Bayou	\$19,878
		4400024651 H.014988	Carey Road over Blackwater Bayou	\$49,946
		4400024651 H.014990	S. Tiger Bend Road & E. Achord Road Bridge	\$20,034
		4400024651 H.000284	US 90 Pearl River Bridges	\$971,478
		4400024651 H.012059	LA19- Bridges near Zachary	\$303,640
	Survey	4400019338 Multiple SP Nos. per bridge	Contract for Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (Sub to Waggoner)	\$57,492
	Survey	4400019337 Multiple SP Nos. per bridge	Contract for Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (Sub to BKI)	\$28,748
	Survey	4400025041 H.015406	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - Lock No. 3 Bridge, St. Tammany Parish (Sub to Waggoner)	\$10,216
	Survey	4400025041 H.015403	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - W. Yellow Water Road Bridge, Tangipahoa Parish (Sub to Waggoner)	\$12,661
	Survey	4400027686 H.008768.5	IDIQ Contract for Hydrographic Surveying Services – Task Order No. 7 – Spring Bridges	53,011
	Other (SUE)	4400026587 H.001779	Jimmie Davis Bridge (LA 511) (HBI) Design Build Project, Bossier Parish (Sub to James Construction/ Huval & Associates, Inc.)	N/A
	Survey	4400027918 H.012869.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 3 – LA 182 (Univ) @ LA 723 (Renaud) Roundabout, Lafayette Parish	\$27,332
	Survey	4400027918 H.011310	IDIQ Contract for Professional Boundary Surveying Services – Task Order 4 – Ford Street Extension, District 61	\$13,872

	Survey	4400027918 H.015721	IDIQ Contract for Professional Boundary Surveying Services – Task Order 5 – LA 30 Roundabout, Ascension Parish	\$23,592
	Survey	4400027918 H.015568	IDIQ Contract for Professional Boundary Surveying Services – Task Order 6 – LA 44 Pelican Point Roundabout & Widening, Ascension Parish	\$44,108
	Survey	4400027918 H.014059	IDIQ Contract for Professional Boundary Surveying Services – Task Order 7 – US 80: Bridges Near Minden, Webster Parish	\$15,906
	Survey	4400027918 H.014059	IDIQ Contract for Professional Boundary Surveying Services – Task Order 8 – US 80: Bridges Near Minden, Addt'l Site, Webster Parish	\$14,937
	Survey	44000021975 H.016413.5	IDIQ Contract for Professional Surveying Services – Task Order 6 – I:20 Sam R. Fert Dr. to Red River Br., Caddo Parish	\$305,814
	Other (SUE)/ Survey	4400030630 H.015724.5	Kings Hwy: Healthcare & Dev. Corridor, Caddo Parish (Sub to AFJ&M, City of Shreveport, & Forte & Tablada)	\$75,495
	Other (SUE)	Parish Proj. No. 2025-118 H.003855	Cong Relief Winfield Road, Bossier Parish (Sub to Volkert)	\$42,790

20. Certifications/Licenses:

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

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



In cooperation with the
Louisiana Department of Transportation & Development
presents this

Certificate of attendance and participation for:

Training Course:
Maintenance and Rehabilitation of Historic Bridges

Transportation Training and Education Center
4099 Gourrier Avenue, Room 175
Baton Rouge, Louisiana 70808

Please select the date you attended the course:

- ☐ Tuesday, April 12, 2016
- ☐ Wednesday, April 13, 2016
- ☒ Tuesday, May 10, 2016
- ☐ Wednesday, May 11, 2016
- ☐ Tuesday, June 7, 2016
- ☐ Wednesday, June 8, 2016

You have earned 8 PDH units that can be applied to applicable
continuing education requirements for professional engineering
licensure.

Mead & Hunt Instructor
Amy Squitieri

Mead & Hunt Instructor
Darrell Berry, PE, SE

Certificate of Completion

presented to

Newell Schindler

for completing the

**Traffic Engineering Analysis Process & Report
Module 1**Date: October 1, 2018
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 2.5*John A. Galt*
Authorized Instructor*John A. Galt*
Authorized Instructor*Robert J. Schindler*
Authorized instructor*Certificate of Completion*

presented to

Newell Schindler

for completing the

**Traffic Engineering Analysis Process & Report
Module 2**Date: October 10, 2018
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3.5*John A. Galt*
Authorized Instructor*John A. Galt*
Authorized Instructor*Robert J. Schindler*
Authorized instructor*Certificate of Completion*

presented to

Newell Schindler

for completing the

**Traffic Engineering Analysis Process & Report
Module 3**Date: October 29, 2018
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*John A. Galt*
Authorized instructor*John A. Galt*
Authorized instructor*Robert J. Schindler*
Authorized instructor*Certificate of Completion*

presented to

Justin Guillot

for completing the

**Traffic Engineering Analysis Process & Report
Module 1**Date: March 29, 2022
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*B. B. Galt*
Authorized Instructor*B. B. Galt*
Authorized Instructor*Robert J. Schindler*
Authorized instructor*Certificate of Completion*

presented to

Justin Guillot

for completing the

**Traffic Engineering Analysis Process & Report
Module 2**Date: March 29, 2022
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*B. B. Galt*
Authorized Instructor*B. B. Galt*
Authorized Instructor*Robert J. Schindler*
Authorized instructor*Certificate of Completion*

presented to

Justin Guillot

for completing the

**Traffic Engineering Analysis Process & Report
Module 3**Date: March 30, 2022
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*B. B. Galt*
Authorized Instructor*B. B. Galt*
Authorized Instructor*Robert J. Schindler*
Authorized instructor**State of
Louisiana
Secretary of
State****COMMERCIAL DIVISION
225.925.4704**Fax Numbers225.932.5317 (Admin. Services)
225.932.5314 (Corporations)
225.932.5318 (UCC)**Name**

STANTEC CONSULTING SERVICES INC.

Type

Business Corporation (Non-Louisiana)

City

ALBANY

Status

Active

**State of
Louisiana
Secretary of
State**



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
STANTEC ARCHITECTURE INC.	Business Corporation (Non-Louisiana)	RALEIGH	Active

Certificate of Completion

presented to

Joseph Barker

for completing the

**Traffic Engineering Analysis Process & Report
Module 1**

Date: July 30, 2018
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 2.5

Angela Colone
Authorized Instructor

Jim Hitt
Authorized Instructor

Robert J. Pomeroy
Authorized instructor



Certificate of Completion

presented to

Joseph Barker

for completing the

**Traffic Engineering Analysis Process & Report
Module 2**

Date: August 6, 2018
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

Angela Colone
Authorized Instructor

Jim Hitt
Authorized Instructor

Robert J. Pomeroy
Authorized instructor



Certificate of Completion

presented to

Joseph Barker

for completing the

**Traffic Engineering Analysis Process & Report
Module 3**

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

Professional Development
Hours (PDHs) Awarded: 3

Angela Colone
Authorized Instructor

Jim Hitt
Authorized Instructor

Robert J. Pomeroy
Authorized instructor



Certificate of Completion

presented to

Joseph Cains III

for completing the

**Traffic Engineering Analysis Process & Report
Module 1**

Date: March 29, 2022
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

B. J. J.
Authorized Instructor

Jim Hitt
Authorized Instructor

Robert J. Pomeroy
Authorized instructor

Certificate of Completion

presented to

Joseph Cains III

for completing the

**Traffic Engineering Analysis Process & Report
Module 2**

Date: March 29, 2022
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

B. J. J.
Authorized Instructor

Jim Hitt
Authorized Instructor

Robert J. Pomeroy
Authorized instructor

Certificate of Completion

presented to

Joseph Cains III

for completing the

**Traffic Engineering Analysis Process & Report
Module 3**

Date: March 30, 2022
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

B. J. J.
Authorized Instructor

Jim Hitt
Authorized Instructor

Robert J. Pomeroy
Authorized instructor

Certificate of Completion

presented to

Scott Hoffeld

for completing the

**Traffic Engineering Analysis Process & Report
Module 1**Date: March 10, 2021
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*B. G. G.*

Authorized Instructor

J. H. H.

Authorized Instructor

J. B. B.

Authorized instructor

*Certificate of Completion*

presented to

Scott Hoffeld

for completing the

**Traffic Engineering Analysis Process & Report
Module 2**Date: March 10, 2021
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*B. G. G.*

Authorized Instructor

J. H. H.

Authorized Instructor

J. B. B.

Authorized instructor

*Certificate of Completion*

presented to

Scott Hoffeld

for completing the

**Traffic Engineering Analysis Process & Report
Module 3**Date: March 11, 2021
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*B. G. G.*

Authorized Instructor

J. H. H.

Authorized Instructor

J. B. B.

Authorized instructor

*Certificate of Completion*

presented to

Joey Lefante

for completing the

**Traffic Engineering Analysis Process & Report
Module 1**Date: July 16, 2018
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 2*J. L. L.*

Authorized Instructor

J. H. H.

Authorized Instructor

J. B. B.

Authorized instructor

*Certificate of Completion*

presented to

Joey Lefante

for completing the

**Traffic Engineering Analysis Process & Report
Module 2**Date: July 23, 2018
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*J. L. L.*

Authorized Instructor

J. H. H.

Authorized Instructor

J. B. B.

Authorized instructor

*Certificate of Completion*

presented to

Joey Lefante

for completing the

**Traffic Engineering Analysis Process & Report
Module 3**Date: October 18, 2018
Location: Baton Rouge, LouisianaProfessional Development
Hours (PDHs) Awarded: 3*J. L. L.*

Authorized Instructor

J. H. H.

Authorized Instructor

J. B. B.

Authorized instructor



The Transportation Professional Certification Board

Certifies that

Joseph Barker, P.E., PTOE

successfully holds the Professional Traffic Operations Engineer® certification

Original Certification Date: 11/20/2017

Certification Valid Through: 11/20/2026

*S. K.*Steve Kudemba,
Executive Director and CFO*J. C. B.*Joseph C. Balikus, P.E., PTOE, RSP
TPCB Chair

Certification Number: 4364

Transportation Professional Certification Board Inc.

certifies that

Joseph Michael Lefantehas met all of the requirements established by the Certification Board
to use the title of**PROFESSIONAL TRAFFIC OPERATIONS ENGINEER**

unless withdrawn by the Certification Board and subject to the provisions for renewal

Certificate number 3560 issued in Washington, D.C. U.S.A.

November 20, 2013

T. P. H.
Chair*J. M. L.*
Executive Director



Louisiana
SECRETARY OF STATE **NANCY LANDRY**



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Name	Type	City	Status
TERRACON CONSULTANTS, INC.	Business Corporation (Non-Louisiana)	WILMINGTON	Active

Previous Names

Business: TERRACON CONSULTANTS, INC.
Charter Number: 35701137F
Registration Date: 5/7/2004



Louisiana
SECRETARY OF STATE **NANCY LANDRY**



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

Previous Names

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



LICENCE

Issued under the Professional Engineers Act to

Matthew Robert Davis
Licence #100171447

who is hereby entitled to practice as a Professional Engineer in the Province of Ontario and who is registered as a member of the Association of Professional Engineers of Ontario

16th day of October, 2018

Matthew R. Davis
President

John J. G. [Signature]
CEO/Registrar



This QR code can be used to verify an individual's licence.

Association of Professional Engineers Ontario. This certificate is the property of the Association and must be surrendered on revocation, cancellation, suspension or resignation.

Matthew Davis' project references, including project name and owner contact information, for mesoscopic models developed

- Gardiner Expressway & Lake Shore Boulevard East
- Park Lawn / Lake Shore Transportation Master Plan
- Port Lands Transportation & Servicing Master Plan
- East Harbour Development

Ashley Curtis, General Manager (Acting), City of Toronto, Transportation Services, 416-392-0170, ashley.curtis@toronto.ca

- King Street Modeling Study

Allan Abrogena, Senior Engineer, City of Toronto, Transportation Services, 416-395-0223, allan.abrogena@toronto.ca

21. QA/QC Plan:

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

Please see attached M&M's QA/QC Plan.

**CONTRACT NO. 4400034051
STATE PROJECT NOS. H.012008.5 AND H.012009.5
FEDERAL AID PROJECT NOS. H012008 AND H012009
US 71: ICG RAILROAD OVERPASS REHAB (HBI)
US 71: MARKET ST BRIDGE OVER ICG RR (HBI)
ROUTE: US 71
CADD0 PARISH**

**QUALITY CONTROL / QUALITY ASSURANCE PLAN
FOR BRIDGE DESIGN**

Prepared For:



Prepared By:



March 18, 2026

M&M QUALITY CONTROL / QUALITY ASSURANCE PLAN

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GENERAL

Quality is obtained when design and/or rating calculations, plans, specifications and reports, correspondence, invoices and oral communication, related to a particular project, are delivered to the owner in an accurate, error-free, professional, and timely manner, and in a presentation consistent with the owner's requirements.

Modjeski and Masters Quality Management Plan relates to both the technical and administrative aspects of the full engineering service life cycle of a project, including proposal preparation, staffing, design activities, field activities, internal and external communication, project review, field operations, including inspection and construction observation, and document storage. The plan is applicable to all engineering services offered by the firm including: bridge design, bridge rating, highway design, bridge rehabilitation, bridge inspection, mechanical design, electrical design, instrumentation, geotechnical investigations/design, construction consultation, inspection of construction, research and code development. Checklists and forms are often developed to monitor special needs of the owner and/or a specific engineering activity.

PROJECT

The Consultant shall provide engineering and related services to facilitate the replacement of Recall Nos. 014410 & 014420 and rehabilitation of Recall No. 014400 crossing KCS Railroad in Caddo Parish as shown in the table below:

Project Number	Recall Number	Latitude	Longitude	Existing Structure Type	Route	Crossing	Historic Category
H.012008	014400	32.51244	-93.74430	CONIBM	US 71	ICG RR	Preservation Priority
H.012009	014410	32.51255	-93.74595	CONIBM	US 71	ICG RR	Non-Priority
	014420	32.51248	-93.74607	CONIBM	US 71	ICG RR	Non-Priority

SITE EXPECTATIONS AND ASSUMPTIONS

These locations have been selected based on several specific features. If during project development the proposed work falls outside the following conditions, stop work and notify the project manager immediately:

- Environmental investigation will result in a Categorical Exclusion (CE) or an Environmental Assessment (EA).
- Transportation Management Plan is a Level 2.
- New substructures will be driven pile or drilled shaft supported bridges.
- If adequate space is not available for a slope, permanent earth retaining structures such as MSE walls, cantilever retaining walls, sheet piles, etc. will be required.

PROJECT SCHEDULE

The schedule for these projects shall be determined in coordination with and approved by the DOTD Project Manager. Before beginning preliminary plans, the Consultant shall submit a project schedule containing at a minimum, all dates for deliverables in the preliminary and final plans section (as applicable).

TRAFFIC STUDY

A traffic study shall be conducted to incorporate both State Project Nos. H.012008 and H.012009 in accordance with the following:

- A. Develop the Project Management Plan in accordance with DOTD and FHWA guidance.
- B. Prepare list of agencies and coordination plan. Update both as needed throughout the life of the project.
- C. Prepare the list of stakeholders and involvement plan. Update both as needed throughout the life of the project.
- D. Obtain existing mesoscopic model (provided by DOTD) and review for any additional data required to aid in identifying potential detour routes. Collect additional traffic counts, if

any, and other pertinent data to perform traffic analysis of the study area using DOTD approved software. Grow the traffic volumes using DOTD approved methods and analyze the future conditions. Perform Safety Analysis. Utilize all collected data to analyze and determine alternatives that accomplish the goals of the Purpose and Need.

E. Conceptual cost estimate for each alternative.

DELIVERABLES

- Project Management Plan
- Scope of Work for approval
- Additional Data Collection Plan (if applicable)
- Safety Analysis (Existing and Alternative)
- Existing and No Build Analysis
- Alternative Analysis
- Final Report
- Conceptual Cost Estimate

H.012008 – US71: ICG Railroad Overpass Rehab (HBI) PROJECT DESCRIPTION

This project is located in Caddo Parish and crosses KCS Railroad. The existing structure is a 293 foot long concrete I-beam bridge which was built in 1937 and is considered a historic preservation priority. This project will rehabilitate the existing bridge to improve the overall condition of the bridge, extend its service life, and/or improve its bridge load rating as appropriate based on BDEM Guidelines for Existing Structure Evaluation.

TOPOGRAPHIC SURVEY SERVICES

A topographic survey shall be required along a portion of the existing route. A complete topographic survey including all utilities with depths and all drainage is required, along with finish floor elevations of all buildings that fall in the survey limits. This project shall be completed in accordance with the Location and Survey Manual and all current accepted Location and Survey Automation procedures and also meet the designer's requirements.

The survey shall begin and end 500 feet beyond either end of the subject structure and extend down all side streets within the survey limits for a distance of 300 feet. The width of the Survey and DTM shall extend from apparent right of way to apparent right of way. The project alignments shall be established using the existing centerline of roads.

Track Profiles – The plans shall include a top of rail profile which extends at least one thousand (1000) feet beyond each side of the proposed structure. Top of rail elevations shall be collected at no less frequent than fifty (50) foot intervals. If a railroad bridge is encountered, the bridge shall be located using the railroad station at inside face of backwalls at both ends of the bridge along with elevations at each bent location. Data points shall be collected at switch points, milepost markers, other railroad signage, structures, and equipment, as well as at the center and each edge of all at-grade railroad crossings. Contact KCSR to obtain railroad stationing.

Permission of land owners shall be acquired by the Consultant before entering any property associated with this description.

All work shall be done in the English units of measurement, and no drainage map is required.

GEOTECHNICAL INVESTIGATION AND DESIGN SERVICES

The Consultant shall perform a geotechnical investigation consisting of soil borings, laboratory testing, optional cone penetrometer test (CPT) soundings, soil classification, site characterization, and soil boring logs. All services shall be provided in accordance with the latest version of the DOTD Geotechnical Design Manual (GDM).

The following GDM chapters are relevant to the work to be performed:

- Chapter 3 – Subsurface Investigation
- Chapter 4 – Laboratory Testing
- Chapter 15 – Geotechnical Reports

In addition to the referenced ASTM designations, refer to *FHWA Geotechnical Engineering Circular No. 5* (GEC 5) for best practices pertaining to geotechnical site characterization.

DOCUMENT REVIEW AND SITE INSPECTION

Collect all data that may be pertinent to the projects. This may include, but is not limited to, review of as-built plans, existing load rating reports, inspection reports, existing R/W, traffic data, parish maps, scaled aerial photos of site, DOTD roadway classification, Stage 0 Structural Site Surveys, alignment studies, and any other relevant and available information that would aid in providing the required submittals.

Conduct a field visit to the bridge sites, assess the site conditions (including environmental impacts, railroad impacts, utility relocation, r/w impacts, permit issues, possible roadway detour alternatives and length of detour, existing approach roadway section and geometry, etc.), and have a reasonable understanding of the current health and serviceability of the existing structures. It is not the intent of task no. 3 to provide a complete inspection of the bridge, rather the intention is to evaluate and confirm the types, magnitudes, and extents of needed repairs. Determine how the existing conditions might cause constructability issues and affect possible construction alternatives, such as phased bridge construction. Verify the findings of this field visit with the available bridge inspection and rating reports which will be made available upon award of the project. Get input on the project from the local DOTD District, stakeholders, and permitting agencies as necessary.

SITE INSPECTION REVIEW, ANALYSIS, AND ALTERNATIVE DEVELOPMENT

Thoroughly review and analyze all data collected and use the information to develop a complete understanding of the existing structure and the deficiencies that must be addressed.

- Determine types, magnitudes, and extents of needed repairs from site visit
- Analyze the site visit data and correlation with existing data
- Develop a summary of deficiencies to be addressed

DEVELOP AND EVALUATE REMEDIATION STRATEGIES

Develop various remediation strategies for all of the deficiencies that have been identified. The number of strategies developed for each deficiency shall vary as appropriate. Lane and bridge closures required for each strategy should also be considered.

- Develop remediation strategies and alternatives (where required)
- Evaluation lane / bridge closure / sequences for strategies and alternatives
- Develop preliminary costs for remediation strategies
- Develop a recommended remediation strategy for each deficiency

REMEDICATION STRATEGIES MEETING

The Consultant shall coordinate and schedule a meeting to discuss the remediation strategies. The Consultant shall present the findings and recommended remediation to DOTD for review and concurrence. The remediation strategies should be presented in the format of preliminary plan drawings (showing an existing condition and a repaired condition). A title sheet, general plan sheet identifying the locations of the repairs, typical section sheets, and any other sheets needed to convey relevant information should be provided.

- Develop a scope of work report which should include clear and complete descriptions of all required repairs and list remediation strategies and alternatives. Include the preliminary costs for remediation strategies. Include pictures and sketches (as required) of the structure's existing conditions.

PRELIMINARY PLAN DEVELOPMENT SERVICES

The Consultant shall develop preliminary plans for the recommended remediation along with all associated forms and reports. The Consultant shall provide preliminary plans for the project including, but not limited to, the following:

- Title Sheet
- Typical Section and Details
- Summary of Estimated Quantities
- Miscellaneous Details & General Notes
- Temporary Construction Signs, Suggested Sequence of Construction/Detour Route Signing
- Cross-Sections (Earthwork)
- Geometric Details
- Plan/Profile Sheets
- Construction Cost Estimate
- Bridge Sheets as outlined in the DOTD Bridge Design and Evaluation Manual

DELIVERABLES

- Proposed Schedule
- Bridge Design Criteria
- Scope of Work Report
- 60% Preliminary Plans
- 90% Preliminary Plans
- Plan-in-Hand Meeting Attendance
- 100% Preliminary Plans

- Transportation Management Plan
- Plan Constructability Review Form
- Preliminary Design Report
- Design Waivers or Design Exceptions (if required)
- Preliminary Construction Cost Estimate

The Consultant shall provide personnel to attend meetings with DOTD team members and appropriate agency stakeholders to facilitate development of the project or at the direction of the DOTD Project Manager.

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

Final Plan Development Services and Construction Support for Project No. H.012008 will be handled by Supplemental Agreement.

H.012009 – US 71: Market St Bridge Over ICG RR (HBI) PROJECT DESCRIPTION

This project is a bridge replacement project located on US 71 in Caddo Parish and crosses KCS Railroad. The existing structures are 585 foot long concrete I-beam bridges which were built in 1940. The two structures are to be removed and replaced with a single structure at this location.

TOPOGRAPHIC SURVEY SERVICES

A topographic survey shall be required along a portion of the existing route. A complete topographic survey including all utilities with depths and all drainage is required, along with finish floor elevations of all buildings that fall in the survey limits. This project shall be completed in accordance with the Location and Survey Manual and all current accepted Location and Survey Automation procedures and also meet the designer's requirements.

The survey shall begin and end 500 feet beyond either end of the subject structure and extend down all side streets within the survey limits for a distance of 300 feet. The width of the Survey and DTM shall extend from apparent right of way to apparent right of way.

Track Profiles – The plans shall include a top of rail profile which extends at least one thousand (1000) feet beyond each side of the proposed structure. Top of rail elevations shall be collected at no less frequent than fifty (50) foot intervals. If a railroad bridge is encountered, the bridge shall be located using the railroad station at inside face of backwalls at both ends of the bridge along with elevations at each bent location. Data points shall be collected at switch points, milepost markers, other railroad signage, structures, and equipment, as well as at the center and each edge of all at-grade railroad crossings. Contact KCSR to obtain railroad stationing.

Permission of land owners shall be acquired by the Consultant before entering any property associated with this description.

All work shall be done in the English units of measurement, and no drainage map is required.

GEOTECHNICAL INVESTIGATION AND DESIGN SERVICES

The Consultant shall perform a geotechnical investigation consisting of soil borings, laboratory testing, optional cone penetrometer test (CPT) soundings, soil classification, site characterization, and soil boring logs. In addition to the referenced ASTM designations, refer to *FHWA Geotechnical Engineering Circular No. 5* (GEC 5) for best practices pertaining to geotechnical site characterization.

SITE VISIT AND DOCUMENT REVIEW

Review the existing alignment study, as-built plans, existing load rating reports, inspection reports, existing R/W, traffic data, parish maps, scaled aerial photos of site, DOTD roadway classification, Stage 0 Structural Site Surveys, and any other relevant and available information that would aid in providing the required submittals.

Conduct a field visit to the bridge sites, assess the site conditions (including environmental impacts, railroad impacts, utility relocation, r/w impacts, permit issues, possible roadway detour alternatives and length of detour, existing approach roadway section and geometry, etc.), and have a reasonable understanding of the current health and serviceability of the existing structures. Determine how the existing conditions might cause constructability issues.

PRELIMINARY PLAN DEVELOPMENT SERVICES

The Consultant shall develop preliminary plans and all associated forms and reports. The Consultant shall provide preliminary plans for the project including, but not limited to, the following:

- Title Sheet
- Typical Section and Details
- Summary of Estimated Quantities
- Miscellaneous Details & General Notes
- Temporary Construction Signs, Suggested Sequence of Construction/Detour Route Signing
- Cross-Sections (Earthwork)
- Geometric Details
- Plan/Profile Sheets
- Construction Cost Estimate
- Bridge Sheets as outlined in the DOTD Bridge Design and Evaluation Manual

Deliverables

- Proposed Plan Development Schedule
- Bridge Design Criteria
- 60% Preliminary Plans
- 90% Preliminary Plans
- Plan-in-Hand Meeting Attendance
- 100% Preliminary Plans
- Transportation Management Plan Checklist
- Plan Constructability Review Form

- Preliminary Design Report
- Design Waivers or Design Exceptions (if required)
- Preliminary Construction Cost Estimate

The Consultant shall provide personnel to attend meetings with DOTD team members and appropriate agency stakeholders to facilitate development of the project or at the direction of the DOTD Project Manager.

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

Final Plan Development Services and Construction Support for Project No. H.012009 will be handled by Supplemental Agreement.

ELECTRONIC DELIVERABLES

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

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

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

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

- Upload (or check in) CAD plan deliverables to the discipline “Plans” folder
- Apply and maintain indexing attributes to CAD plans (and other deliverables as needed)
- Publish PDF format plan submittals in ProjectWise using automated publishing tools

- Digitally sign PDF format plan submittals in ProjectWise according to DOTD standards and procedures (Final Plans, Revisions and Change Orders). Signatures shall be applied in signature blocks provided with electronic seals and Title Sheets.

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

QC/QA POLICY

Modjeski and Masters' Team QC/QA policy is to meet or exceed the QC/QA requirements of the following documents, in addition to those described in this document.

1. AASHTO Standards – The American Association of State Highway Transportation Officials
2. AASHTO Highway Safety Manual
3. AASHTO – A Policy on Geometric Design of Highways and Streets
4. ASTM Standards
5. CyberSecurity Training
6. DOTD – Bridge Design and Evaluation Manual (BDEM)
7. DOTD – Complete Streets
8. DOTD – Construction Contract Administration Manual
9. DOTD – Consultant Contract Services Manual
10. DOTD – Hydraulics Manual
11. DOTD – Location and Survey Manual – REVISED OCTOBER 2023
12. DOTD – Addendum “A” to the Location & Survey Manual
13. DOTD – Louisiana Standard Specifications for Roads and Bridges
14. DOTD – Materials Sampling Manual
15. DOTD – Minimum Design Guidelines
16. DOTD – Off-System Highway Bridge Program Guidelines
17. DOTD – Pavement PRR Min Design Guidelines
18. DOTD – Roadway Design Procedures and Details Manual
19. DOTD – Stage 1 Planning/Environmental Manual of Standard Practice
20. DOTD – Testing Procedures Manual
21. DOTD – Traffic Engineering Manual
22. DOTD – Traffic Engineering Process and Report
23. DOTD – Traffic Signal Manual
24. e-CFR – Electronic Code of Federal Regulations (all applicable)
25. FHWA – Bridge Inspector’s Reference Manual (BIRM)
26. FHWA – Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)
27. National Electrical Safety Code (NESC)
28. LTRC – Local Public Agency Qualification Program: Construction, Engineering and Inspection course
29. NFPA 70 – National Electrical Code (NEC)
30. NEPA – National Environmental Policy Act
31. AASHTO LRFD Bridge Design Specifications
32. AASHTO LRFD Moveable Highway Bridge Design Specifications
33. AASHTO Manual for Bridge Evaluation
34. AASHTO Manual for Maintenance Inspection for Bridges
35. AASHTO Roadside Design Guide
36. AASHTO Standard Specifications for Structural Supports of Highway Signs, Luminaires, and Traffic Signals

37. AASHTO Standard Specifications for Transportation Materials and Methods of Sampling and Testing
38. AREMA Manual for Railway Engineering
39. CFR 23 National Bridge Inspection Standard
40. DOTD "A Guide to Constructing, Operating, and Maintaining Highway Lighting Systems"
41. DOTD Bridge Design Technical Memoranda
42. DOTD Environmental Impact Procedures (Vols. I-III)
43. DOTD Geotechnical Engineering Services Document
44. DOTD Guidelines for Bridge Rating and Evaluation
45. DOTD Maintenance Directives
46. FHWA Inspection of Fracture Critical Bridge Members
47. FHWA-IF-09-014 Load Rating Guidance and Examples for Bolted and Riveted Gusset Plates in Truss Bridges, February 2009

QC/QA requirements for bridge design and preparation of plans and specifications are described in detail in the LADOTD Bridge Design and Evaluation Manual and the LADOTD Bridge Design Section QC/QA, and these policies will be fully adhered to by all team members. This document is consistent with and complements the LADOTD Bridge Design and Evaluation Manual and the LADOTD Bridge Design Section QC/QA.

A Quality Assurance Certification will be provided at the completion of each task using the Department's QC/QA Certification Form (LADOTD BDEM Chapter 3, Appendix D) and Certification Form (LADOTD BDEM Chapter 3, Appendix I). See Attachments 5 and 3, respectively.

DEFINITIONS

Quality Control (QC): A process of applying systematic procedures to ensure accuracy and consistency during bridge design calculation, bridge inspections, analyses and ratings and their documentations. It includes procedures for checking the accuracy of the calculations and consistency of design drawings and rating reports, detecting and correcting design omissions and errors before the drawings and reports are finalized, and verifying the design and rating criteria have adequately been applied, and any past changes to the bridge have been considered. QC is to be applied to all stages of the bridge analysis, design and/or load rating, including plan and document reviews and rating related inspections and instrumentations. QC is to be applied also to verifying the specifications for the load-carrying members are adequate for the service and operations loads.

Quality Assurance (QA): A systematic process aimed to ensure that the quality control process was followed during the development of bridge design plans, specifications and bridge rating, inspection and instrumentation reports. It includes procedures of reviewing the work to ensure

that quality control is in place and effective in preventing mistakes and providing consistency in the development of bridge design plans, specifications and bridge rating reports.

Supervisor or Team Leader: Project Manager or task assignee, responsible for overseeing the project and the personnel assigned to the project.

Design Engineer: Engineer, licensed by the State of Louisiana as a professional engineer or certified as an engineering intern, directly responsible for the development of design calculations, reports, drawings and other related documents with a level of technical skills and experience commensurate with the complexity of the subject structure.

Detailer: Engineer or technician directly responsible for the creation and development of CAD drawings.

Design Checker: Engineer responsible for performing a full technical review of the bridge analyses, design/rating calculations, reports, drawings, specifications and cost estimate with a level of technical skills and experience commensurate with the complexity of the subject structure. If the information being checked was developed by an engineering intern, the design checker shall be an engineer licensed by the State of Louisiana as a professional engineer.

Detail Checker: Engineer or technician responsible for performing a full review of the CAD drawings ensuring that the drawings are in accordance with the design information and CAD standards.

Reviewer: Engineer, licensed by the State of Louisiana as a professional engineer, responsible for performing QA procedures for assuring that QA procedures have been performed as outlined in this policy and in accordance with LADOTD Bridge Design practices, policies and procedures. The Reviewer must have substantial technical skills and experience in the design/rating of similar structures and be independent of production.

Engineer of Record: The Engineer of Record, licensed by the State of Louisiana as a professional engineer, is responsible for the design shown on the plans and/or other deliverables and whose seal appears on the title sheet of the plans and/or deliverables. He typically ensures that the QC/QA certifications are signed by all parties, all design calculations and reports are included, and the names of all personnel are correctly shown.

Independent Technical Reviewer: Engineer who completes an independent review of the design calculations and is part of the consultant team. Independent Technical Reviewer must have experience reviewing tasks that meet or exceed those of the designer and or checker.

Peer Review: Engineering group with no prior involvement in the project, performing an independent check of the design calculations and results. Peer reviewers may not be employed by the same consultant.

RESPONSIBILITY AND AUTHORITY

Modjeski and Masters (M&M), as the Prime Consultant, will be fully responsible for QC/QA of their work as well as the work of all Sub-consultants. All project submittals will include a QC/QA certification that the submittals meet the requirements of the QC/QA plan document. The LADOTD shall not perform QC/QA of the consultant's work and the responsibilities of the LADOTD for consultant projects shall be limited to those listed in the LADOTD Bridge Design and Evaluation Manual.

The Principal-In-Charge (PIC) and Project Manager (PM) assigned to the Retainer will be responsible to ensure that the requirements of this QC/QA Plan are met by all members of the M&M Team. M&M will be assisted by one (1) Sub-consultants for this work:

Sub-Consultant	Services Provided
	Bridge, Road, Traffic, Environmental, Architectural
	Geotechnical
	Surveying

Principal-In-Charge (PIC) in consultation with the Project Manager (PM) will assign a Supervisor/Team Leader, Design Engineer, Detailer, Design Checker, Detail Checker and Reviewer to each task order, with a level of technical skills and experience commensurate with the complexity of the structures included.

A specific organizational structure will be developed for each task order outlining responsibilities for every role of the project. See Attachment 1 for the overall organization structure.

Sub-consultants are required to follow the same QC/QA Plan. Modjeski and Masters will assist the Sub-consultants with their QC/QA activities by:

- Meeting with each Sub-consultant to go over this QC/QA Plan and its implementation
- Conducting technical meetings
- Providing and coordinating technical assistance
- Providing training materials

- Developing checklists and standard forms specific to each task order
- Performing quality audits

QC/QA PROCESS CONTROLS

a. Project Initiation

During the initial identification and proposal phase of each task order the Principal-in-Charge (PIC) and Project Manager (PM) determine the personnel that will be assigned to the project and their responsibilities. When possible, these individuals will participate in the initial conceptualization of the project and manpower estimating, as these initial activities identify the path to project completion. Design tasks shall be assigned to engineers qualified by virtue of education and/or experience commensurate with the complexity of the subject project.

At the immediate initiation of the project, the PM will prepare a project schedule indicating the major milestone dates and deliverable dates on the project and, if required, submit it to the LADOTD for approval.

The staff assigned to the project will include an appropriate Supervisor/Team Leader, Design Engineer, Detailer, Design Checker, Detail Checker and Reviewer. Additional senior staff with experience related to the project will be assigned where appropriate. As additional staff joins the project, they will have a designated mentor among the senior staff to act as the first source for advice and counsel on technical and administrative matters. The technical scope of work contained in the Agreement will be made available to all individuals working on the project.

b. Project Design Criteria

Design criteria specific for each project will be developed by the PM prior to initiating the design process and will be submitted to the LADOTD for review and approval. Any design assumptions made or design exceptions obtained will be listed in the design criteria and referenced in the design calculations and drawings as appropriate. A design criteria checklist as developed by the LADOTD is included in Attachment 7.

c. Development of Designs and Plan Details

During the design phase, the design engineer will follow the design criteria established for the project. Bridge type, size and location will be developed first and approved by the PM prior to proceeding with the design of structural components. The design or rating calculations will be organized and maintained in a standard calculation book format. The calculation book checklist as developed by the LADOTD is included in Attachment 8. The design engineer will communicate and coordinate with the detailer and supervise the detailing work to ensure that the drawings adequately and accurately present the design information.

d. Quality Control of Designs and Plan Details

All work will be checked in order to minimize errors. If the design engineer is an engineer intern, the design checker will be a professional engineer registered in the State of Louisiana. The design checker will verify the accuracy of the designer's calculations, pay items, quantities, special provisions including Non-Standard Items, and cost estimate and will also ensure that the drawings adequately and accurately present the design information. The designer's calculations are considered the calculations of record and will be updated to correct any errors or omissions discovered by the design checker.

The detail checker will ensure that the drawings are in accordance with the design information and CAD standards. In addition, all dimensions and quantity calculations will be verified.

After the completion of the design and detail check (which shall be completed no later than the 95% Final Plans stage), the designer will prepare and provide to the Reviewer a QA information package which includes the following:

- QA information package check list (see Attachment 9)
- Calculation Book(s)
- Plans
- Special provisions including Non-Standard Items
- Cost Estimate
- Any other relevant documents (checklists, review comments, etc.)

e. Quality Assurance of Designs and Plan Details by the Reviewer

The Reviewer for M&M will perform a cursory review of all documents in the QA information package focusing on the following items:

- Constructability of the Plan Details
- Areas of Critical Importance
- Areas where mistakes are typically found
- Areas that are new to the design practice

After all issues discovered during the QA process are rectified, the design calculations, plan details, special provisions and cost estimate shall be considered as final and the QC/QA certification (see Attachment 5) shall be signed by the designer, design checker, detailer, detail checker, and reviewer.

f. Peer Review

When requested by the LADOTD Bridge Design Engineer Administrator, M&M will conduct peer reviews by team members or engage the services of a Sub-consultant licensed by the State of

Louisiana as a professional engineer to perform a peer review. The Sub-consultant chosen for the peer review will have no prior involvement in the project but will have substantial experience in the design of similar structures. All peer review comments will be submitted to the LADOTD and the design team for evaluation and resolution. All resolutions agreed upon by the designer, peer reviewer and the LADOTD will be incorporated into the final design. A Peer Review Resolution agreement (see Attachment 10) will be signed by the peer reviewer, the PM and an LADOTD representative.

g. Sealing of Design Calculation Book and Plans by the Engineer of Record (EOR)

In addition to the previously defined requirements for the Engineer of Record, the Engineer of Record shall be responsible for the following tasks:

- Ensure the QC/QA certification is signed by all responsible parties.
- Ensure the geotechnical design information shown on the plans is co-stamped by a Geotechnical Engineer and the hydraulic information shown on bridge plans is co-stamped by a Hydraulic Engineer. When more than one engineering stamp is required on a sheet, the responsibilities for each engineering stamp shall be clearly defined.
- Assemble design calculations from all designers including the final geotechnical analysis report and the hydraulic report from the geotechnical engineer and the hydraulic engineer, finalize the calculation book, and seal the cover sheet of the calculation book.
- Ensure the names of the designer, design checker, detailer, detail checker, and reviewer are correctly shown on the title block of each plan sheet.
- Stamp all plan sheets or designate a designer, design checker, or reviewer who shall be licensed by the State of Louisiana as a professional engineer to stamp the sheets developed under their supervision.
- The EOR must stamp the general notes sheets.
- Ensure all special provisions are accurately shown on the construction proposal. The special provisions are typically stamped by the Specification Engineer as part of the construction proposal; however, if the Specification Engineer is not qualified or not willing to stamp the special provisions, the EOR will stamp these provisions.
- Archiving all bridge design files including calculation books, plans, special provisions, cost estimate and other pertinent documents in accordance with the LADOTD Bridge Design Section records retention policy.

h. QC/QA for Design Activities after Final Plans are Signed by the Chief Engineer

The same QC/QA process above shall be applied to all design activities such as plan revisions, change orders, etc. occurring after the final plans are signed by the Chief Engineer.

i. Archiving Bridge Design Files

The PM will deliver all bridge design files to the LADOTD Bridge Task Manager no later than

30 calendar days after the stamped final plans are delivered. Any revisions made to these documents due to plan revisions and change orders will be delivered with the signed plan revisions or change order sheets. The final calculation book and other final design documents for all projects including in-house and consultant projects will be uploaded to the archiving location designated in the record retention policy within 30 calendar days after the stamped final plans are delivered.

j. Project Monitoring and Coordination

The PM will monitor the state of the project's progress, any unique technical issues that need to be resolved, and anticipated needs for increased or decreased staffing and report to the PIC.

The PM will be responsible to see that M&M internal minutes are kept at meetings with the LADOTD, Sub-consultants, and in-house project meetings. All the technical information in the minutes will be made available to all individuals working on the project. Where action is required, an individual will be identified as having been assigned that responsibility and a place shall be provided for the PM to indicate when that action has been completed.

All telephone contacts with the LADOTD, fellow design team members or Sub-consultants which lead to decisions or assignments will be recorded on a telephone log sheet. The telephone log sheet will be circulated to all individuals involved, and will become part of the correspondence file for the project (See Attachment 2 for an example telephone log). The log's project title and task order number will be edited as required for each project.

The PM will be responsible for establishing and maintaining a task list, which will identify the anticipated tasks, the team leaders, design engineers, detailers, design checkers, detail checkers and reviewers.

The PIC and the PM are responsible for being current with the project as it develops and for resolving all comments made by the LADOTD and document the resolution.

The PM, or his/her discipline reviewer designee, is responsible for overall quality assurance of the project deliverables.

All calculations and reports, which become superseded during the course of the project, will be clearly identified as being superseded and will be filed separately from the current work. Superseded work will not be discarded until the end of the project.

State-of-the-art computer hardware and software will be used to monitor and track the project development process. The software packages to be used are Microsoft Excel and Deltek Vision.

k. Communication Plan

All project team communication will flow through the PM or his/her team leader designee. This includes all communication with the LADOTD and Sub-consultants.

The methods of communication to be used, listed in order of decreasing preference, include: face to face (not feasible in many cases), telephone, e-mail, express mail and regular mail.

l. Bridge Related Inspections and Instrumentations

All field activities will be conducted by certified inspectors and will be supervised by a Registered Professional Engineer. The PM will identify one member of a field party to serve as a Safety Officer. It will be the Safety Officer's responsibility to:

- Identify local emergency services prior to the start of field work
- Review inspection and field safety requirements of the client, OSHA and Modjeski and Masters, Inc. with the field crew prior to the start of work,
- Verify that safety equipment is being properly used, and
- Supervise any accident reporting that may be necessary.

All field activities will be summarized in a report. Depending on the type of project, this report may be a memorandum to the files or a formal report to be submitted to a client. All reports will contain sufficient descriptions, measurements, sketches, or photographs to document conditions found and will undergo QC/QA reviews.

m. Construction Support Phase

All design activities in the construction support phase will also adhere to the requirements and policies described in this document. These activities include but are not limited to the following:

- Providing responses to Requests for Information (RFI)
- Reviewing Shop Drawings
- Development of Plan Changes/Change Orders

M&M will ensure timely responses to RFIs submitted by the Contractor and/or the LADOTD. M&M will also ensure that the design engineers and/or design checkers from the design phase will participate in the RFI response process.

M&M will ensure that the design engineers and/or design checkers from the design phase will participate in the shop drawing review process. Shop drawings will be reviewed to ensure compliance with design details and project requirements included in the plan drawings. M&M will also review the submitted shop drawings for compliance with the requirements set forth in

the Louisiana Standard Specifications for Roads and Bridges. All comments will be returned to the Contractor for agreement, resolution and drawing revisions. Stamps to be applied to shop drawings during the intermediate and final review will adhere to the policies set forth in Bridge Design Technical Memorandum No. 75 and the Louisiana Standard Specifications for Roads and Bridges, Latest Edition.

M&M will also distribute the final shop drawings according to the distribution list provided by the LADOTD Project Manager or LADOTD Bridge Task Manager. Shop drawing distribution letters as provided in BDTM.75 will be used for each distribution.

Plan changes will adhere to all requirements and policies set forth in this document including the CAD Standards and Electronic Deliverables Policy.

SUB-CONSULTANTS

The Sub-consultants for a given task order and their general responsibilities under the contract are to be listed in Attachment 4 of this document.

Upon receipt of Notice-To-Proceed from the LADOTD, the PM will provide and confirm with each Sub-consultant, the scope of services and upper budget limit for the work. Invoicing procedures will be provided to expedite the billing process.

Each Sub-consultant will be asked to provide monthly status reports, which will include a summary of the progress to-date, and which will identify any issues encountered with its work during the period, any decisions or information from M&M that is delaying completion of its work, and the anticipated work for the next reporting period. Each Sub-consultant will be asked to provide interim results of their work, so that M&M can assess the information completed to-date, and either confirm that the task is being completed as scoped, or make the necessary adjustments to ensure that the work is being performed as scoped. All results provided by the Sub-consultants will be reviewed by the appropriate M&M staff prior to the information being used for preparation of deliverables to the LADOTD.

Internal team meetings will be held on a routine basis, and may or may not include all Team members, depending on the major tasks underway at that point in the schedule. Meeting minutes will be recorded and distributed by M&M to the Sub-consultants as deemed appropriate.

Information provided by the LADOTD will be assessed by M&M, and forwarded to the Sub-consultant as necessary for information and action.

ELECTRONIC DELIVERABLES

M&M will produce all electronic deliverables in conformance with the DOTD Software and Deliverables Standards for Electronic Plans document (see Attachment 11). In addition, M&M will ensure that all Sub-consultants submit their electronic deliverables in conformance with the same standards.

M&M and all Sub-consultants will upload or check-in electronic deliverables directly into the LADOTD ProjectWise repository at each plan delivery milestone. In addition, M&M will perform the following operations at each milestone:

- Upload or check in CAD plan deliverables to the discipline “Plans” folder
- Apply and maintain indexing attributes to CAD plans (and other deliverables as needed)
- Publish to PDF format plan submittals in ProjectWise using automated publishing tools
- Digitally sign PDF format plan submittals in ProjectWise according to LADOTD standards and procedures. Signatures will be applied in the appropriate signature blocks with electronic seals and Title Sheets.
- Provide ControlCAD reports in ProjectWise and utilize these reports to correct indexing attributes and CAD standards of all electronic .DGN files.

M&M will apply patches to CAD Standard Resources and install updates to software as needed. In addition, M&M will install major updates to software versions and CAD Standard Resources in a timely manner or as directed by the LADOTD.

IDENTIFYING NON-CONFORMING WORK

The Project Manager or his/her designee will monitor day-to-day activities of the Design Team to confirm that the work is being performed as described in the scope of services and maintains the quality level expectations for the project, and it is within the established budget constraints. Discipline team leaders and reviewers will conduct quality control reviews at regularly scheduled intervals between and up to major milestone submissions throughout the course of the project. The schedule for these reviews will be established at the beginning of each major phase of the project by the Project Manager and the quality assurance reviewers based upon the agreed upon task schedule. Regular staff meetings will be held to discuss interim results, and to quickly identify work that may be considered non-conforming to the requirements of the project. Meeting minutes will indicate the extent of the non-conforming work, and action taken to correct the work and prevent re-occurrence for the remainder of the project. The impact of any non-conforming work on external parties will be assessed, and affected parties will be notified as required. Corrected information will be provided to the affected parties as soon as practical. The results of non-conforming work will be sent to a “dead” file, and disposed of at the completion of the project. With day-to-day monitoring of activities, and

regular staff meetings, the potential for, and associated costs of, non-conforming work will be minimized.

M&M's Sub-consultants will also be asked to monitor their activities for non-conforming work in a similar fashion, either identified internally, or through reviews of their work by M&M.

SCHEDULES / DELIVERY DATES / BUDGETS

The Project Manager will establish accounting phase codes for the project that follow the task designations included in the technical and price proposal. The associated budget for each phase based on negotiated man-hours will also be developed. Task codes will be established for each subtask within a particular designated proposal task. This information is then provided to the Accounting Department in order to track project man-hours used and job costs.

In addition, when deemed expedient by the Project Manager, project specific progress spreadsheets will be used to monitor efforts, and provide a second weekly means to track progress and project percent complete.

Quality assurance reviews will be conducted at regular intervals within each major phase of the project. Milestone submission dates will be used to develop the quality assurance review schedule to provide quality deliverables, and to ensure that sufficient time is included to perform the review, as well as permit the design team to respond and/or correct non-conforming work without compromising the overall submission schedule.

M&M will provide a project schedule to the LADOTD for record that identifies key deliverables and their milestone dates. This schedule will conform to the milestone dates established by the LADOTD at the project's start unless a revised schedule has been agreed upon by the LADOTD subsequent to the project start date. The schedule will be updated on a monthly basis to confirm that the project is proceeding as originally anticipated.

In the event a task order falls behind the projected schedule, an assessment will be made by the Project Manager or his designee on how to correct the issue. Potential corrective actions will include more staff added to the task, re-assignment of more specialized staff to the task, or perhaps a re-assessment of the schedule to determine if adjustments can be made to accommodate the delay in the task under concern, without impacting future project milestones.

ADMINISTRATIVE QUALITY MANGEMENT PROCEDURES

The PIC and PM are responsible for the preparation of the technical and price proposals for the project, including both the original agreement and subsequent supplements/work orders. The PIC will review all proposals prior to submission to the LADOTD. A copy of the executed

agreement(s) is kept on file in the Accounting Department. This file is readily available to management staff.

Estimation of percent completion and invoice costs will be performed by the PM, with assistance from the discipline team leaders. Using project specific progress tracking spreadsheets, and input from senior staff on completion of work for the various tasks performed for the period under consideration, a project percent complete will be established. This information will be compared against the projected percent complete per the design schedule at that time to determine if the project is on or ahead of schedule, or what corrective actions are necessary to get back on schedule.

DOCUMENT CONTROL

a. Input

Project specific files are to be established at the beginning of the project. Information is to be filed using the project number as the primary element followed by numerals set up for the project (for example 3000-1 with 3000 being the job number and the numeral 1 being general correspondence and so on) or in accordance with a file numbering system established by the LADOTD.

Information received by the PM is assessed and a copy forwarded to appropriate staff primarily responsible for the task. All senior staff will be provided with the file copy for review and information purposes, in order to keep them aware of associated tasks being performed in conjunction with their work. Electronic documents, including e-mail, are kept on our secure server that all staff can access using the same file naming convention.

All staff will be provided access to current design codes, and addendums which are provided by the Firm when available. Staff will be notified of project specific design criteria and standards, either at staff meetings, or by receipt of memorandum, or by e-mail.

Comments received from the LADOTD or Sub-consultants are reviewed by the PM or his designee, and the appropriate staff made aware of the comments for their response. If a date of response is not included with the comment document, the Project Manager will establish a date, and follow-up with the appropriate staff to make certain that resolution is occurring in a timely manner. The PM will provide M&M's response to the LADOTD and await a follow-up reply.

b. Output

The PM or his designee will confirm that the design staff have been supplied and are using the most current project information, project specific design criteria, design specifications and standards during the course of the project. Staff will be notified either through face-to-face

meetings, inter-office mail or electronic mail of updates to information/specifications/criteria that will impact their work.

Quality assurance reviews will be conducted to confirm that the assigned project staff is using the correct project information, design criteria, specifications and standards for completion of their work.

TECHNICAL QUALITY MANAGEMENT PROCEDURES

Specific design procedures for this QC/QA Plan include the following:

- The PM or his team leader designee will identify the design criteria established for each task order, and ensure that the staff is kept updated on any changes or additions to the criteria as the project progresses. Project specific exceptions to standard design specifications discussed with the LADOTD will be documented. Reports and technical documents will be reviewed by the PM or his team leader designee to confirm that the results and/or recommendations utilize the current criteria. Reports and documents will be provided to the quality assurance reviewer to assess the results and recommendations of the design team.
- Continuing training is part of M&M's culture. M&M Design Engineers are constantly being trained by the more senior staff and by attending relevant courses and conferences, and these efforts shall continue. The training materials and references collected are readily available in the office, and will also be made available to the Sub-consultants.
- Design Engineers shall perform self-checking as the work progresses using in-house developed self-checking guidelines. They shall also perform cross checking as needed as the work progresses, when any team member is unsure of the results.
- Design engineers shall provide calculations for formal checking that include assumptions, design criteria and all reference material used to develop the calculations. Calculations shall be in a neat and orderly format. Individual sheet (or sheets) considered as trial designs, or no longer valid, shall be marked to prevent checking of preliminary or superseded work. All formal design calculation sheets will be checked, initialed and dated by the originator and the checker. The quality assurance reviewer will confirm that the established checking procedures and Quality Review Color Codes contained in Attachment 6 have been followed, and that the calculations are complete.
- Any and all LADOTD approved computer programs to be used for a project will have been checked independently by M&M as part of the approval process. Program input is checked to confirm that the appropriate geometry, section properties and material properties have been used, and the output assessed to make certain that the results are trending in the

right direction, based on both the current project, as well as past experience, prior to the results being used to complete the design. It is of utmost importance that the designer understands when computer results are reasonable. Checks are made using hand calculations or different computer programs used in parallel. Two engineers working in parallel may be needed when using software that requires a high degree of accuracy and detail. Spreadsheets are checked to confirm that the appropriate design criteria and specifications are being utilized, and that the results of the analysis programs are being transferred correctly and appropriate load factors are being applied.

- Drawings for the design will be developed by qualified technicians and reviewed and checked by engineers or qualified technicians and will meet the requirements of the LADOTD. Drawings will be initialed and/or signed, as applicable, by the originator and the checker. Drawings marked up with changes and/or corrections resulting from the review process are returned to the designer for action. Upon completion of the revisions, the team leader will compare the revised drawings with the marked up review drawings to ensure that all comments have been incorporated into the plans. The completed drawings and mark up's will be provided to the quality assurance reviewer to confirm that the necessary corrections have been completed, the Quality Review Color Codes contained in Attachment 6 have been followed, as well as assess the drawings for overall completeness and clarity.
- Special provisions for non-standard items will be reviewed by the PM or discipline lead for clarity, as well as consistency with the contract plans. Conformance to the LADOTD's standard specifications (content and format) will also be checked. The quality assurance reviewer will assess the special provisions for completeness and compatibility with contract plans.
- Construction cost estimates will be developed based on estimated quantities for the various pay items associated with the design and in accordance with the LADOTD's requirements. An in-house cost estimate will be determined based on M&M plan details. In addition, industry experts (suppliers, fabricators and contractors) may be consulted in development of the estimates. Current bid price (averages) and similar recently bid and/or completed projects will also be reviewed to confirm that the estimate is reasonable. The PM will review the information used to create the cost estimate. The completed cost estimate will be provided to the quality assurance reviewer to assess if the costs appear reasonable for the work included in the contract plans and specifications.
- The PM or a qualified reviewer designee will review all calculations, drawings and specifications to determine that work is being completed in accordance with applicable specifications and the requirements of the LADOTD. This is not to be a number-by-number, line-by-line review, but is to be sufficiently in-depth to identify significant shortcomings in content or presentation, and to determine that the intent of design specifications is being met. This review also includes checking the constructability of the project.

- Completed LADOTD quality assurance certification forms will be submitted for the project. A copy of the certification forms are attached (see Attachments 3 and 5.)
- The PM will be responsible to determine that the project is successfully and completely finalized. This will include:
 - the filing and indexing of design calculations and record copies of drawings,
 - confirmation that the correspondence file and accounting files are in their proper locations,
 - confirmation of the delivery of all required drawings, calculations, reports, correspondence and other documentation to the LADOTD., and
 - confirmation that quality assurance records and certification forms have been filed.
- Records will include the following items:
 - non-conformance and corrective action reports
 - drawings, procedures and the QA/QC plan
 - design input, output and verification
 - certification records
- All files, storage boxes or other containers shall be clearly identified with the proper name of the project, the colloquial name, if applicable, the year completed, the LADOTD's project identification number and M&M's project number. These will be transmitted to the LADOTD if required. The accounting office will be notified that the project is complete and that final invoicing may take place.

INTERNAL QUALITY AUDITING

An internal QA audit schedule for each project will be developed. The schedule will be a function of the length of the Task order; shorter task orders will require more frequent audits versus longer projects. Individuals named by the PIC will be performing quality assurance reviews, and will be primarily responsible for confirming that the QC/QA plan is being implemented by the PM on the project. The results of these quality assurance audits will be provided to the PM. If any deficiencies are noted, the PM will be responsible for taking corrective action, follow-up and providing documentation of the actions taken.

Frequency of review meetings for the following items is anticipated to be as follows:

- Schedules – monthly
- Scope – monthly
- Budget – monthly
- Team organization adjustments – bi-weekly (max), or as needed by the project schedule
- Approvals – as needed
- Coordination – at the discretion of the Design Team

During the course of the project, periodic reviews of the policies and procedures in QC/QA Plan will be reviewed by the PM and the quality assurance reviewers to ensure usability and compatibility with interfacing procedures.

Assigned project staff and new staff as they are assigned to the project will be made aware of the specific QA/QC controls established for the project by the PM or his designee. Senior staff will mentor new staff on policies and procedures used to ensure a quality deliverable. The quality assurance reviewers will also monitor the staff to confirm that the quality management plan has been properly communicated to the assigned staff, and that modifications to the plan are communicated to all staff throughout the course of the project.

EXTERNAL AUDITS

M&M will accommodate and facilitate LADOTD audits at various times throughout the duration of the project if required.

QC/QA CERTIFICATION

At the end of each project the Department's QC/QA Certification Form (LADOTD BDEM Chapter 3, Appendix D) will be completed and submitted along with the Certification Form (LADOTD BDEM Chapter 3, Appendix I). See Attachments 5 and 3 respectively.

ATTACHMENT 1 - QUALITY CONTROL / QUALITY ASSURANCE PLAN
ORGANIZATION CHART



ATTACHMENT 2 – TELEPHONE LOG



TELEPHONE LOG

DATE:	TIME:	☐	URGENT	☐	OUTGOING CALL
		☐	INCOMING CALL	☐	RETURNING YOUR CALL
YOUR NAME:					
CALLER/PERSON CALLED:					
PHONE NO:					
PN: XXXX					
PROJECT: XXXXXX Bridge Task Order #: XXXXXXXX					
SUBJECT DISCUSSED			ACTIONS TO BE TAKEN		

ATTACHMENT 3 – CERTIFICATION FORM

Appendix I

Consultant Submittal QC/QA Certification

Project No.:

Project Name:

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

Submittal Description

Supervisor or Team Leader Name

Signature

Date

ATTACHMENT 4 – LIST OF SUB-CONSULTANTS AND FUNCTION

Sub-Consultant	Services Provided
 Stantec	Bridge, Road, Traffic, Environmental, Architectural
 Terracon	Geotechnical
 SURVEY. DESIGN. BUILD. SUCCEED.	Surveying

ATTACHMENT 5 – QC-QA CERTIFICATION

Appendix D QC/QA Certification

Project No.:

Project Name:

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

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

ATTACHMENT 6 – QUALITY REVIEW COLOR CODE

Color-Coding System

Procedure: The color-coding system below is to be used with the QC/QA procedures outlined in this document for checking calculations and software models.

Checker Color-Key for Comments:

Yellow = Agree / No Action Required

Blue = Question / Discuss

Red = Disagree / Action Required

Originator Color-Key for Responses:

Green = Agreed and Updated Per Checker Comment

Orange = Disagreed and Did Not Update / Needs Additional Discussion / New Information for Checker to Review

ATTACHMENT 7 – EXAMPLE OF DESIGN CRITERIA CHECKLIST

(This is an illustrative example as provided by the LADOTD. Specific checklists and forms will be developed for each bridge type and task order)

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

— **Cover sheet**

The following information must be included on the cover sheet:

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

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

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

— **Design Assumptions and Design Exceptions**

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

— **General Information**

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

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

— **Hydraulic Design Criteria**

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

— **Design Factors**

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

— **Design Loads**

All design loads (dead load, live load, wind load, thermal loads, vessel collision loads, seismic load, wave loads, etc.) used for the project shall be included in this section.

— **Limit States**

All applicable limit states for this project shall be listed in this section.

— **Bridge Barrier**

The design criteria, types, and test levels for bridge barriers shall be listed in this section. Standard plans and special details should be listed if they are utilized.

— **Guardrail**

The design criteria, types, and test levels for guardrails shall be listed in this section. Standard plans and special details should be listed if they are utilized.

— **Approach Slab**

Design criteria for approach slab shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Deck and Deck Drainage**

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

— **Bearing**

All bearing types and design criteria for each bearing type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Joint**

All joint types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Superstructure**

All superstructure types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Substructure**

All substructure types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Piles and Drilled Shafts**

All pile types, sizes, and structural design criteria shall be included in this section. Standard plans and special details should be listed if they are utilized.

- **Geotechnical Design**
All geotechnical design criteria shall be included in this section and the information shall be provided by the Geotechnical Engineer. Standard plans and special details should be listed if they are utilized.
- **Mechanical Design**
All mechanical design criteria shall be included in this section if applicable. Standard plans and special details should be listed if they are utilized.
- **Electrical/Lighting Design**
All electrical design criteria shall be included in this section if applicable. Standard plans and special details should be listed if they are utilized.
- **As-Designed Bridge Rating Criteria**
All as-designed bridge rating criteria shall be included in this section.
- **Software**
All software used for design and check shall be included in this section.

ATTACHMENT 8 – FINAL CALCULATION BOOK CHECKLIST

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

— **Cover Sheet**

The following information must be included on the cover sheet:

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

— **Final Calculation Book Check List**

— **QC/QA Certifications**

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

— **Design Criteria**

— **Photometric Analysis Report**

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

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

— **Electrical Design Calculations**

— **Superstructure Design Calculations**

— **Substructure Design Calculations**

— **Quantity Calculations**

— **Special Provisions/NS-Items**

— **Construction Cost Estimate**

— **As-Designed Rating Report**

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

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

— **A PDF File of the Calculation Book (Including the As-Designed Rating Report)**

— **All Electronic Design Files**

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

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

ATTACHMENT 9 – QUALITY ASSURANCE INFORMATION PACKAGE CHECKLIST

Project No.:

Project Description:

Calculation Book

Plans

Special Provisions

Cost Estimate

Other Documents _____

ATTACHMENT 10 – PEER REVIEW RESOLUTION AGREEMENT

Project No.:

Project:

Name:

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

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

ATTACHMENT 11 – LADOTD SOFTWARE AND DELIVERABLES STANDARDS FOR ELECTRONIC PLANS

LaDOTD Software and Deliverable Standards for Electronic Plans				
Revised May 2018				
Function	LaDOTD Software Standards	Consultant Software Standards	Deliverables	Comments
CAD Drafting	Bentley MicroStation V8i V8.11.07.443 (SS2) or V8.11.09.832 (SS4)	Bentley MicroStation V8i V8.11.07.443 (SS2) or V8.11.09.832 (SS4)	MicroStation DGN	Consultants must upload MicroStation plan submittals directly into the ProjectWise discipline "Plans" folder.
CAD Standards Management	Altiva CADconform V8.00.70 (MicroStation)	Altiva CADconform V8.00.70 (MicroStation)	MicroStation DGN (with valid CADconform certification stamp)	Certify the DGN files as DOTD CAD Standard Compliant (indicated by valid compliance stamp) using CADconform running on MicroStation.
CAD Standards Quality Authentication	Altiva DMSconform "Check CAD Standards" (Administered by LaDOTD in ProjectWise)	Altiva DMSconform "Check CAD Standards" (Administered by LaDOTD in ProjectWise)	Approved ControlCAD Microsoft Excel report	- DOTD reviewers use the DMSconform "Check CAD Standards" function to check for valid CADconform certification stamps and for several other compliance factors. - Status reports must reflect 100% compliance by 60% Final Plans (or sooner if specified by the Project Manager). - Substandard deliverables must be approved and documented (as to reason) by the Project Manager.
CAD Attributes Quality Authentication	Altiva DMSconform "Check Attributes" (Administered by LaDOTD in ProjectWise)	DMSconform "Check Attributes" (Administered by LaDOTD in ProjectWise)	Approved ControlCAD Microsoft Excel report	- DOTD reviewers use the DMSconform "Check Attributes" function to check for completed indexing attribute values. - Status reports must reflect 100% compliance by 60% Final Plans (or sooner if specified by the Project Manager). - Substandard deliverables must be approved and documented (as to reason) by the Project Manager.
CAD Plotting	Bentley ProjectWise InterPlot Organizer V8i V8.11.11.XX (SS4)	Bentley ProjectWise InterPlot Organizer V8i V8.11.11.XX (SS4)	Paper format drawings (InterPlot can also be used to create PDFs)	Full Size Submittals: Full size submittal sheets shall have an outside edge measuring 22" X 34". Provide a 0.50" margin on the top, bottom and right hand side of the sheet and a 2" margin on the left hand side of the sheet. Half Size Submittals: Half size submittal sheets shall have an outside edge measuring 11" X 17". Drawings shall be an exact 50% reduction of the full size scale drawing. Provide a 0.25" margin on the top, bottom and right hand side of the sheet and a 1" margin on the left hand side of the sheet. Letter Size Submittals: Letter size submittal sheets shall have an outside edge measuring 8.5" X 11".
Electronic Plans Publishing	Bentley Publish to PDF (Integrated with ProjectWise)	Bentley Publish to PDF (Integrated with ProjectWise)	PDF drawings in ProjectWise	- PDF format drawings are the formal electronic deliverable. - Consultants must import (managed refresh) MicroStation format drawings into the appropriate ProjectWise discipline "Plans" folder for each plan delivery milestone in order to be able to publish PDF plan submittals. - A MSI setup file is needed to use the Publish to PDF tool. ProjectWise External PDF Publishing Downloads For Consultants
Road Design	Bentley InRoads V8i V8.11.07.615 (SS2)	Bentley InRoads V8i V8.11.07.615 (SS2)	InRoads DGN graphics, ALG, DTM	- DOTD only allows InRoads that runs on the MicroStation platform. - InRoads SS4 and OpenRoads Designer are not supported at this time.
Hydraulic Design Drafting (Optional)	Bentley InRoads Storm & Sanitary V8i V8.11.07.615 (SS2)	Bentley InRoads Storm & Sanitary V8i V8.11.07.615 (SS2)	Hydraulics DGN Graphics	- Bentley Storm and Sanitary is recommended for generating graphics only. - DOTD only allows InRoads Storm & Sanitary that runs on the MicroStation platform. - The current design standard is HYDR, which is used to check hydraulic designs.
Electronic Survey	Bentley InRoads Survey V8i V8.11.07.615 (SS2)	Bentley InRoads Survey V8i V8.11.07.615 (SS2)	Survey DGN Graphics, FWD, DTM, ALG, TXT	- Any data collection tool and method that produces the required deliverable content and accuracy are acceptable. - DOTD feature codes must be used during data collection to enable output of CAD survey graphics and associated Tag Data. - DOTD only allows InRoads Survey that runs on the MicroStation platform.
PDF Plan Reader	Adobe Acrobat Reader	Adobe Acrobat Reader	N/A	
Digital Signatures	N/A (New Process in Development)	N/A (New Process in Development)	N/A (New Process in Development)	N/A (New Process in Development)
Collaboration Platform	Bentley ProjectWise Explorer V8i V8.11.11.XXX (SS4)	Bentley ProjectWise Explorer V8i V8.11.11.XXX (SS4)	Project plans and associated documents	- Consultants are required to manage their plan submittals within DOTD's ProjectWise system. - Use the managed Export-Export (Locks File) and managed Import functions to manage CAD development between PDF submittals. This prevents unauthorized changes and loss of attribute indexing. - The ProjectWise Explorer application is provided free of charge for consultants working on LA DOTD projects. The Bentley Passport License required to run ProjectWise will be the Consultant's responsibility to purchase.
Software versions posted herein are the latest supported version as of this document publishing. We will seek to keep this document as up to date as possible as we move forward.				
Contact Ryan Felder at ryan.felder@la.gov (225-379-1366) for general information and assistance regarding LaDOTD electronic standards, ProjectWise workflow and electronic plan delivery, authentication and publishing.				
Contact David Ringuette at david.ringuette@la.gov (or call 225-379-1880) for general information and assistance regarding ProjectWise, PDF publishing setup.				
Browse to http://www.dotd.la.gov and then select Doing Business with LaDOTD > Electronic Standards for Plans for links to all DOTD electronic standards and software downloads.				
Browse to http://www.altivasoft.com/downloads/CADconform for the latest CADconform software downloads and related CADOS platform compatibility information.				
Contact support@altivasoft.com (or call 281-295-2254) for information and assistance regarding installation of LaDOTD CAD Resources and Altiva CADconform software.				
Contact Altiva Software to purchase CADconform. Contact Bentley Systems to purchase MicroStation, ProjectWise InterPlot Organizer and InRoads products.				

Louisiana Department of Transportation and Development

Bridge Design Section

Pre-Approved Software List

Updated: June 4, 2025

Developer	Website	Software Name	Production Version
AASHTO, Inc.	https://www.aashtoware.org/	AASHTOWare Bridge Design	7.6.1
AASHTO, Inc.	https://www.aashtoware.org/	AASHTOWare Bridge Rating	7.6.1
AASHTO, Inc.	https://www.aashtoware.org/	AASHTOWare PS Design Tool	7.6.1
AASHTO, Inc.	https://www.aashtoware.org/	AASHTOWare Steel Design Tool	7.6.1
Acuity Brands Lighting, Inc.	https://www.visual-3d.com/	Visual	2020 R2
AutoDesk	https://www.autodesk.com/	AutoCAD LT	AutoCAD LT 2024
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	LEAP Bridge Concrete	22.0.4.24
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	LEAP Bridge Steel	22.0.4.24
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	Microstation Connect Edition	10.16.00.080
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	Microstation v8i	08.11.09.883
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	Open Roads Designer	10.10.13
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	OpenBridge Designer	10.10.1.73
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	OpenBridge Modeler	10.12.183
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	RM Bridge	11.16.031
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	STAAD	22.12.00.142
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	STAAD Beava	22.12.00.142
Bentley Systems, Inc.	https://softwaredownloads.bentley.com/en/	STAAD Section Wizard	22.12.00.142
Bridge Software Institute	http://bsi-web.ce.ufl.edu	FB-Pier	v5.8.31
Computers and Structures, Inc.	https://www.csiamerica.com/	CSiBridge	CSiBridge 2016 v1820
Computers and Structures, Inc.	https://www.csiamerica.com/	CSiCOL	CSiCol 9 v901
Computers and Structures, Inc.	https://www.csiamerica.com/	SAP 2000	SAP 2000 v1820
CSI, Ltd.	https://www.csi-europe.com/	DDM	DDM 2023
Elite Software	https://www.elitesoft.com/	CHVAC 8	CHVAC 8
Ensoft, Inc.	https://www.ensoftinc.com/	L-Pile	2022-09
Finite Element Analysis, Ltd.	https://www.lusas.com/	LUSAS	LUSAS 19.1-3
Informer Technologies, Inc.	https://powergear.software.informer.com/	Power Gear	4.0.64
LARSA, Inc.	https://www.larsa4d.com/	LARSA 4D Bridge Plus	LARSA 4D_8.00.9016
Lighting Analysts, Inc.	https://www.lightinganalysts.com/catalog/login.php	AGI32	AGI32-20.11.0.12
MIDASoft	https://www.midasoft.com/	Midas Civil	Civil 2023(v1.1)

Operating Technology, Inc.	https://www.etap.com/	ETAP	ETAP 2023 (22.5.0)
PTC, Inc.	https://www.ptc.com/en/support	MathCAD Prime	Prime 9.0
Smart Bridge Technology	http://www.smartbridgetech.com/	Smart Bridge Suites	4.0
SolidWorks Corporation	https://www.solidworks.com/	SOLIDWORKS	2023 SP02.1
Structure Point, LLC	https://structurepoint.org/	spColumn	spColumn 10.00
University of Maryland	https://best.umd.edu/sabre/	Sabre	6.2

Notes:

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

22. Sub-consultant information:			
Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>)	Address	Point of Contact and email address	Phone Number
Stantec Consulting Services Inc.	1200 Brickyard Lane, Suite 400 Baton Rouge, LA 70802	Brian Johnson, PE Brian.Johnson2@stantec.com	225.215.5130
Stantec Architecture Inc.	1200 Brickyard Lane, Suite 400 Baton Rouge, LA 70802	Carroll Blewster Jr., AIA, CCS, NCARB, LEED AP Carroll.Blewster@stantec.com	225.215.5117
Terracon Consultants, Inc.	2822 O'Neal LN, Bldg B Baton Rouge, LA 70816	Lynne Roussel, P.E. lynne.roussel@terracon.com	225.239.2632
NTB Associates, Inc.	525 Louisiana Ave. Shreveport, LA 71101	Michael J. King mking@ntbainc.com	225.751.4002

23. Location:

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