1-20 Mississippi Bridge at Vicksburg

CONTRACT NO. 4400032013
April 30, 2025
Prepared for: Louisiana Department of Transportation and Development
Prepared by:

Stantec

in association with:.

TYLin

Stantec Consulting Services Inc

April 30, 2025

Attn: Ryan Morvant, DOTD Contract Manager
Department of Transportation and Development
1201 Capitol Access Road, Baton Rouge, LA
70802-4438

RE: CONTRACT NO. 4400032013

Sincerly,

Stantec Consulting Service Inc.

Gary Heitman, PE, Principal-in-Charge
gary.heitman@stantec.com | (225) 215-5105

Scott Hoffeld, CEP, Project Manager
scott.hoffeld@stantec.com | (225) 532-3470

Stantec
1200 Brickyard Lane Suite 400
Baton Rouge, Louisiana 70802

Stantec offers DOTD a National PEL Team to customize a PEL approach to credibly develop and eliminate alternatives that optimize and expedite project delivery. We provide a cadre of renowned engineers who have delivered innovative and cost-effective solutions. We don't just plan – we position. With PEL products ready to inject into NEPA, we will facilitate a rapid pathway accelerating a NEPA decision while helping DOTD manage risk. Numerous benefits are described in our approach:

- Rapid DOTD decision-making and consistency with 2025 Strategic Improvement Plan goals
- National team with senior PEL/NEPA practitioners, plus proprietary PEL approach strategies with proven success records
- Reduce DOTD risk of geotechnical recommendations that might threaten this critical investment.
- Provide innovation and reliability in bridge design, constructability, and costing.
- Improve confidence in DOTD decisions based on construction, maintenance, and life-cycle costs.
- Provide transparency to Louisiana and Mississippi stakeholders fostering trust and improving outcomes
- Accelerate project delivery while saving budget

We've met with DOTD and understand the project's context, risks, and concerns. We have flown drone photography and have entered exclusive arrangements with leading engineering firms renowned for technical excellence (e.g., geotechnical slope instability/fault zones, feasible rehabilitation, long-span bridge solutions, and stakeholder outreach and engagement). Plus, we have invested in the project to collaborate as a technical team identifying several engineering solutions and a conceptual approach toward accelerated delivery.

Please review details of directly applicable project experience in Section 17 illustrating the value each teaming partner provides. MPR staff resumes are in Section 16 with a left-hand orange badge for quick identification. Our staffing chart in Section 14 denotes staff exceeding MPRs.

Stantec has delivered successfully to DOTD and MDOT over the past 30 years. We know both agencies' protocols and expectations. Stantec and our teaming partners enjoy excellent DOTD and MDOT ratings, with resumes that demonstrate directly applicable examples of successes in our approach and Section 17 projects. Stantec's award-winning Corridor K, TYLin's Sellwood Bridge, and Donna Lum Sistrunk's MDOT Multiplan 2050 contracts represent a few.

DOTD has placed its trust in Stantec many times before, and we are proud to offer a close-knit team that demonstrates powerhouse engineering and PEL/NEPA capability where big ideas meet flawless execution. We stand committed and genuinely excited to help DOTD expedite a smart, effective solution. You can count on us to exceed expectations and deliver a project that enhances connectivity, improves safety, and strengthens resilience. Thank you for considering our proposal. We look forward to the opportunity to continue this successful partnership.

Our Team

Stantec	TY Lin	GSRC	GeoEngineers	ICE	Beyond Communication	Burns Cooley Dennis, Inc.	Forte & Tablada	Franklin Associates	The Lakvold Group
Stantec Consulting Services Inc. • Project Management • QA/QC • PEL • Environmental • Engineering • MPRs: 1-12, 21-23	**TY Lin International, Inc.** • Engineering • Environmental • MPRs: 14, 15, 20	**Gulf South Research Corporation (DBE)** • Environmental • MPRs: 7, 8	**GeoEngineers, Inc.** • Engineering • Environmental • QA/QC • MPRs: 16, 17, 19	**Innovative Contracting and Engineering Professional LLC** • PEL • MPRs: 26	**Beyond Communication LLC** • PEL	**Burns Cooley Dennis, Inc.** • Engineering • MPRs: 18, 19	**Forte & Tablada, Inc.** • QA/QC • Engineering • MPRs: 24, 25	**Franklin Associates, LLC** • PEL • Environmental	**The Lakvold Group LLC** • Environmental • MPRs: 13

Sections

1-13

Infrastructure Canada, Samuel De Champlain Bridge, Montreal, Quebec. – TYLin (Lead Design Engineer) and Stantec (Independent Engineer)

DOTD FORM: 24-102

(Revised April 10, 2025)

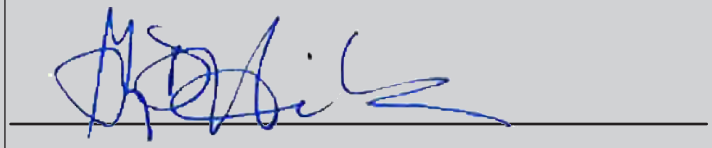
PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

Prime consultant should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

1.	Contract title as shown in the advertisement.	**I-20: MISSISSIPPI RIVER BR AT VICKSBURG** **ROUTE: I-20**
2.	Contract number(s) as shown in the advertisement	No. 4400032013
3.	State Project Number(s), if shown in the advertisement	No. H.015788.1
4.	Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)	Stantec Consulting Services 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.0003506
6.	Prime consultant mailing address	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
7.	Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
8.	Name, title, phone number, and email address of prime consultant's contract point of contact	**Gary Heitman, PE, Senior Principal** (225) 215-5105 | gary.heitman@stantec.com
9.	Name title, phone number, and email address of the official with signing authority for this proposal	**Gary Heitman, PE, Senior Principal** (225) 215-5105 | gary.heitman@stantec.com

10.	This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response. Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm entity or firearm trade association.	 Signature above shall be the same person listed in Section 9: Date: April 30, 2025
11.	If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	**Firm // Percentage:** **Gulf South Research Corporation // 4.6%** **The Lakvold Group LLC // 0.5%**

12. **Discipline Table:**

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

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

Past Performance Evaluation Disciplines	% of Overall Contract	Stantec Consulting Services Inc. (Prime)	T.Y. Lin International, Inc.	GeoEngineers, Inc.	Burns Cooley Dennis, Inc.	Gulf South Research Corp. (DBE)	Franklin Associates, LLC	Beyond Communication LLC	Innovative Contracting and Engineering Professional LLC	The Lakvold Group LLC (DBE)	Forte and Tablada, Inc.	Each Discipline must total to 100%
Bridge	22%	25%	75%									100%
CE&I/OV	1%	5%	5%						90%			100%
CPM	0.5%								100%			100%
Environmental*	38%	79%				12%	5%	4%				100%
Geotech	12%			80%	20%							100%
Right-of-Way	0.5%									100%		100%
Road	9%	100%										100%
Survey	8%										100%	100%
Traffic	9%	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%	53.6%	16.5%	9.6%	2.4%	4.6%	1.9%	1.5%	1.4%	0.5%	8.0%	100%

*Environmental includes Planning work

13. **Firm Size:**
For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify “Other (please specify)” and include the classification title inside the parentheses.
The DOTD Job Classification(s) to be used can be found at the following link:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Job_Qualification/Job%20Classifications%20with%20Descriptions.pdf

Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Stantec Consulting Services Inc.	Administrative	1	1
	Archaeologist	0	2
	Archaeologist-Tech	0	6
	Biologist/Wetlands	0	4
	CADD Technician	2	4
	Economist	1	2
	Engineer	5	10
	Engineer Intern	1	3
	Engineer - Other	3	5
	Environmental Pro	3	5
	Environmental Manager	9	11
	Geologist	0	2
	GIS Analyst	1	2
	Historian	1	0
	Inspector - Certified	0	2
	Inspector - Bridge	0	1
	Landscape Architect	2	3
	Planner	4	6
	Principal	3	5
	Senior Technician	1	4
	Supervisor - Eng	5	7
	Supervisor - Other	4	6

Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
T.Y. Lin International, Incorporated	Engineer	6	7
Gulf South Research Corporation	Supervisor - Other	4	8
	Other (NEPA)	2	3
	Biologist/Wetlands	4	8
	GIS Analyst	2	2
	Clerical	2	2
Innovative Contracting and Engineering Professional LLC	Administrative	2	2
	Principal	5	5
	Technician	17	17
The Lakvold Group LLC	Other (Real Estate Appraiser)	1	2
Beyond Communication LLC	Other (Public Involvement/ Engagement/Communications)	1	1
Franklin Associates, LLC	Other (Public Outreach and Relations support)	4	8
Forte and Tablada, Inc.	Principal	1	2
	Administrative	0	2
	Surveyor	1	5
	Supervisor - Other	1	1
	Senior Technician	1	7
	CADD Technician	2	3
	Technician	1	2
	Party Chief	2	6
	Instrument Man	2	4
	Rodman	0	3

Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
GeoEngineers, Inc.	Administrative	1	4
	CADD Technician	1	1
	Driller	3	3
	Engineer	2	5
	Engineer Intern	1	4
	Environmental Pro	0	3
	Principal	3	7
	Senior Technician	1	2
	Technician	1	6
Burns Cooley Dennis, Inc.	Geologist	1	2
	Other (Geotechnical Engineer)	2	9

Sections

14-16

John James Audubon Bridge over the Mississippi, St. Francisville to West Feliciana Parish, LA – GeoEngineers, Inc

14. **Organizational Chart:**
Provide an organizational chart showing ALL **relevant** prime consultant and sub-consultant (if applicable) personnel assigned to the contract, area of project responsibility for each, and reporting lines for the purposes of this contract. An individual's role does not necessarily have to match their DOTD job classification identified in Section 13. If applicable, identify all personnel performing traffic engineering analysis and/or QC of traffic engineering analysis by placing an asterisk next to their name. Include the certificates required by the Traffic Engineering Process and Report Training Requirements article of the Advertisement in Section 20. It is acceptable to use an 11x17 format for Section 14.

LEGEND

- Stantec Consulting Services Inc.
- TY Lin International, Inc.
- Gulf South Research Corporation (DBE)
- GeoEngineers, Inc.
- Innovative Contracting and Engineering Professional LLC
- Beyond Communication LLC
- Burns Cooley Dennis, Inc.
- Forte & Tablada, Inc.
- Franklin Associates, LLC
- The Lakvold Group LLC

# Denotes MPR No.
ᵀ ATSSA Work Zone Training
* Traffic Engineering Process and Report Training

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Principal-in-Charge
Gary Heitman, PE 1, 2

Project Manager
Scott Hoffeld, CEP * 4

QA / QC
Stephen Wallace, PE
- Mohit Soni, PE, PMP (STRUCTURES)
- J. Robert Gordon, PE (GEOTECH)
- Gerald "Jerry" Middleton, PLS (SURVEY)
- Andrea Dvorak-Grantz, AICP (PLANNING / ENV STUDIES)
- Mike Bruce, PE * (TRAFFIC)

I-20 Mississippi River Bridge PEL Team
Ted Devens, PE, MCE, CPM 4

Approach Optimization & NEPA-Transition Strategies; Risk Management
- Ted Devens, PE, MCE, CPM 4
- Amy Sackaroff, AICP 4

PEL Streamlining Agency Coord.
- Amy Sackaroff, AICP 4
- Susan Patterson
- Celeste Johnston

Stakeholder Outreach & Public Involvement
- Donna Lum Sistrunk
- Holly Bagot, ENV SP, CISEC, QSP
- James Taylor
- Johnathan Hill

Environmental

Alternatives Analysis
- Ted Devens, PE, MCE, CPM 4
- Amy Sackaroff, AICP 4
- James Gregg, PE 14
- Larry Sant, PE 16, 17

Digital & Media Mgt. / Section 508 Compliance
- Barbara Wagner, PE
- Angela Noote

Community Impact Assessment
- Hannah Clements
- Elizabeth "Beth" (Stalzer) Beam, AICP

Business Effects & Economic Analysis
- Yosef Shirazi, PhD
- Scott Hoffeld, CEP 4

Relocations and Rights of Way
- Angela "Angie" Lakvold, SRA, R/W-AC 13

Plans Consistency, Land Use and Farmland Soils Assessment
- Elizabeth "Beth" (Stalzer) Beam, AICP

Wetlands, Streams & Permitting
- Howard Nass 7
- Beau Rapier 7
- Allen Fuller 7
- Josh McEnany 7, 8

T&E Species / Ecosystem
- Logan Mccardle 8
- Ross Hackbarth 8

CSS & Visual Impacts
- Fran DeMarco
- Josh Cheek, PLA
- Noel Shamble, AIA, NCARB, EIT

Section 106 Compliance
- Scotty Moore, RPA 9, 11
- Adrienne Campbell 10, 11

Section 4(f), 6(f) and Public Recreation
- Amy Sackaroff, AICP 4
- Emily Reed 10

Hazardous Sites and Risks
- Matthew "Matt" Kaller, CESCO 12

Noise Effects
- Mary Martin 5

Traffic & Construction Air Quality
- Eric Clark, PE 6

Floodplains and Surface Waters
- Michael Whitney "Whit" Hawkins, PE, CFM

NEPA Plain Language Compliance
- Barbara Wagner, PE

PEL Documentation
- Sarah-Emma Watkins
- Natalie Lang

Engineering

Structures
- James Gregg, PE 14
- Marwan Nader, PhD, PE 15
- James Duxbury, PE 15
- Kenneth "Ken" Saindon, PE, SE 14
- Joseh "Brian" Johnson, PE 3
- Sreenivas Alampalli, PhD, PE

Geotechnical / Geology
- Larry Sant, PE 16, 17
- James "Jim" Aronstein, Jr. PE, PLS 16, 17
- Andrew "Andy" Caneday, LG 19
- Bradley "Brad" Campbell, PE 18
- James May, PhD, RPG 19
- Mike Wright, RPG
- Andrew Simon, PhD

Roadway & MOT
- Cindy Hall, PE *ᵀ 22
- Bradley "Brad" Fletcher, PE 23
- Joseph "Joe" Cains III, PE *ᵀ

TEPR Compliance / IAR
- Joseph "Joey" Lefante, PE, PTOE *ᵀ 21
- Joseph Barker, PE, PTOE *
- Stephen Mensah, PhD, PTOE, PE, RSP1 *ᵀ

Scour / Hydraulics & Hydrology
- Arturo Jimenez Martinez, PE
- Rebecca Aiken, PE

Navigational Analysis & Coord.
- Robert Barton, PE 20

Cost Analysis and Scheduling
- Daniel Bender, PE 26
- Tom Gott 26
- Kyle Norseth 26

Constructability Analysis
- Tom Gott 26
- Abdi Fatemi 26
- Ahsan Chowdhury, PEng, IntPE/APEC

Inspection / Drone Photography
- Joshua Sexton
- Robert Catron, SE, PE
- Tyler Carson

Topography Survey
- Ross Wilson, PLS ᵀ 24

LIDAR, Hydrographic Survey / SUE
- Bradley Holleman, PLS, PE ᵀ 24, 25
- Bradley "Brad" Campbell, PE 18

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

MPR No.	Personnel Being Used to Meet the MPR *(Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the Advertisement)*	Firm Employed By	Type of License and Discipline Meeting MPR/Certification & Number *(Ex: PE # - Civil)*	State of License	License/Certification Expiration Date
1.	Gary Heitman, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil, Environmental	LA	9/30/2026
2.	Gary Heitman, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil, Environmental	LA	9/30/2026
3.	Brian Johnson, PE	Stantec Consulting Services Inc.	PE No. 31273 - Civil	LA	9/30/2026
4.	Scott Hoffeld, CEP Amy Sackaroff Ted Devens	Stantec Consulting Services Inc.	**Environmental Impact Statement for which a Record Decision was issued** **Reference: I-69 SIU 14 Shreveport, LA to Eldorado, AR** **FEIS issued 08/26/11** **ROD Issued 04/2012** **LADOTD** **Client Contact: Robert Lott** **Ph: (225) 242-4504** **Email: Robert.lott@la.gov** **Reference: US 70 Havelock Bypass FEIS & ROD, Craven County, NC** **FEIS issued 12/02/2015** **ROD issued 12/21/2016** **Client Contact: John Conforti** **Ph: (919) 707-6015** **Email: jgconforti@ncdot.gov** **Reference: US 70 Havelock Bypass FEIS & ROD, Craven County, NC** **FEIS issued 12/02/2015** **ROD issued 12/21/2016** **Client Contact: John Conforti** **Ph: (919) 707-6015** **Email: jgconforti@ncdot.gov**	N/A	N/A

MPR No.	Personnel Being Used to Meet the MPR *(Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the Advertisement)*	Firm Employed By	Type of License and Discipline Meeting MPR/Certification & Number *(Ex: PE # - Civil)*	State of License	License/Certification Expiration Date
5.	Mary Martin	Stantec Consulting Services Inc.	N/A	N/A	N/A
6.	Eric Clark, PE	Stantec Consulting Servics Inc.	PE No. 15975 - Civil	ID	N/A
7.	Josh McEnany Howard Nass Beau Rapier Allen Fuller	Stantec Consulting Services Inc. Gulf South Research Corporation Gulf South Research Corporation Gulf South Research Corporation	N/A	N/A	N/A
8.	Logan Mccardle Ross Hackbarth Josh McEnany	Gulf South Research Corporation Gulf South Research Corporation Stantec Consulting Services Inc.	N/A	N/A	N/A
9.	Scotty Moore, RPA	Stantec Consulting Services Inc.	RPA No. 13500 - Archaeologists	National	N/A
10.	Emily Reed Adrieanne Campbell	Stantec Consulting Services Inc.	N/A N/A	N/A N/A	N/A N/A
11.	Scotty Moore, RPA Adrieanne Campbell	Stantec Consulting Services Inc.	Completed course Section 106 of the National Historic Preservation	N/A	N/A
12.	Matt Kaller, CESCO	Stantec Consulting Services Inc.	CESCO No. 16946030676240812 - Certified Environmental and Safety Compliance Officer	National	N/A
13.	Angela “Angie” Lemoine-Lakvold	The Lakvold Group LLC	Certified Real Estate Appraiser #G0575	LA	12/31/2025
14.	James Gregg, PE Kenneth “Ken” Saindon, PE	T. Y. Lin International	PE No. 33929 - Civil PE No. 44498 - Structural	LA LA	9/30/2026 9/30/2026
15.	Marwan Nader, PE James Duxbury, PE	T. Y. Lin International	PE No. 44147 - Civil PE No. 43918 - Civil	LA LA	3/1/2026 3/31/2026
16.	James “Jim” Aronstein, Jr., PE Larry Sant, PE	GeoEngineers, Inc.	PE No. 11794 - Civil, Environmental PE No. 35625 - Civil	LA LA	3/31/2027 9/30/2026

MPR No.	Personnel Being Used to Meet the MPR *(Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the Advertisement)*	Firm Employed By	Type of License and Discipline Meeting MPR/Certification & Number *(Ex: PE # - Civil)*	State of License	License/Certification Expiration Date
17.	James “Jim” Aronstein, Jr., PE Larry Sant, PE	GeoEngineers, Inc.	PE No. 11794 - Civil, Environmental PE No. 35625 - Civil	LA LA	3/31/2027 9/30/2026
18.	Bradley “Brad” Campbell, PE	Burns Cooley Dennis, Inc.	PE No. 12324 - Civil	MS	12/31/2026
19.	Andrew Caneday, LG, LEG J. Robert Gordon, PE James May	GeoEngineers, Inc. GeoEngineers, Inc. Burns Cooley Dennis, Inc.	Licensed Geologist No. 2555 PE No. 2215 - Geology RPG No. 0241 - Registered Professional Geologist	WA WA MS	7/18/2025 12/8/2026 12/31/2025
20.	Rob Barton, PE	T. Y. Lin International	PE No. 68789 - Civil	CA	9/30/2025
21.	Joseph “Joey” Lefante, PE, PTOE	Stantec Consulting Services Inc.	PE No. 37244 - Civil PTOE No. 3560	LA LA	9/30/2026 11/20/2025
22.	Cindy Hall, PE	Stantec Consulting Services Inc.	PE No. 27073 - Civil	LA	9/30/2025
23.	Brad Fletcher, PE	Stantec Consulting Services Inc.	PE No. 14218	MS	12/31/2025
24.	Bradley Holleman, PLS, PE	Forte and Tablada, Inc.	PLS No. 5082 - Survey	LA	9/30/2026
25.	Ross Wilson, PLS Bradley Holleman, PLS, PE	Forte and Tablada, Inc.	PLS No. 5148 - Survey PLS No. 5082 - Survey	LA LA	3/31/2026 9/30/2026
26.	Daniel Bender, PE Tom Gott Abdi Fatemi Kyle Norseth	Innovative Contracting and Engineering Professional LLC	PE No. 190095-2202 Civil N/A N/A N/A	UT N/A N/A N/A	N/A N/A N/A N/A

16. **Staff Experience:**

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Gary Heitman, PE**	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	**25**
TITLE	**Senior Principal**	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	**12**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1986 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 24670 | LA | 9/30/2026 // PE No. 17255 | MS | 12/31/2026**		
YEAR REGISTERED	**1992**	DISCIPLINE	**Civil Engineer**

Contract role(s) / brief description of responsibilities	Gary has 37 years of experience and led our Highway Division for over 20 years leading the study, design, and plan development of various project types, including interstates and interchanges, arterials and collector highways, local roads, bridge replacement projects, roundabouts, and other similar transportation systems, on both existing highway alignments and new locations. His experience includes traditional and alternative delivery types as well as Construction Administration services, allowing him to apply lessons learned in the construction arena to the design process and thereby provide a more comprehensive deliverable. He is currently serving as the leader of the entire Baton Rouge office. Gary will serve as **PRINCIPAL IN CHARGE** for this contract. **Gary meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 1, 2**
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).
07/15 - Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD Contract No. H.004273.5 | Lafayette, LA** **Assistant Program Manager and Geometrics Task Manager.** Gary is assisting with the Program Management task, including overseeing the implementation of an extensive QC/QA plan. He is managing the geometric design of the five-and-a-half-mile urban corridor, which includes segments of at-grade and elevated mainline, parallel frontage roads, urban interchanges, and slip ramps, as well as connections/modifications to the existing roadway network. In addition, the Geometric team's task includes conceptual constructability and maintenance of traffic plans, conceptual drainage design, and estimates of probable construction costs throughout the project.
08/19 - 07/24	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD | New Orleans, LA** **Roadway Design QC**. Gary is providing roadway design quality control for this multimillion-dollar project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans Airport. This project consists of an innovative Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange.
10/12 - 09/17	**LADOTD RETAINER CONTRACT FOR ROADWAY PROJECTS | LADOTD H.4400002748 | Statewide, LA** **Contract Manager.** Similar to the overall contract and task services that this IDIQ may require, Gary provided overall management and Quality Assurance for this Roadway Engineering Retainer that completed 3 significant projects - Essen Lane Widening, Government Street and West Prien Lake Road Relocation. . He was involved in all project meetings, supervised the design, plan development and the preparation of exhibits, and coordinated directly with LADOTD and City personnel to ensure the project schedules, quality goals, and other LADOTD requirements were met. Gary supervised all phases of work including: completion of the environmental phase, development of final roadway, signal, and bridge plans, and continued coordination with all parties to ensure timely delivery of the final construction documents.
04/15 - 06/18	**US 90 AT LA 318 INTERCHANGE DESIGN-BUILD | LADOTD | St. Mary Parish, LA** **Roadway Independent QC.** This project constructed a diamond interchange with frontage roads to replace the current at-grade signalized intersection of US90 and LA 318, as well as frontage roads and ramps through the project limits. Gary assisted with alternatives to the concept presented in the RFP. He also performed independent QC and assurance reviews on the roadway design packages.
11/10 - Ongoing	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD | Lake Charles, LA** **Roadway Division Manager.** Gary oversaw the design effort for this new, high-level bridge and approaches over Contraband Bayou, a navigable waterway in the Lake Charles area. This will provide a crucial link to downtown and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street.

04/11 - 06/15	**I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT | LADOTD | Lake Charles, LA** **Roadway Division Manager.** Gary oversaw the roadway design efforts on this fast-paced project to improve access to the casino site located on I-210 between Cove Lane and Nelson Road Interchanges. Stantec led the initial study regarding appropriate access needs to and from the casino along I-210 as prior access to the site was not sufficient for the expected increase in traffic. Deliverables included a final report meeting all LADOTD requirements for a traffic impact study based on the proposed development and Stage 0 requirements for long-term improvements at the I-210/Cove Lane and I-210/Nelson Road interchanges, in each case reflecting all agency comments with no outstanding comments or further review required.
01/00 - 06/06	**I-10 Frontage Roads (Picardy Avenue Interchange) | LADOTD | Baton Rouge, LA** **Project Manager.** Gary's responsibilities included oversight and preparation of design details and plans required for the **construction of frontage roads parallel to I-10** between Bluebonnet Boulevard and Siegen Lane. In addition to the frontage roads, the project scope included design details for six ramps connecting interstate to frontage roads and the extension of a local road to tie into the frontage roads. As part of plan development, Gary and his team also provided extensive maintenance of traffic plans for these noted improvements as well as the widening of the interstate from a four-lane to a six-lane facility. He participated in public meetings and coordinated with multiple agencies during the planning and design phases. Gary assisted the LADOTD by providing construction support services consisting of shop drawing review, on-call support to the LADOTD project engineer, verification of design and as-built quantities, and resolution of questions and issues arising during the construction process.
02/13 - 07/16	**LADOTD RETAINER CONTRACT FOR TRAFFIC ENGINEERING ROAD MANAGEMENT | LADOTD H.4400002748 | Statewide, LA** **Contract Manager and QA/QC.** Similar to the overall contract and task services that this IDIQ may require, Gary provided overall management and QA/QC for this Traffic Engineering Retainer in addition to geometric guidance and oversight during plan development. The Task Orders included design and plan development for 5 roundabout projects.
11/09 - 08/12	**I-12 WIDENING DESIGN-BUILD | LADOTD Contract No. 454-02-0071 | Livingston Parish, LA** **Project Design Manager.** Gary was responsible for coordination of design and plan development efforts to widen this four-mile stretch of Interstate from the Amite River to the Juban Road interchange, as part of the selected Design-Build team. Project design elements included widening, removal, overlay, and replacement of various pavement sections, ramp deceleration lane improvements, interchange lighting, permanent signing, permanent concrete median barrier, median subsurface drainage, and widening of the Gray's Creek Bridges and the 4-H Club Road and Range Avenue overpasses. The project required erosion control plans addressing storm water runoff during construction, as well as extensive maintenance of traffic and traffic control plans for this heavily traveled stretch of interstate and connecting ramps. In addition to the design and plans developed for the construction elements, Gary was actively involved in construction progress meetings and assisted the contractor during construction, after designs and plans were approved, working with the team to address construction questions and issues in the field. At the completion of construction, as-built plans and electronic files were created for the project, again with Gary serving as the Project Design Manager for all plan and design elements.
01/18 - Ongoing	**DIJON DRIVE PHASE I & PHASE II | City of Baton Rouge | Baton Rouge, LA** **Project Manager.** Stantec designed this roadway on new alignment for the City of Baton Rouge as an access roadway to the new Our Lady of the Lake Children's Hospital. This fast-paced project includes a four-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization, and off-site intersection improvements. Gary led the team in the environmental study, line and grade, and the current design/plan development phases of the project. He also led construction support services for Phase I provided by Stantec.
08/05 - 12/13	**STARING LANE EXTENSION AND BRIDGE | City of Baton Rouge | Baton Rouge, LA** **Roadway QA/QC.** This Green Light Plan project required a design study and plan development for a new, four-lane urban boulevard with a 30-foot median with subsurface drainage, sidewalks, and traffic signals. Gary's responsibilities included technical assistance in the study and design phases, QA/QC of roadway plans, and participation in regular project meetings as well as public meetings.
03/07 - 12/12	**RIVER ROAD (LA 327) RELOCATION FOR PINNACLE CASINO DEVELOPMENT | LADOTD | Baton Rouge, LA** **QA/QC Lead and Design Oversight.** Gary provided oversight and guidance for design of the relocation of Louisiana 327 (River Road) for about a one-mile segment to create a more contiguous site for development. During planning, design, and construction phases of the roadway work, he provided extensive coordination with the LADOTD Headquarters and District 61 staff to ensure timely plan approvals and permitting. He provided QC reviews for the roadway plans and documents prepared by staff under his direct supervision and answered questions that arose during construction. In addition, plans for off-site improvements identified in the Traffic Impact Study, including several intersections were developed. Gary's roles for the offsite work included direct oversight of the roadway design and plan development as well as QA/QC support and assistance with the LADOTD permitting process. Gary also developed a wayfinding signage plan directing traffic from I-10 approximately 13 miles along various state highways to the site and assisted the developer with obtaining LADOTD input and approvals for this additional signage.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Scott Hoffeld, CEP**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**5**
TITLE	**Senior Project Manager, Environmental**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**26**
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 IJRs; hazardous materials; community impact, 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 NHI Transportation NEPA Decision-Making course among many others and is an ABCEP CEP and Vice Chair of the ABCEP CRB. **Scott will serve as PROJECT MANAGER for this contract and meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 4**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/23 - 11/23	**US 60 PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY OF THE NEW OHIO RIVER BRIDGE BETWEEN BARLOW, KENTUCKY AND THE MOUND CITY, ILLINOIS | Kentucky DOT** **Lead Economist and Economic Development Specialist.** Lead economic development specialist for a high-level assessment of the likely effects to retail, nonretail and service employment and population among the project's travel demand model's TAZs of the region that are projected to result from the construction of a new, more-direct Ohio River Bridge crossing. Development potential was assessed using a variety of factors including distance to interstate, 4-lane highways, labor markets, port and rail facilities, and the locations of retail and other existing businesses, among others A three-step assessment was completed that began with allocation of a excess growth expected as observed for a similar, new Kentucky river bridge on US68. Subsequent refinement distribution was based on relative development-attraction scores of the model.
04/11 - 06/15	**I-210 AT COVE LANE INTERCHANGE IMPROVEMENTS AND EA | LADOTD | Lake Charles, LA** **NEPA Project Manager.** Scott worked with Stantec, formerly ABMB during this project. He served as NEPA Project Manager for this aggressive seven-month NTP to FONSI, high-profile interstate interchange improvement project in Lake Charles. Project need is related to a new casino special traffic generator. Expedited work included completion of outreach, field work, and analysis of six build alternatives within six weeks of the NTP. Special NEPA documentation and review protocols were proposed and approved by LADOTD and FHWA, enabling environmental streamlining and reduction of schedule by over 55 percent.
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.
01/03 - 07/08	**I-69 ENVIRONMENTAL IMPACT STATEMENT, SIU NO.14 | LADOTD/Arkansas Highway and Transportation Department | Shreveport, LA and El Dorado, AR** **Deputy Project Manager.** Scott served as Deputy Project Manager for section of independent utility number 14, spanning between Shreveport, LA and El Dorado, AR through a rural timber and poultry farming area. The study area is studded with historic properties and oil wells among parcels of the Kisatchie National Forest properties, the Bodcau Wildlife Management Area, and the Bodcau Reservoir Recreational Area. Bayou Dorcheat, a Louisiana scenic stream, must be crossed with a new structure that must be designed and ameliorated to avoid and minimize adverse effects to Bayou Dorcheat's scenic uses.

04/10 - 10/14	**EA FOR CHEF MENTEUR BRIDGE AND APPROACHES REPLACEMENT - WITH FONSI | LADOTD | Orleans Parish, LA** **Project Manager.** Scott was the project manager 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 are under consideration along three alignments in an area of notable environmental and design challenges. Built in 1930, the existing US 90 swing-span bridge over Chef Menteur Pass has two 10-foot 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 and involvement was initiated along with computerized renderings of postconstruction views to be used in the effort.
06/96 – 11/97	**WILMINGTON BYPASS ENVIRONMENTAL IMPACT STATEMENT, CORRIDOR SECTION C | North Carolina DOT | Wilmington, NC** **Project Coordinator and Environmental Planner.** Project Coordinator and Environmental Planner for preparation of Environmental Impact Statement and Corridor Location Report for the Wilmington Bypass, a 10-mile controlled-access roadway from I-40 to US-421 northeast of Wilmington. The project area includes large expanses of wetlands and requires the crossing of a major navigable waterway.
06/96 – 12/97	**WILMINGTON BYPASS ENVIRONMENTAL IMPACT STATEMENT, CORRIDOR SECTIONS A-B | North Carolina DOT | Wilmington, NC** **Project Coordinator and Environmental Planner.** Project Coordinator and Environmental Planner for preparation of Environmental Impact Statement and Corridor Location Report for the Wilmington Bypass, a 13-mile controlled-access roadway from US-17 to US-421 northeast of Wilmington. The project area includes large expanses of wetlands and requires the crossing of a major navigable waterway.
06/96 – 12/97	**SUNSET BEACH BRIDGE REPLACEMENT, ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(F) STATEMENT | North Carolina DOT | Brunswick County, NC** **Project Coordinator and Environmental Planner.** Scott served as Project Coordinator and Environmental Planner for this project involving the replacement of the Sunset Beach Bridge over the Atlantic Intracoastal Waterway. Social and economic issues are extremely apparent, especially regarding secondary and cumulative impacts. Impacts to natural resources, including wetlands and endangered species, also present concern.
09/22 - 10/22	**BENEFIT-TO-COST ANALYSIS FOR I-526 RECONNECTING COMMUNITIES GRANT | South Carolina DOT** **Task Manager and Economist.** Lead methodologist/economist for a BCA in association with Equitable Opportunities for Underserved Communities - I-526 WEST Multimodal Project Community Infrastructure Mitigation Program (CIMP). Analysis evaluated bicycle and pedestrian safety improvements, benefits of crash reduction, reduced vehicle operating costs, travel time savings, mobility and health improvements, and stormwater drainage improvements, yielding a 1.07 BCA ratio based on monetized benefits only.
01/07 - 06/08	**BATON ROUGE LOOP PROJECT | Baton Rouge, LA** **Project Transportation and Environmental Planner.** . Scott worked with Stantec, formerly ABMB during this project, responsible for agency and stakeholder coordination, environmental inventory, corridor development and screening, and evaluation of corridors. With its limited east-west arterials and explosive growth since Hurricane Katrina, City of Baton Rouge residents and officials relegated themselves to the need for a new loop roadway. Traffic and revenue forecasts were completed to determine the potential feasibility and priority of various sections of the Loop. Best corridors were retained for study in a two-tier NEPA documentation process.
01/00 – 12/01	**JEFFERSON PARISH ROAD BOND PROGRAM NEPA STUDIES | Jefferson Parish, LA** **NEPA Documentation Quality Assurance Coordinator.** The Jefferson Parish Roadway Improvement Program consists of 47 individual road projects ranging from intersection improvements to new roadways. Scott is responsible for conducting scheduled reviews of environmental documentation and analyses prior to submittal to the LDOTD and FHWA, as well as coordinating the delivery of all environmental documentation between the LDOTD and the consultants working on the effort, which number over 20.
01/13 - 07/17	**GARRET ROAD ROUNDABOUTS AND IMPROVEMENTS EA | LADOTD | Monroe, LA** **Project Manager.** Project Manager for an EA to provide a new location connector between Kansas Lane and Garrett Road, a major access point to Pecanland Mall in Monroe Louisiana. Improvements are also necessary to the I-20/Garrett Road interchange to address congestion in the area. Four additional concepts were developed and refined with two others during the first three months of the project. Key issues include commercial access, local travel patterns, KCS RR crossing, and induced land development. Additional post-FONSI alternatives were evaluated at five vicinity intersections to determine feasibility of roundabouts in the design.
07/22 – 08/22	**BENEFIT-TO-COST ANALYSIS OF SEISMIC RETROFITS TO SOUTH GRAND ISLAND BRIDGE (I-190) FROM MP 914.3 TO MP 915.0 | Tonawanda, NY** **BCA Task Lead, Economist/Methodologist .** BCA Task lead, economist/methodologist for a US BIP Grant application BCA for seismic retrofits to a bridge travelway in Tonawanda, New York. In addition to travel time savings and safety-reduction benefits, methodologies were adapted to estimate the expected annual benefit of providing greater seismic resilience and improving connectivity/mobility for pedestrians and bicycles, resulting in a 2.53 overall BCA ratio.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Stephen "Steve" Wallace, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**34**
TITLE	**Senior Principal**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**9**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1982 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 22750 | LA | 09/30/2026**			
YEAR REGISTERED	**1987**	DISCIPLINE	**Civil Engineering, Environmental Engineering**	

Contract role(s) / brief description of responsibilities	Steve has managed and participated in numerous traffic, highway, and bridge projects over the past 33 years with Stantec. Steve's comprehensive knowledge of these disciplines has enabled him to competently perform engineering services from conceptual/traffic studies to plan preparation (preliminary through final stages), as well as construction supervision. He has 42 years of experience in the design and management of transportation-related projects. His project experience ranges in complexity from major rural and urban roadway projects to minor urban projects. Steve will serve as **QA/QC LEADER** for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/07 - 12/15	**BATON ROUGE LOOP IMPLEMENTATION PLAN AND TIER 1 EIS | LADOTD | Baton Rouge, LA** **Project Manager.** Steve managed and was responsible for the QA of Stantec's responsibilities for this 90 to 105-mile toll loop through 5 parishes. It involved extensive coordination with affected agencies including EBRP, Ascension Parish, Iberville Parish, LADOTD, FHWA, Coast Guard, and Corps of Engineers, as well as public outreach and public meetings. Stantec's scope of work included determining potential corridor alternatives, preliminary regional traffic modeling and studies, traffic and revenue studies and toll analyses, preliminary cost estimates, participation in environmental inventories, among other tasks. This effort led to securing a Final Environmental Impact Statement in November of 2015.
04/11 - 06/15	**I-210 COVE LANE INTERCHANGE | LADOTD | Lake Charles, LA** **Project Manager.** Steve was responsible for QA and direction of all aspects of this new tight urban diamond interchange that included: line and grade design, plan development, right-of-way maps, and utility relocation. The project was designed and let for construction using a fast-track schedule in just over 2 years from beginning the IJR to construction letting. Working with DOTD and FHWA, Steve orchestrated parallel QC reviews and approvals for the IJR, EA, and design/plan development. The interchange serves as primary access for a new casino development adjacent to I-210 and greatly improves historic traffic congestion in the area.
01/93 - 04/04	**ST. FRANCISVILLE TO NEW ROADS (AUDUBON BRIDGE) ENVIRONMENTAL ASSESSMENT (EA) AND EXPANDED LINE AND GRADE | LADOTD | Pointe Coupee and West Feliciana Parishes, LA** **Phase I Project Manager.** Steve led Stantec's efforts during the Phase I Location and Feasibility study that fed into the Phase II Environmental Assessment (EA) for construction of a new bridge and approaches over the Mississippi River and 12-miles of new roadway connections to existing state routes. Stantec responsibilities included assisting in locating alternative corridors and alignments, preliminary traffic studies and preliminary cost estimates. Stantec also participated in investigation of several potential Mississippi River crossing locations, including coordination with agencies and stakeholders for the proposed structure over the Mississippi River, and public meetings which ultimately led to completion and approval of the Phase II EA. During the Phase II EA, Steve provided overall project oversight of Stantec's responsibilities which including identifying an alternative alignment and Mississippi River crossing. Stantec provided roadway, traffic and bridge engineering and input to environmental resources, and helped to lead public meetings and hearings. Stantec also coordinated with the prime consultant who developed 60% roadway plans as a basis for survey services and developing ROW mapping and bridge studies for the high-level approaches to the river crossing, railroad crossings, and major stream crossings.
07/15 - Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD | Lafayette, LA** **Program Manager.** Steve is directing all services for this complex program and serve as the program manager, ultimately responsible for QA. As of June 2024, the critical ongoing activities include finalizing SEIS activities and collaborating with DOTD on the construction phasing and delivery methods of the project. One of Steve's teams is completing a supplemental EIS for these new alternatives under consideration. Also, preliminary design for the I-49 / Kaliste-Saloom interchange at the south end of the project has begun. Ultimately, the program includes management of the budget and its 13 sub-consultants; coordination with DOTD HQ & District 03, City-Parish, MPO, USACE, FAA, LFT Airport, SHPO and DEQ, and community/stakeholders; ROW Acquisitions and Utility Relocations; and maintenance of traffic to minimize congestion during construction.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Mohit Soni, PE, PMP**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**
TITLE	**Structures Lead**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**12**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2000 | Civil Engineering // BS | 1998 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 65204 | FL | 02/28/2027 // Project Management Professional #1260420 | National | N/A**		
YEAR REGISTERED	**2006**	DISCIPLINE	**Civil Engineering**

Contract role(s) / brief description of responsibilities	Mohit has 24 years of experience including designing concrete, steel girder, bridges. Mohit is currently serving as a member of SAM-TAG Group with the Florida DOT Central Office, evaluating and implementing innovative materials. Mohit was previously involved in the bridge and sign inspections. He has vast experience with design-build projects and is very familiar with Florida Department of Transportation guidelines, manuals, standards, and specifications. He is proficient with computer programs and programming for structural design and analysis. Mohit will serve as **QA/QC - STRUCTURES** for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/20 - 05/23	**PD&E STUDY FOR SR A1A SEBASTIAN INLET BRIDGE (#80005) REPLACEMENT | Florida DOT District 4 | Indian River and Brevard Counties, FL** **Deputy Project Manager and Structures Engineer of Record.** Mohit served as Deputy PM and EOR for replacement of the historic Sebastian Inlet Bridge crossing the Sebastian Inlet at the Indian River and Brevard County boundary. The project area is located immediately adjacent to the Sebastian Inlet State Park. Responsible for multiple agency coordination which includes the US Coast Guard for bridge clearance determination, the Sebastian Inlet District for ROW easement coordination, the Sebastian Inlet State Park, and State Historic Preservation Office for Section 4(f) and historic resources (bridge is NRHP eligible). Efforts include advanced land and water based geotechnical investigations, wetlands and habitat, Section 4(f) resources, Section 106 activities and virtual and hybrid public engagement activities.
06/18 - Ongoing	**I-70 BRIDGES - BACK CHANNEL BRIDGE | West Virginia Division of Highways | Ohio County, WV** Project Manager/Structures Lead. Lead/Project Manager overseeing developing rehabilitation plans and calculations as well as the load rating of the Back Channel Bridge (part of the I-70 Bridges project). The structure consists of thirty-five spans of varying type and the bridge is over 2400ft long. The scope of work included complete rehabilitation of Piers 7 & 10; surface repairs of Piers 8, 9 & 11-35, and Piers 13-15, 17-24; clean and apply protective coating to all exposed concrete surfaces, replace all bearings per Rehab Report, Deck Replacement Option B; adjust bearing fixities as required to accommodate movements from pin & hanger splices; repair all deteriorated steel sections indicated in Rehab Report; remove welds, grind out defects and perform dye penetrant tests for cracks as indicated in Rehab Report; replace bolts as indicated in Rehab Report; and include pedestal modification as required at each location.
08/15 - 05/19	**2.3-MILE TAMIAMI TRAIL BRIDGE (DESIGN-BUILD) | Florida DOT District 6 | Miami-Dade County, FL** Structures QA/QC. Mohit provided independent QA/QC for the design of two new bridges with a total length of 2.3 miles. The structure consists of FIB 72/36 beams supported on precast bent caps and 24" prestressed piles. The project incorporated Accelerated Bridge Method of Construction by utilizing the precast bent caps which minimized on-site concrete pours, environmental impacts, construction impacts to public, expedited construction, improved project delivery time, material quality, product durability and work zone safety. Serving as the northern border of the Everglades National Park (ENP), the bridge is situated in one of the most sensitive wetland habitats in Florida and is home to an impressive variety of threatened and endangered species. The elevated bridging design works to increase and restore natural water flows into the ENP, and is currently the largest ecological restoration effort in the Continental US. The Tamiami Trail Bridging aims to re-establish a north-to-south hydraulic connection across the project site, replacing the existing Tamiami Trail roadway bed with 2.3 miles of bridges that allows for increasing the future flow of water. The overall outcome of this project will allow increased water conveyance into ENP while preserving and protecting the sensitive natural wetland environment encompassing the project site.
09/14 - 09/18	**DISTRICTWIDE BRIDGE DESIGN REPAIR (CONTRACTS #C9841 & C8X21) | Florida DOT District 3 | Various Counties, FL** **Project Manager and Engineer of Record.** Project Manager/EOR for this task-work order-based contract. 50 task assignments have been completed and include rehabilitation and repainting of major steel structures, repair and replacement of structural elements involving expansion joint replacement, bridge painting, cathodic protection deck crack sealing, approach slab, joint & bearing pad replacement, PT grout investigation, bridge abutment/bent cap repairs, crack repairs, spall repairs, crutch bent, emergency response, fender repairs, and load rating. The bridges include overpass bridge, over rail road, and over water and environmentally sensitive areas.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Andrea Dvorak-Grantz, AICP**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**22**
TITLE	**Senior Principal**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**4**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 1996 | Biology // BS | 1992 | Biology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Certified Planner #02224 | National | N/A**			
YEAR REGISTERED	**2005**	DISCIPLINE	**Planning**	

Contract role(s) / brief description of responsibilities	Andrea has 26 years of experience including managing complex environmental evaluations for major transportation improvements, transportation planning, environmental documentation, impact assessments, threatened and endangered species surveys, wetland and stream delineations, baseline risk assessments, and permitting. She has managed many NEPA projects which included planning, budgeting, coordinating, managing field investigations, document preparation, client/regulatory interfacing, and public involvement. Her experience includes project management, transportation planning, natural resource studies, NEPA environmental documentation, public involvement, and agency coordination. Andrea has prepared federal and state Environmental Impact Statements (EIS), Environmental Assessments (EA), and Categorical Exclusions (CE). Andrea will serve as **QA/QC - PLANNING/ENVIRONMENTAL STUDIES** for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/18 - Ongoing	**I-526 LOWCOUNTRY CORRIDOR WEST | SCDOT | Charleston, SC** **Senior Transportation Planner/NEPA Task Coordinator.** Assisted with the development of a Community Impact Assessment, complex Environmental Justice (EJ) analysis, EJ outreach plan, and EJ mitigation plan. Assisted with development of related portions of a Draft Environmental Impact Statement (EIS) as well as development of context sensitive design solutions and public outreach efforts.
04/24 - Ongoing	**I-26 WIDENING & NEPA DOCUMENTATION MILE MARKERS 125-145 | Lexington, Calhoun, & Orangeburg Counties, SC** **NEPA Task Lead**. Overseeing planning efforts, technical analyses, preparation of the environmental document, document coordination with agencies and public outreach.
05/22 - Ongoing	**I-20 BRIDGE REPLACEMENTS & NEPA DOCUMENTATION | Aiken County, SC** **Senior Transportation Planner.** Assisted in the review of the NEPA environmental documents and Section 4(f) coordination for five bridge replacements along I-20: I-20 eastbound over S-980; I-20 westbound over S-980; I-20 westbound over the South Edisto River; I-20 westbound over SC 19; and I-20 westbound over an abandoned railroad (North Augusta Greeneway).
08/18 - 09/24	**I-26/US 21 INTERCHANGE & BRIDGE IMPROVEMENTS (EXIT 119) | Columbia, SC** **Senior Transportation Planner.** Prepared a CE for an interchange improvement project. Provided technical direction on development of the CE and worked closely with the engineering design team to investigate potential alternatives, develop screening criteria, and evaluate measures to avoid and minimize impacts.
09/19 - Ongoing	**NC 150 WIDENING | Catawba and Iredell Counties, NC** **Project Manager/Senior Transportation Planner.** Served as the Project Manager for this 15-mile corridor study along NC 150 and I-77 north of Charlotte. Led the preparation of the environmental document and oversaw all aspects of the project including preliminary design, traffic capacity analysis, community and natural resource studies, agency coordination and public involvement. The project included 5 bridge structures over Lake Norman.
05/12 - 10/21	**NC 150 IMPROVEMENTS (R-2307 AND I-5717) | NCDOT | Mooresville, NC** **Project Manager.** Stantec performed traffic analysis and preliminary designs for improvements to the highly congested NC 150 corridor. The operational analysis included modeling the entire corridor in Synchro, as well as sections of the design in VISSIM and Transmodeler. Due to the geometric constraints and high volumes—both existing and projected—along this corridor, analysts and designers at Stantec worked together to develop a Reduced Conflict Intersection (RCI) corridor addressing the capacity needs of the area, while reducing the amount of right-of-way acquisition required and reducing impacts to the community. Each intersection required a unique evaluation to recommend the best design for that specific location. Once the preferred intersection treatments were identified, Stantec prepared a visualization of the entire corridor to clearly communicate the recommendations to the public and elected officials. Our team also developed air quality modeling, noise impact analysis, natural resource studies, a community impact assessment, and indirect and cumulative effects studies. We prepared an Environmental Assessment and FONSI (EA/FONSI) to document the anticipated environmental impacts.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Michael "Mike" Bruce, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**39**
TITLE	**Senior Principal**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**7**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1978 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 20397 | LA | 9/30/2026**			
YEAR REGISTERED	**1983**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Mike has 46 years of experience in the design and management of transportation related projects, including comprehensive expertise in innovative intersections, the preparation of construction PS&E packages for roadway and bridge projects, master plan projects, and feasibility studies for transportation networks. The complexity of his transportation experience ranges from minor urban street rehabilitation, to rural highways, urban interstate construction, including geometrics for many major interstate interchanges. Mike will serve as **QA/QC - TRAFFIC** for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/07 - Ongoing	**BATON ROUGE LOOP IMPLEMENTATION PLAN AND TIER I EIS | LADOTD | Baton Rouge, LA** **Principal-In-Charge**. Mike is currently overseeing Stantec's responsibilities for this ongoing effort. The project began with developing an Implementation Plan for the Capital Area Expressway Authority. This first phase was a one-year contract to determine possible corridors, impacts and a financial package for the construction of a loop through 5 parishes, including two crossings of the Mississippi River. Mike has been Principal-In-Charge for Stantec's engineering components which include: corridor selection, traffic benefits, design criteria, typical sections, cost estimates and potential right-of-way required. This project involves extensive coordination with affected agencies including the 5 parishes, LADOTD, FHWA, Coast Guard and Corps of Engineers, as well as public outreach and public meetings.
07/15 -Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD Contract No. H.004273.5 | Lafayette, LA** **Traffic Manager.** Mike is responsible for overseeing traffic tasks, coordinating with project management to provide traffic resources for the project. The project includes a comprehensive Vistro model of the Lafayette area, as well as additional analyses using TransCAD, VISSIM, and Sidra software packages. Project follows the Access Justification Request (AJR) guidelines established by DOTD and FHWA, and includes a VISSM model of the core area calibrated to DOTD standards.
04/15 - Ongoing	**LA 30 (NICHOLSON DRIVE) ROADWAY IMPROVEMENTS (LSU TO SOUTH BOULEVARD) | LADOTD | Baton Rouge, LA** **Principal-in-Charge.** Mike oversees the Stantec team, including roadway, structural and traffic engineers assigned to the project. The project is part of a City-State road transfer agreement, and as part of this process, Stantec began with a study to identify feasible improvements for the corridor. In addition to the improvements identified along LA30, the I-10 exit ramp terminus will be relocated to facilitate traffic movements and be compatible with development plans along the corridor. Bids for construction were received 3/9/22, and Stantec is providing DOTD Construction Support services during the ongoing construction phase. This includes answering RFI's, reviewing shop drawings, and attending construction progress meetings as requested by DOTD.
05/13 - 03/19	**ESSEN LANE WIDENING | LADOTD | Baton Rouge, LA** **Principal-in-Charge.** Mike oversaw traffic signal plans for four intersections along Essen Lane that were impacted by the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group, DOTD, and the City of Baton Rouge.
08/09 - Ongoing	**I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY AND IJR | Northwest Louisiana Council of Governments | Shreveport, LA** **Principal-in-Charge.** Mike serves as key advisor on this current project, with Stantec sub-consulting to Providence Engineering. The 3.5 mile route will provide the final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the existing I-49/I-220 interchange. Stantec is leading the traffic study and impacts effort along with development of an implementation plan and strategy for the Stage 0 Feasibility Study. Public involvement for the I-49 Inner-City Connector is critical because potential corridors run through a traditionally low-income neighborhood where previous efforts to provide this link were not well received. Stantec will also provide input to concept development and evaluation, development of environmental investigations, and ultimately the context sensitive design elements.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Ted Devens, PE, MCE, CPM**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**
TITLE	**National PEL Program Manager**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**33**

DEGREE(S) / YEARS / SPECIALIZATION		**MS | 1995 | Public Administration // BS | 1984 | Civil Engineering**	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 82541 | FL | 02/28/2027**	
YEAR REGISTERED	**2017**	DISCIPLINE	**Civil Engineering; Certified Public Manager, 2006**

Contract role(s) / brief description of responsibilities	Ted leads a national PEL support cell within Stantec, to advise and support ongoing PEL project studies by regional Stantec teams and their state DOT, FHWA, and municipal clients. Ted led many project development teams for over $2.2 billion of highway improvements – including multiple EIS studies. He also directed Feasibility Studies in advance of programming and NEPA. Ted managed inter-agency pilot initiatives, developed departmental strategy, and established training programs. He also supervised large programs, such as: construction of a NATO airbase in Turkey, Design and Construction activities at NC State University, and managing Aviation infrastructure for the NC Airports System. Ted will serve as **PEL TEAM LEADER** and provide **APPROACH OPTIMIZATION & NEPA-TRANSITION STRATEGIES; RISK MANAGEMENT,** as well as **ALTERNATIVES ANALYSIS** services for this contract. **Ted meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 4**

MEETS MINIMUM LADOTD PERSONNEL REQ.

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
04/23 - Ongoing	**I-94 GRANT MARSH BRIDGE PEL FEASIBILITY STUDY | North Dakota DOT | Bismarck, ND** **Project Advisor/Technical Lead.** Ted presently advises and supports the Stantec regional team from Minnesota and North Dakota offices, to advance a PEL Feasibility Study which will likely replace the I-94 bridge over the Missouri River, and provide capacity and operational improvements to adjacent sections of I-94, I-194, and connections to local arterials. Duties include "PEL Pathfinding" and strategy formulation in an advisory role to the NDDOT and FHWA project management team.
01/23 - Ongoing	**I-95 PEL STUDY | Connecticut DOT and FHWA | Stamford, CT** **Project Advisor/Technical Lead**. Ted presently advises and supports the New Haven, Connecticut and Boston, Massachusetts offices to advance a PEL Study for the reconstruction of I-95 in Stamford, CT. Duties include "PEL Pathfinding" and an advisory role to the CTDOT and FHWA project management team.
10/22 - 09/23	**PEL GUIDANCE | Minnesota DOT | St Paul, MN** **Team Lead; Primary Author**. Delivered multiple Guidance documents to support Minnesota DOT's next-Gen Planning and Environment Linkages (PEL) program. Completed research on federal and state laws and regulations regarding PEL authorities and requirements. Scoured federal PEL guidance documents, as well as the PEL programs for numerous State Departments of Transporation, then recommended a flexible, project-dependent application model for Minnesota. Reviewed existing MnDOT PEL documents and provided recommendations for improvement. Developed sample PEL Checklists and Timelines. Authored a unique "PEL Lite" approach entitled Planning to NEPA (P2NEPA), which seeks to advance project tasks while providing the flexibility of avoiding the sometimes-onerous efforts that numerous other state PEL programs utilize.
02/13 - 05/16	**KINSTON BYPASS ENVIRONMENTAL IMPACT STATEMENT R-2553 | North Carolina DOT | Kinston, NC** **Project PD&E Manager.** Ted served as Project PD&E Manager for a 12-20 mile new location (EIS) bypass of Kinston, NC. This pilot project approach selected preliminary alternatives based on GIS-level analysis of functional designs, resulting in spotlighted attention from the inter-agency community. Major issues involved data reliability queries, economic and community impact, traffic projections, formulating a consistent Purpose and Need, major floodplain crossings, interfering FEMA buy-out parcels, wildlife corridors, and a historic battlefield, NCDOT led a first-ever, inter-agency effort to work with FEMA to justify the transportation use of FEMA Hazard Grant Management Program parcels. Responsible for all project activities, contracts, and agreements.
10/16 - 08/21	**STATEWIDE ACCELERATION AND TRANSFORMATION PROCESS (SWAT) | Florida DOT | Statewide, Florida** **Project Manager.** Led the development team for a new FDOT Statewide Acceleration and Transformation (SWAT) process, which integrates PEL concepts to seamlessly transition from long-range planning to program selection to the environmental review study. Collaborated with FDOT Central Office and Districts to develop the process, a SWAT Workbook and practitioner guides/tools. Created a training curriculum, web-based training modules, and led training events statewide.

08/12 - 01/16	**HAVELOCK BYPASS ENVIRONMENTAL IMPACT STATEMENT, R-1015 | North Carolina DOT | Havelock, NC** **Project PD&E Manager.** Ted served as Project PD&E Manager for an 11-mile new location (EIS) bypass of Havelock in the coastal plain. Project involves significant wetlands and water quality issues, endangered species, military coordination, protected historic architecture and archaeological resources, CAMA, community impact assessment, impacts to an established wetland mitigation bank, and legal challenges to Purpose and Need. Passage through the Croatan National Forest prompted significant coordination and a complex agreement with US Forest Service. Project required additional natural resource studies to satisfy USFS, as well as an inter-agency renegotiation of the banking instrument for a 4,035 acre wetland mitigation bank. Responsible for all project activities, contracts, and agreements.
07/17 - 02/20	**PLANNING AND ENVIRONMENT LINKAGES (PEL) WHITEPAPER | Florida DOT | Statewide, Florida** Project Manager / Primary Author. Primary author and Team lead author for a 281-page PEL Whitepaper for Florida DOT (FDOT), that summarized nearly three years of research, coordination, and case study analysis of all pertinent state and federal laws and regulations, including the PEL Strategies from numerous DOTs across the country. Developed recommendations/guidance to accelerate project delivery and smooth the transition from Planning to Project Development Phase.
04/20 - 02/21	**ALTERNATIVE CORRIDOR EVALUATION TRAINING | Florida DOT | Sarasota, Florida** **Task Initiator/Advisor.** For the the FDOT Alternative Corridor Evaluation (ACE) process, Ted initiated, advised, and supported production for a comprehensive FDOT Training Event. Instruction covered the ACE Process, and how it ties-in with the FDOT ETDM, SWAT, and SWEPT protocols.
02/08 - 05/10	**SUNSET BEACH BRIDGE ENVIRONMENTAL IMPACT STATEMENT B-0682 | North Carolina DOT | Sunset Beach, NC** **Project PD&E Manager.** Ted served as Project PD&E Manager to oversee the permit phase of this large and controversial bridge from mainland North Carolina to the barrier island of Sunset Beach (EIS). Following the Record of Decision, worked with local officials, NCDOT hydraulics, and permitting agencies to fully comply with all project commitments, respond to legal challenges, and assist with preparation of final permit applications and associated drawings and exhibits. Responsible for all project activities, contracts, and agreements.
02/05 - 02/10	**US 158 RECONSTRUCTION AND BASCULE BRIDGE REPLACEMENT | North Carolina DOT | Elizabeth City, NC** **Project PD&E Manager.** Project PD&E Manager for the rebuilding of a "sinking road" through downtown Elizabeth City, and replacing the existing, historic bascule (draw) bridge over the Pasquotank River (EA/FONSI). The project necessitated a geotechnical solution that would allow excavations, yet structurally sustain many buildings located only four feet from highway. Hurricane evacuation planning, traffic modeling, endangered aquatic species, and impacts to a historic district were important considerations. The project team conducted substantial construction-phase planning and coordination with affected businesses and the Chamber of Commerce, to minimize economic disruption to the downtown area. Building conditions and component elevations were pre-surveyed just prior to construction, followed by a comprehensive during-construction plan that monitored vibrations and any building movement. Responsible for all project activities, contracts, and agreements.
01/07 - 05/16	**US 64 IMPROVEMENTS EIS, R-2544/5 | North Carolina DOT |** Eastern NC **Project PD&E Manager.** Project PD&E Manager for a 28-mile widening and new location study (EIS) of a major highway in the North Carolina coastal plain, including a three-mile bridge crossing. Project involves hurricane evacuation planning, pervasive wetlands and aquatic systems, several endangered species, wetland and ESA mitigation planning, CAMA, historic resources, Environmental Justice communities, state game lands, and passage through a National Wildlife Refuge. Challenging coordination with USFWS Refuge Staff to comply with the Refuge System Improvement Act. The project evolved into a programmatic forum where NCDOT proactively initiated an interagency discussion that successfully defended and established the engineering and safety needs for minimum median widths. Eventually a full consensus of all state and federal agencies was achieved via significant inter-agency coordination. Considerable public involvement helped the project team to meet multiple community requests. Project implements one of the nation's largest and most progressive wildlife crossing programs. Value engineered. Responsible for all project activities, contracts, and agreements.
10/09 - 05/16	**INDEPENDENCE BOULEVARD IMPROVEMENTS EIS, U-4434 | North Carolina DOT | Wilmington, NC** **Project PD&E Manager.** Project PD&E Manager for the widening and new location (EIS or EA) study of Independence Boulevard in urbanized Wilmington, NC. Study involved considerable efforts to develop regional and project traffic demand models and resulting Purpose and Need preparation, followed by significant coordination with the public and local officials. Major issues involved MPO coordination to establish a vision of Wilmington's future, impacts to a major NC port and its service railroad, large numbers of relocations, and cost. Both elevated and subterranean alternatives were evaluated. Recommendations implemented Complete Streets concepts, including a multi-use trail and other bicycle/pedestrian accommodations. Responsible for all project activities, contracts, and agreements.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Amy Sackaroff, AICP**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**22**
TITLE	**Senior Transportation Planner/NEPA Specialist**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2002 | Environmental Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Certified Planner No. 169653 | LA | N/A**		
YEAR REGISTERED	**2007**	DISCIPLINE	**Planning**

Contract role(s) / brief description of responsibilities	Amy has 24 years of experience advancing complex infrastructure projects from early planning through environmental review, design, and permitting. She specializes in leading Planning and Environment Linkages (PEL) studies, Environmental Impact Statements (EISs), Environmental Assessments (EAs), and associated technical studies in compliance with the National Environmental Policy Act (NEPA). Amy has extensive experience in developing Purpose and Need statements, screening and refining alternatives through technical and environmental evaluation, facilitating interagency and tribal coordination, and designing public involvement strategies that support defensible and accelerated NEPA outcomes. Her leadership on major planning and NEPA projects, including the ADHS Corridor K Improvements, US 70 Havelock Bypass, and I-526 Lowcountry Corridor WEST, demonstrates her ability to deliver innovative, risk-focused strategies on high-profile, environmentally sensitive projects. In addition to preparing NEPA documentation, Amy has developed FHWA-compliant PEL studies that seamlessly transition into NEPA while minimizing schedule risk. She has led multidisciplinary teams in early environmental screenings, Section 4(f) and Section 6(f) evaluations, Indirect and Cumulative Effects (ICE) analyses, and community/environmental justice (EJ) studies. Amy brings specialized expertise in managing large corridor studies, advancing complex bridge and highway improvements, and applying integrated planning and environmental strategies to expedite project delivery. Amy will serve on the **PEL TEAM** providing **APPROACH OPTIMIZATION & NEPA-TRANSITION STRATEGIES; RISK MANAGEMENT** and **PEL STREAMLINING AGENCY COORDINATION** as well as **ALTERNATIVES ANALYSIS** services for this contract. for this contract. **Amy meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 4**

MEETS MINIMUM LADOTD PERSONNEL REQ.

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/23 - Ongoing	**I-94 GRANT MARSH BRIDGE PEL STUDY | North Dakota DOT | Bismarck & Mandan, North Dakota** **Senior NEPA Practitioner and PEL Specialist.** Stantec is leading a large, PEL-compliant Feasibility Study to evaluate operational improvements to I-94 and I-194, in Bismarck and Mandan. The Stantec team is assisting NDDOT and FHWA in taking a critical step by looking at this vital corridor in terms of traffic operations, capacity, safety, and a sustainable bridge solution which also aesthetically fits with adjacent parks and other uses. Amy is responsible for leading the development of the project Purpose and Need Statement, Community Studies, and Indirect and Cumulative Impact screening.
05/21 - Ongoing	**I-95 STAMFORD PEL STUDY | Stamford, CT** **Senior Planner.** Amy provides subject matter expertise to help advance this PEL Study for the reconstruction of I-95 in Stamford. Responsibilities also include evaluating potential community and Environmental Justice impacts associated with conceptual alternatives.
09/15 - 03/21	**APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (ADHS) CORRIDOR K IMPROVEMENTS | Graham County, NC** **Project Manager/Senior NEPA Planner.** Responsible for project oversight, planning efforts, technical analyses, environmental documentation (including a Supplemental DEIS, Planning and Environment Linkages (PEL) Study, Environmental Assessment, Section 4(f) Evaluation, Community Impact Assessment (CIA), Environmental Justice (EJ) Analysis, and Indirect & Cumulative Effects (ICE) Assessment, Visual Impact Analysis (VIA), agency coordination, tribal coordination support, and public outreach related to the development of an improved transportation system through Graham County, NC.
01/12 - 12/16	**US 70 HAVELOCK BYPASS (R-1015) FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) AND RECORD OF DECISION (ROD) | Craven County, NC** **Project Manager and Senior Transportation Planner**. Responsible for the development of a Reevaluation of the Draft Environmental Impact Statement, update of technical studies including Environmental Justice analysis, Indirect and Cumulative Effects Assessment, and preparation of a FEIS and ROD for a ten-mile bypass on new location through portions of the Croatan National Forest in Craven County. Studies were highly complex due to potential impacts to the Croatan National Forest and specifically the federally protected red-cockaded woodpecker. Provided technical direction on development of the FEIS and worked with design team to investigate potential alternatives, develop screening criteria, and identify measures to avoid, minimize, and mitigate impacts.

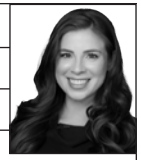
09/24 - Ongoing	**PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDY FOR THE WEST KNOXVILLE INTERSTATE CORRIDOR | TDOT | Knox, Anderson, and Louden Counties, TN** **Senior NEPA Planner and PEL Specialist.** Amy is providing subject matter expertise and production support for the development of a PEL study to evaluate mobility improvements in west Knoxville.
03/15 - Ongoing	**I-526 LOWCOUNTRY CORRIDOR WEST | Charleston, SC** **Community Studies and Environmental Justice Lead.** Responsible for guiding the development of an Environmental Justice (EJ) Analysis, EJ outreach plan, EJ mitigation plan, Community Impact Assessment (CIA), Indirect & Cumulative Effects (ICE) Assessment, Section 4(f) Evaluation, Visual Impact Assessment (VIA), Section 6(f) Environmental Assessment (EA) and conversion application. Amy was also responsible for related portions of the Draft Environmental Impact Statement (Draft EIS), combined Final EIS/Record of Decision, as well as the lead technical writer for I-526 LCC WEST Reconnecting Communities Pilot Program (RCPP) Grant Application. Amy is currently part of the Stantec team leading the implementation of a $146M EJ Community Mitigation Plan.
04/17 - 10/17	**PLANNING AND ENVIRONMENTAL LINKAGES (PEL) WHITE PAPER | Florida DOT | Statewide, FL** **Co-lead Author.** Amy served as Co-lead author of a comprehensive PEL Whitepaper for the FDOT Office of Environmental Management. Responsible for researching and documenting most current state and federal laws, regulations, and guidance documents that govern the adoption or incorporation of Planning Products into the National Environmental Policy Act (NEPA) decision-making process. Tasks also included researching and cataloging federal & state laws and regulations, identifying FHWA, AASHTO, and other guidance materials, researching PEL programs of other State Transportation Departments, and providing recommendations for FDOT consideration regarding PEL integration into FDOT policies and programs.
06/24 - 06/25	**BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR | Mid-America Regional Council | Kansas City, MO** **NEPA Framework Development and Compliance.** The Bi-State Sustainable Reinvestment Corridor (BSRC) project is a 24-mile transformative investment corridor, spanning Village West in Kansas City, Kansas, to Independence Square in Missouri. Covering the communities of Kansas City, Kansas, Kansas City, Missouri, Sugar Creek, Independence, and Jackson County, the BSRC aims to enhance connectivity and redevelop in a community-focused and sustainable way across the region. Led by the Mid America Regional Council (MARC) and supported by a $5.6 million RAISE Grant awarded in 2022, the project is funded through federal support facilitated by Representatives Emanuel Cleaver, II, and Sharice Davids via the Bipartisan Infrastructure Bill. At the heart of the BSRC project is a commitment to establishing high-frequency, reliable, and convenient transit as the foundation of a zero-emissions public transportation system, providing efficient and sustainable east-west transit across Kansas City.
06/03 - 10/07	**SECOND BRIDGE TO OAK ISLAND | NCDOT | Brunswick County, NC** **NEPA Planner and Project Coordinator.** Responsible for development of an Abbreviated FEIS and Record of Decision for a high rise bridge and five-mile new location roadway to Oak Island, NC. Prepared NEPA documentation and associated technical reports including an indirect and cumulative effects assessment and future land use scenarios for new development anticipated from the new access. Facilitated agency coordination and helped build consensus around NCDOT commitments to mitigate induced land use changes and adverse impacts to the study area's unique natural features and sensitive habitats.
08/23 - Ongoing	**INNER LOOP NORTH TRANSFORMATION PROJECT | Rochester, NY** **Senior NEPA Planner / Environmental Justice Specialist.** Amy is leading the development of an Environmental Justice analysis for this expressway removal project in accordance with current EOs on EJ, USDOT Order 5610.2(a) (Final Order to Address Environmental Justice in Minority Populations and Low-Income Populations), and FHWA's EJ Order 6640.23A (FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations). Our work supports the City's goal of creating more diverse transportation choices, promoting healthy, equitable and active lifestyles, and inclusive placemaking.
08/16 - 06/17	**WHISKEY ROAD COMPLETE STREETS CORRIDOR STUDY | City of Aiken | Aiken, SC** **Senior Transportation Planner.** Environmental fieldwork, technical studies, public involvement, and NEPA document for a single point urban interchange. Responsible for field work and document preparation. Construction no applicable to this project.
06/15 - 06/20	**INTERSTATE 40 WIDENING FEASIBILITY STUDY | NCDOT | NC** **Project Manager / Senior Planner.** Responsible for project oversight, planning efforts, technical analyses, state Environmental Assessment, agency and stakeholder coordination, and public outreach related to the development of a multi-modal corridor.
07/16 - 08/21	**I-26 / US 21 INTERCHANGE IMPROVEMENTS (EXIT 119) | SCDOT | Columbia, SC** **Senior Transportation Planner.** Responsible for the preparation of a CE for an interchange improvement project. Provided technical direction on development of the CE and worked closely with the engineering design team to investigate potential alternatives, develop screening criteria, and evaluate measures to avoid and minimize impacts.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Susan Patterson**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**
TITLE	**Senior Principal, Business Center Practice Leader**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**20**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1998 | Environmental Science**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**		
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**

Contract role(s) / brief description of responsibilities	Susan has 27 years of experience and specializes in transportation related NEPA documentation and public involvement. She has extensive experience preparing various intensities of NEPA documents, including CEs, EAs, and EISs. Susan is proficient with managing the multi-disciplinarian approach of working with engineers, planners, and environmental scientists to lead projects from conception to completion, and understands the relationships required among these disciplines in order for projects to comply with all local, state, and federal regulations and requirements. She has focused her career on developing quality relationships within the public and private sectors while delivering complex linear transportation projects and trailblazing various methodologies for project documentation needs. She is skilled at comprehensive services in planning, scheduling, coordinating, conducting, documenting, and exhibit preparation for public involvement. Experience includes meeting with and providing oversight for Meetings with Affected Property Owners (MAPOs), in-person and virtual public meetings and hearings, as well as neighborhood meetings and stakeholder meetings/workshops. Susan also has recent experience developing for virtual public meetings, hearings, and stakeholder meetings. Susan will serve on the **PEL TEAM** providing **PEL STREAMLINING AGENCY COORDINATION** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
04/19 - Ongoing	**I-45 GULF PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY, (I-69/US 59 (DOWNTOWN) TO BELTWAY 8) | TXDOT AUSTIN DISTRICT | Harris County, TX** **Environmental Task Manager.** Susan served as Environmental Task Manager for the 14-mile-long corridor PEL Study. Susan coordinated environmental constraints data collection, environmental background research, alternatives analysis screening, need and purpose supporting documentation, and public involvement support.
11/23 - Ongoing	**I-35 PEL STUDY, SH 45 SOUTHEAST TO CR 382/CIBOLO VALLEY DRIVE | TXDOT AUSTIN DISTRICT | Comal, Guadalupe, Hays, and Travis Counties, TX** **Environmental Task Manager.** Susan served as Environmental Task Manager for the 46-mile-long corridor PEL Study. Susan coordinated environmental constraints data collection, environmental background research and memo preparation.
11/17 - 11/23	**I-45 NORTH PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY, BELTWAY 8 TO LOOP 336N | TxDOT Houston District | Harris and Montgomery Counties, TX** **Environmental Task Manager.** Susan served as Environmental Task Manager for the 24-mile-long corridor PEL Study. Susan coordinated environmental constraints data collection, environmental background research, alternatives analysis screening, need and purpose supporting documentation, and public involvement support. Study approved November 2023.
01/13 - 03/14	**LOOP 9 SOUTHEAST CORRIDOR/FEASIBILITY STUDY | TxDOT Dallas District | Dallas, TX** **Environmental Task Manager.** Susan served as Environmental Task Manager for the 35-mile-long Corridor/Feasibility Study within Dallas, Ellis, and Kaufman Counties. Project included extensive coordination with 17 local governments, task force committees, and the public. Susan coordinated all aspects of the study and public involvement and served as the lead author. The study identified a locally preferred alternative alignment and developed a program of projects for future studies as funding becomes available. The Feasibility Study was approved in March 2014.
02/21 - 03/24	**PERMIAN BASIN INTERREGIONAL PLANNING PEL STUDY | Permian Basin Metropolitan Planning Organization | Midland-Odessa, TX** **Environmental Task Manager.** Susan served as Environmental Task Manager for a PEL study centered around Midland-Odessa, TX. Susan coordinated environmental constraints data collection, environmental background research, four levels of alternatives analysis screening, need and purpose supporting documentation, and report preparation. Study approved March 2024.
08/21 - 11/22	**US 57 FEASIBILITY STUDY (US/MEXICO BORDER TO I-35) | Bill Mackey/Kimley-Horn | Frio County, TX** **Environmental Task Manager.** Susan served as Environmental Task Manager for a PEL study along the 98-mile US 57 corridor. Susan coordinated environmental constraints data collection and environmental background research.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Celeste Johnston**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**
TITLE	**Senior Project Manager, Environmental**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**14**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2009 | Environmental Geoscience**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
Contract role(s) / brief description of responsibilities	Celeste has 15 years of experience in environmental planning and preparing studies for Environmental Impact Statements (EIS), Environmental Assessment (EA), and Categorical Exclusion (CE) level NEPA documents. She leads and prepares environmental documents, environmental justice analyses, public involvement activities, coordination with federal, state, and local agencies, U.S. Army Corps of Engineers (USACE) Section 404 permits and U.S. Coast Guard (USCG) permits. Celeste will serve on the **PEL TEAM** providing **PEL STREAMLINING AGENCY COORDINATION** services for this contract.			

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/14 – 08/22	**TEXAS DEPARTMENT OF TRANSPORTATION HOUSTON DISTRICT STAFF AUGMENTATION | Texas DOT** **Environmental Coordinator.** Provided Staff Augmentation as Environmental Coordinator for the TxDOT Houston District. Managed environmental consultants' preparation of NEPA documents and USACE permits, including scoping, directing, and reviewing work products. Prepared, reviewed, and approved NEPA documents and completed necessary documentations in the Texas Environmental Compliance Oversight System (ECOS). Prepared EIPC Sheets.
11/18 - 08/22	**TXDOT HOUSE DISTRICT CHAMBERS | Texas DOT | Liberty, Harris, and Montgomery Counties, TX** **Task Lead.** Reevaluations and USACE Permits for SH 99 Segments H&I, Chambers, Liberty, Harris, and Montgomery Counties, Grand Parkway Infrastructure. Prepared three reevaluations for SH 99, Segments H&I1 and prepared two reevaluations for SH 99 Segment I2. SH 99 H&I1 Reevaluation 7 NEPA approved on 2/27/2019. SH 99 H&I1 Reevaluation 8 NEPA approved 5/12/2020. SH 99 H&I1 Reevaluation 9 NEPA approved 8/18/2020. SH 99 H&I1 Reevaluation 10 NEPA 02/04/2021. SH 99 I2 –Reevaluation 11 Koppel Road NEPA approved 12/11/2019. SH 99 I2 Reevaluation 12 Wismer Road NEPA approved 4/16/2020. Supporting documents prepared for the revaluations included Notice and Opportunity to comment (NOTC), USACE Nationwide Permit and USACE Individual Permit Modification. IP issued 5/11/2021.
02/18 – 02/22	**FM 723 ROADWAY WIDENING | Texas DOT | Rosenberg, TX** **Project Manager.** Assessment and Reevaluation FM 723 Roadway Widening, Rosenberg, Texas, TxDOT Houston District. Prepared an Environmental Assessment, including community impacts/environmental justice, hazardous materials, and wetlands for this roadway widening project. The FONSI was issued on 04/24/2019. Planned and held public meeting and public hearing to inform the community of updates to the project. Prepared summary documentation for the public meeting and public hearing. Prepared Reevaluation and public meeting for design changes, approved 2/07/2022.
11/17 – 08/18	**SH 146 ROADWAY WIDENING | Texas DOT | Baytown, TX** **Project Manager.** Prepared an Environmental Assessment, including community impacts/environmental justice, biology, wetlands, traffic noise, and air quality. The FONSI was issued on 08/23/2018. Planned and held a public hearing to inform the local community of updates to the project. Prepared summary documentation for the public hearing.
02/14 – 07/15	**FM 270 BICYCLE/PEDESTRIAN BRIDGE FROM HENDERSON AVENUE TO SOUTH OF THE HL&P HOT WATER CANAL | Harris and Galveston County, TX** **Major Task Lead.** Major task lead for the NEPA process for a bicycle/pedestrian bridge over Clear Creek and HL&P Hot Water Canal. Project consisted of a 16-foot-wide SUP, including two bridges and additional ROW. The project was a CE and required a USACE NWP, USCG Bridge Permit, and a lighting exemption.



FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Holly Bagot, ENV SP, CISEC, QSP**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**
TITLE	**Environmental Planner**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**8**
DEGREE(S) / YEARS / SPECIALIZATION	**BA | 2011 | Environmental Studies // Extension Program | Sustainable Business Practices | 2015**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Envision Sustainability Professional (ENV SP) | National | N/A** **Certified Inspector of Sediment and Erosion Control (CISEC) | National | N/A** **Qualified SWPPP Practitioner (QSP) | National | N/A**			
YEAR REGISTERED	**2015 (ENV SP); 2014 (CISEC); 2015 (QSP)**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Holly is an Environmental Planner and Project Manager with 10 years of professional consulting experience in both the public and private sectors. Holly specializes in socioeconomic analyses, CEQA and NEPA environmental documentation, public involvement coordination, project management as well as technical writing and editing. She has experience preparing environmental documents including Community Impact Assessments, Reconnaissance Reports, Environmental Assessments, Environmental Impact Statements, and Categorical Exclusions. Holly has exceptional communication and organizational skills and serves as a natural leader amongst her fellow peers. Holly will serve on the **PEL TEAM** providing **STAKEHOLDER OUTREACH & PUBLIC INVOLVEMENT** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/21 - 01/24	**PERMIAN BASIN MPO INTERREGIONAL PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY | Midland, TX** **Environmental Planner and Project Coordinator**. Holly assisted in the analysis for the Socioeconomic section of the proposed PEL study. She also served as the lead project coordinator and liaison to review and assemble the environmental components for the Draft and Final PEL study. Lastly, she coordinated, authored, and distributed the public agency coordination letters for the public agency coordination phase of the draft study process.
07/23 - 01/24	**I-35 CAPITAL EXPRESS CENTRAL | TxDOT Austin District | Austin, TX** **Environmental Planner and Coordinator.** Holly was responsible for preparing for the Public Hearing for the I-35 Capital Express Central Project from US 290 East to US 290 West/SH 71 held at the Millennium Youth Entertainment Complex on February 9, 2023 in Austin, Texas. Holly assisted TxDOT in managing the Community Impacts section of the event and provided both materials and information to the public regarding the approach and findings of the Community Impacts Assessment along with the data collected for the additional Transportation Equity and Access studies prepared for the Draft Environmental Impact Statement for the proposed project. Materials for the Public Hearing were presented in both English and Spanish. Additionally, Holly was responsible for the coordination and assisted in the preparation of the I-35 Capital Express Central Project – Transportation Equity and Access StreetLight Data PowerPoint presentation and Frequently Asked Questions handout for the City of Austin.
04/23 - Ongoing	**NORTH STREET AT WALNUT CREEK - BRIDGE REPLACEMENT | Mansfield, TX** **Project Manager.** Holly is currently serving as the Project Manager for the North Street at Walnut Creek - Bridge Replacement project. Though the project scope is still under review, it is anticipated that Holly will coordinate field work, develop project schedules, manage project budgets, review environmental technical reports and attend all project coordination meetings with Freese and Nichols, Inc. and the City of Mansfield.
04/24 - Ongoing	**GORDON SPEER CHAMBERS PARKWAY: SH 146 TO NEEDLEPOINT ROAD | Chambers County, TX, USA** **Project Manager.** Holly served as the Project Manager for the Gordon Speer Chambers Parkway: SH 146 to Needlepoint Road Project located within Chambers County, Texas. Holly coordinated field work, developed project schedules as well as reviewed all environmental documentation. Environmental documentation for the proposed project is still under review, however, it is anticipated to be completed and approved on time.
06/23 - 05/24	**GRAND PRAIRIE MAIN STREET ROUNDABOUT | Grand Prairie, TX** **Environmental Planner and Deputy Project Manager.** Holly completed the Community Impacts Assessment for the proposed Grand Prairie Main Street Roundabout located within the City of Grand Prairie, Texas. Holly also served as the Deputy Project Manager for the proposed project and helped coordinate all public involvement efforts with TxDOT Dallas District. The project was completed on time and was environmentally cleared in June 2023.

	Stantec Consulting Services Inc.			
NAME	**Barbara Wagner, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**19**
TITLE	**Associate, Senior Project Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**10**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2007 | Energy and Resources // BS | 1982 | Civil Engineering Technology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 081248 | PA | 09/30/2025**			
YEAR REGISTERED	**2013**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Barbara prepares SEQRA and NEPA Environmental Impact Statements and Environmental Assessments. She also has extensive experience in planning and managing supporting studies and analysis, including evaluation of noise, visual, cultural, and ecological resources as well as environmental justice considerations. As a professional environmental engineer, she has "boots on ground" understanding of EIS/EA supporting documentation, including stormwater plans, noise studies, site remediation, traffic studies and visual/viewshed assessments. She has prepared and reviewed environmental permits and SEQR/NEPA environmental impact statements for facilities including coastal resiliency, wind farms, landfills, hospitals, and building projects. Barbara will provide **DIGITAL & MEDIA MGT. / SECTION 508 COMPLIANCE and NEPA PLAIN LANGUAGE COMPLIANCE** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/19 - 06/24	**NEPA ENVIRONMENTAL ASSESSMENT, ROUTE 7/15 INTERSECTION | Connecticut DOT | Norwalk, CT** **Environmental Assessment, Senior Reviewer.**. CTDOT proposes improvements include potential impacts to historic resources, including unique bridges and the scenic Merritt Parkway. Other resources require in-depth analysis, including traffic, noise, air, and cultural resources. Authored/edited EA sections, drawing on the expertise of multiple Stantec offices and subconsultants and staying abreast of evolving design plans and alternatives.			
03/19 - 02/21	**WESTCHESTER (TARRYTOWN) RIVERWALK EXTENSION & CONNECTION TO MARIO CUOMO MEMORIAL BRIDGE SHARED-USE PATH, SEQR/NEPA ENVIRONMENTAL ASSESSMENT | Tarrytown, NY** **Senior Independent Reviewer**. Senior independent reviewer for this EA of the extension of the existing Westchester (Tarrytown) RiverWalk under the Mario Cuomo Memorial Bridge with connection to Losee Park and the new shared use path on the bridge. Ms. Wagner participated in interim reviews throughout the EA preparation as well as final QAQC. The EA examined numerous routing options were examined to determine which of these were feasibility, potential impacts, costs and benefits. Key stakeholders included Scenic Hudson, New York Thruway Authority, Metro North Railroad, NYS DEC, Westchester County Planning and the Village of Tarrytown as well as the residents of the Van Wart and Quay neighborhoods on either side of the bridge. The preliminary plans and opinions of probable costs prepared for this EA will lay the foundation for further evaluation in the assessment and permitting process for this project.			
11/21 - 11/23	**LOWER MANHATTAN COASTAL RESILIENCY - BATTERY | New York, NY** **Environmental Assessment, Senior Reviewer.** Prepared NEPA EAs for three health clinics and two hospitals in NY state to meet HUD and FEMA requirements with special emphasis on resiliency, community development, traffic and visual resources. Projects included the EAs for Northwell Health resiliency projects in New York City with budgets totaling $53 million. Assessments required coordination with multiple state and local agencies.			
12/22 - 12/23	**AMTRAK NORTHEAST CORRIDOR FENCING PROGRAM: OVERSIGHT FOR PROGRAMMATIC NEPA AND OUTREACH | National Railroad Passenger Corporation | Philadelphia, PA** **NEPA Team Member**. The Northeast Corridor (NEC) is a 457-mile-long rail high-speed corridor owned by Amtrak that passes through eight states and the District of Columbia, connecting all of the major metropolitan areas that comprise the Northeast Megalopolis, including New York City. To address trespassing and other physical security concerns, Amtrak has initiated the NEC Fencing Program to construct new or replace existing physical barriers, such as fencing, where feasible, along the entire NEC right-of-way. Amtrak selected Stantec to serve as the Program Manager and lead the NEPA compliance for the Fencing Program. Due to the scale and the incremental funding required to implement the Program, Stantec recommended the development of a Programmatic Environmental Assessment/ Finding of No Significant Impact (EA/FONSI) to document the anticipated impacts. Stantec prepared the program purpose and need and developed the scope of work for regional firms that will be tasked with collecting the environmental data and conducting the impact analysis. Stantec is providing oversight to the regional firms and partnering with them to develop and implement a scalable public involvement and awareness program. Stantec is also responsible for the preparation on the NEPA documentation and Section 106 NHPA and Section 7 of the ESA compliance.			

	Stantec Consulting Services Inc.			
NAME	**Hannah Clements**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**
TITLE	**Transportation Planner**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**1**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2017 | Environmental Science**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Hannah has 7 years of experience in the transportation sector, primarily preparing technical environmental documents relating to the implementation of the National Environmental Policy Act (NEPA). Her work focuses on community studies and the human environment on a local and regional scale. She has worked on various projects throughout the Southeast including South Carolina, North Carolina, and Georgia, to provide technical support for the project team including Environmental Justice outreach, public involvement, noise and wetland field studies, community impact analysis, and relocation impact analysis. In addition, Hannah is proficient in Geographic Information Systems (GIS) analysis which allows her to create mapping to better understand demographic data for Environmental Justice/Title VI populations and Limited English Proficiency/Language Assistance communities. Hannah's GIS analysis experience also facilitates the assessment of environmental data such as land uses, rights-of-way, community features, floodplains, wetlands, and farmland. Hannah has prepared federal and state environmental documents ranging from Environmental Impact Statements (EIS), Environmental Assessments (EA) /Finding of No Significant Impacts (FONSI), Categorical Exclusions (CE), Minimum Criteria Determination Checklists (MCDC), Feasibility Studies, Community Impact Assessments (CIA), an Environmental Justice Analysis, Section 4(f) Evaluations, a Relocation Impact Study, and an Environmental Outreach Strategy. Hannah will provide **COMMUNITY IMPACT ASSESSMENTS** for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/18 - Ongoing	**I-526 LOWCOUNTRY CORRIDOR WEST | South Carolina DOT | Charleston, SC** **Environmental Planner.** Planning and design studies for the 9.7-mile segment of I-526 between West Ashley and North Charleston to increase capacity, relieve traffic congestion, and improve operations. Hannah provided technical support for the project team including Environmental Justice public involvement, relocation impact analysis, ADA compliance, DEIS and FEIS technical writing, and Geographic Information Systems (GIS) analysis. She also provided data analysis and created mapping to better understand demographic information for Environmental Justice impacts and the assessment of environmental data such as land uses, rights-of-way, community features, floodplains, wetlands, and farmland. Hannah was the lead technical writer for the Community Impact Assessment (CIA), Environmental Justice Analysis, Relocation Impact Study, Pop-Up Meeting Summary, and Environmental Outreach Strategy. She also helped to develop the Section 4(f) Evaluation, Section 6(f) Evaluation, and Environmental Justice Community Mitigation Plan. Since the signing of the FEIS-ROD in October 2020, Hannah has been working to implement the robust Environmental Justice Community Mitigation Plan within the impacted North Charleston neighborhoods.
01/23 - Ongoing	**THE COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS (CNMI) JOINT MILITARY TRAINING EIS | US Marine Corps and NAVFAC | Tinian, CNMI** **Socioeconomics Lead.** Hannah led the update to the original socioeconomic study that will be included with the revised EIS document. Her work included the collection of Census data in Tinian, interviewing local agencies, assessing project impacts, and writing the narrative of the document.
02/21 - 12/23	**I-4409 INTERCHANGE IMPROVEMENTS | North Carolina DOT | Black Mountain, NC** **NEPA Planner.** Hannah was a technical writer who worked on the Community Impact Assessment, farmlands assessment, and Categorical Exclusion document. She helped coordinate with Tribal representatives and members of Division 13.
12/22 - 01/25	**MD 355 FLASH BUS RAPID TRANSIT ENVIRONMENTAL ASSESSMENT | Montgomery County | Montgomery County, MD** **Technical Writer.** Hannah led the Stantec NEPA team, wrote the socioeconomic sections of the MD 355 EA, and provided a quality review for sections written by various team members.
05/18 - 04/21	**FIVE BRIDGE REPLACEMENTS ON I-20 | South Carolina DOT | Aiken County, SC** **Environmental Planner.** Hannah wrote the Programmatic Categorical Exclusions (PCE) for three of the replacement bridges. She coordinated with SCDOT NEPA Coordinator/Archaeologist to make a "de minimus" determination to address temporary construction impacts to the North Augusta Greeneway, in order to meet requirements under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966. Hannah also helped prepare the Public Involvement materials for the public information meeting held to discuss potential impacts to the North Augusta Greeneway.

	Stantec Consulting Services Inc.			
NAME	**Elizabeth "Beth" (Stalzer) Beam, AICP**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**5**
TITLE	**Senior Transportation Planner**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**31**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 1993 | Environmental Science // BA | 1984 | Urban and Regional Planning**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Certified Planner No. 013384 | National | N/A**			
YEAR REGISTERED	**1997**	DISCIPLINE	**Planning**	
Contract role(s) / brief description of responsibilities	Beth has 36 years of experience in transportation infrastructure development and multimodal planning. She is responsible for transportation planning and environmental projects including National Environmental Policy Act (NEPA) activities and the documentation for the Florida DOT Project Development & Environment (PD&E) process for Districts 2, 3, 4, 5, and 7 and is familiar with management of documentation in FDOT SWEPT. She has prepared and completed Environmental Impact Statements (EIS)/Environmental Assessments (EA) for projects located in LA, TX, TN, PA, and NJ. Her efforts include regulatory agency coordination at the federal, state, and local level. Beth has been involved in completing compliance audits and Phase I/Phase II Environmental Site Assessments. Her public outreach/engagement efforts include public meeting preparation and coordination, presentation development, flyer/newsletter design and production. Beth will provide **COMMUNITY IMPACT ASSESSMENTS and PLANS CONSISTENCY, LAND USE AND FARMLAND SOILS ASSESSMENT** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
9/15 - 03/17	**DIJON DRIVE EXTENSION EA AND REEVALUATION | Capital Region Planning Commission | East Baton Rouge Parish, LA** **Associate Project Manager/Task Leader.** Responsible for land use analyses, demographic analysis, natural resource analysis, EA document preparation, Phase I Environmental Site Assessment (ESA) field work, document/records research, technical workshop preparation, technical report preparation, public/stakeholder outreach, and agency coordination.			
01/14 - 05/17	**PETE'S HIGHWAY ENVIRONMENTAL ASSESSMENT | Livingston Parish, LA** **Project Planner/NEPA Lead.** Responsible for agency coordination, land use analysis, demographic analysis, natural resource analysis, technical document preparation, EA document preparation, Phase I ESA field work, document/records research, technical report preparation, and public/stakeholder outreach.			
09/12 - 02/14	**LA 143 – US 165 CONNECTOR AND OUACHITA RIVER BRIDGE, ENVIRONMENTAL IMPACT STATEMENT (EIS) | LADOTD | Ouachita Parish, LA** **Project Planner/Scientist.** Responsible for evaluating the composition of the affected project area, sociocultural data collection and evaluation to identify any sensitive populations (minority, low-income, linguistic proficiencies). Alternatives evaluated resulted in impacts to historic and minority neighborhoods. The number of residences potentially impacted were considered significant and alignment shifts were developed. Additional impacts to business were considered. Efforts included evaluation of alternatives to minimize impacts, shift alignments, and reduce the amount of right-or-way required. Public involvement activities included public outreach materials, stakeholder invitations, handouts, exhibits, presentation materials preparation, and meeting facilitation.			
08/22 - Ongoing	**LONG KEY BRIDGE PROJECT DEVELOPMENT AND ENVIRONMENT STUDY | Florida DOT District 6 | Monroe County, FL** **Project Manager.** Serving as PM for replacement of the 2.3-mile-long segmental bridge crossing Long Key Channel in Monroe County. Responsible for multiple agency coordination including the US Coast Guard for bridge clearance determination, Florida Keys National Marine Sanctuary, State Historic Preservation Office for Section 4(f) and historic resources (FKOHT bridge). Efforts include advanced land and water based geotechnical investigations, drainage analysis with limited land area, benthic resource surveys, stakeholder coordination. Public engagement is extensive beginning with a Public Kickoff Meeting, online public Navigation Survey, agency coordination, virtual and hybrid public engagement activities and two agency Environmental Forums			
04/13 - 09/16	**US-11 NORFOLK SOUTHERN RAILROAD EA | LADOTD | St. Tammany Parish, LA** **Associate Project Manager.** Responsible for evaluating the composition of the affected project area, sociocultural data collection and evaluation to identify any sensitive populations (minority, low-income, linguistic proficiencies). The project area included multiple businesses, low-income, and minority neighborhoods. Proposed improvements initially resulted in eliminating access to a low-income neighborhood. In addition, business impacts were significant along with potential impacts to historic properties. Alternatives were revised to minimize impacts, modify alignments to accommodate access, and reduce the amount of additional right-of-way required. Extensive coordination with Norfolk Southern Railroad was required. Public involvement activities included public outreach materials, stakeholder invitations, handouts, exhibits, presentation materials preparation, and meeting facilitation. Responsible for sociocultural impacts evaluation, conceptual stage relocation plan, Section 106, contamination, wetlands, species and habitat, and EA with FONSI.			

	Stantec Consulting Services Inc.			
NAME	**Yosef Shirazi, PhD**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**
TITLE	**Senior Associate**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**7**
DEGREE(S) / YEARS / SPECIALIZATION	**PhD | 2019 | Marine Studies // MS | 2011 | Marine Science** **BS | 2007 | Environmental Science and Policy // BS | 2007 | Biology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
Contract role(s) / brief description of responsibilities	Yosef has 14 years of experience in economics and marine science. He has performed extensive work valuing ecosystem services, conducting benefit-cost analyses, and assessing socioeconomic impacts, especially in coastal and marine environments. His areas of technical expertise include welfare economics, social cost accounting, biophysical relationships, as well as electrical grid operations and markets. Yosef excels on interdisciplinary teams where he can leverage his knowledge of biological, engineering, and economic disciplines to harmonize analytical targets and methodologies. Yosef will provide **BUSINESS EFFECTS & ECONOMIC ANALYSIS** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/11 - 03/25	**BENEFIT-COST ANALYSIS OF ALTERNATIVE COOLING WATER INTAKES STRUCTURES** **Economist.** Yosef evaluated the full range of economic benefits and economic costs from proposed changes in cooling water intake structure technologies at approximately one dozen large facilities along the Great Lakes and the Atlantic seaboard of the US. The considered range of technologies represented a variety of changes to operating cost, air quality, water quality and quantity, as well as widely divergent rates of impingement and entrainment of aquatic organisms. He collaborated with engineers and biologists to develop linked biophysical, techno-economic, and recreational behavior models. Among other categories, these models quantified and monetized changes to commercial and recreational harvests of aquatic organisms; estimated changes in non-use values associated with changes in ecosystem function; and created reports detailing methodology and findings.			
02/21 – 10/22	**BENEFIT-COST ANALYSIS OF SALTON SEA 10-YEAR MANAGEMENT PLAN | Natural Resources Conservation Service | Southern CA** **Economist.** Yosef was responsible for developing a robust benefit-cost analysis accounting for all materially foreseeable benefits and costs of large undertakings aimed at restoring habitat and suppressing dust in the Salton Sea watershed. Analysis incorporated uncertainty through extensive Monte-Carlo simulations. Activities also included developing substantial benefit-cost documentation and frequent interfacing with federal and state funding agencies. Benefit analysis included the monetization of changes in agricultural yield and human health resulting from dust suppression, increases in recreational benefits, and potential increases in non-use values, among other categories. The anticipated cost of construction and operations for the proposed plan is approximately $2 billion.			
09/18 - 02/20	**ZERO EMISSION VEHICLES ANALYSIS | American Fuel and Petrochemical Manufacturers** **Economist.** Yosef assessed the impacts to social welfare from regulation-induced increases in electric vehicle adoption and the distribution of these impacts over space and time. Areas of focus included changes in total emissions of greenhouse gases and criteria pollutants; impacts to congestion, human safety and human health; and the required levels of subsidies to achieve target levels of electricity vehicle penetration. Yosef's analysis drew from over 50 peer reviewed papers and included the building of novel stochastic quantitative models to evaluate implicit subsidies associated with the purchase of various classes of new vehicles.			
07/17 - 12/21	**BENEFIT-COST ANALYSIS FOR US EPA CLEAN WATER ACT COMPLIANCE | First Energy, Calpine, TVA, and Others** **Economist.** Yosef evaluated social benefits and costs from changes in the impingement and entrainment of aquatic organisms under different technological options for cooling water intakes at large electricity generating stations. He collaborated with engineers and biologists to ensure data harmonization and develop technological costs; developed models to monetize increased commercial and recreational harvests of aquatic organisms; estimated changes in non-use values associated with changes in ecosystem function; and created reports detailing methodology and findings.			
02/19 - 07/19	**GREEN POWER PROVIDER SOCIOECONOMIC ANALYSIS | TENNESSEE VALLEY AUTHORITY (TVA)** **Economist**. Yosef assessed the impacts of proposed modifications to TVA's Green Power Plan on the area's projected electricity generation mix. This analysis modeled the impacts to residential and commercial adoption of distributed generation resources based on modified financial incentives provided to end users, and the anticipated change this causes to the quantity of distributed electricity generation on the grid.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Josh McEnany**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**
TITLE	**Senior Project Manager**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/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. The value of these projects has also been quite diverse, ranging from $500 to $1.6 million. 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). Josh will provide **WETLANDS, STREAMS & PERMITTING** services for this contract. **Josh meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 7, 8**

MEETS MINIMUM LADOTD PERSONNEL REQ.

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/24 - 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 Enviornmental 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 we 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.
08/20 - 12/21	**LEAST TERN/SNOWY PLOVER HABITAT MANAGEMENT, MARINE CORPS BASE CAMP PENDLETON | NAVFAC Southwest | Camp Pendleton South, CA** **Project Manager.** Josh was the project manager for this project which was designed to provide habitat protection, maintenance, and enhancement for the endangered California least tern (Sternula antillarum browni)(LETE) and threatened western snowy plover (Charadrius nivosus nivosus) at designated tern colony sites on Marine Corps Base, Camp Pendleton. Methods used to accomplish project goals involved invasive species control, vegetation removal, large woody biomass removal, and sand replenishment. As the project manager he responsibilities included oversight of personnel, schedule, budget, subcontractors, and constant coordination with not only NAVFAC SW but also personnel on Camp Pendleton.
03/22 - 03/24	**ENVIRONMENTAL SUPPORT FOR CONSTRUCTION OF NEW SAN DIEGO PROCESSING FACILITY AT POGO ROW | U.S. Customs and Border Protection San Diego Sector** **Project Manager.** Responsible for overseeing all biological resources surveys (general fauna and flora as well as protocol level surveys for T&E species) and the wetland delineation. Josh authored the Environmental Assessment, listed species mitigation plan, wetland mitigation plan, and all Section 401 and 404 permits for this project.
08/20 - 08/21	**QUINO CHECKERSPOT BUTTERFLY HABITAT MONITORING FOR NATURAL RESOURCES MANAGEMENT | Camp Michael Monsoor, CA** **Project Manager.** Naval Facilities Engineering Command Southwest (NAVFAC SW) contracted GSRC to conduct habitat monitoring for the federally Endangered Quino checkerspot butterfly (QCB) (Euphydryas editha quino) at Camp Michael Monsoor (CMM), California. In 2011, the Navy finalized a QCB habitat enhancement plan that prescribed several strategies for managing QCB habitat on CMM. Since the finalization of the QCB habitat enhancement plan, the Navy has initiated projects to implement management strategies, focusing on three specific management areas. In addition to the management strategies, the Navy has implemented a habitat and population monitoring plan. This task order included an assessment of the success of the enhancement of management areas, assessment of host and nectar plant establishment, and surveys for invasive species. Josh was responsible for all aspects of this project including coordination with CMM, management of biological survey crews, project budget and schedule, as well as authoring the final report.
04/19 - 06/19	**BROWN-HEADED COWBIRD TRAPPING ON MARINE CORPS BASE CAMP PENDLETON | Camp Pendleton, CA** **Project Manager.** Naval Facilities Engineering Command, Southwest on behalf of the U.S. Marine Corps contracted GSRC to conducting brown-headed cowbird trapping activities within Marine Corps Base Camp Pendleton (MCBCP) to reduce the threat and impact of brood parasitism on the federally threatened least Bell's vireo and southwestern willow flycatcher and to assist MCBCP in maintaining compliant actions supporting military training in accordance with the MCBCP Integrated Natural Resources Management Plan and USFWS Programmatic Biological Opinion. A total of 40 brown-headed cowbird traps were operated along primary drainages within MCBCP from April through June 2019. A total of 223 brown-headed cowbirds were captured during this timeframe. Josh was responsible for authoring the work plan, accident prevention plan, summary report, and coordination with field crews and MCBCP.
08/19 - 08/20	**SALT MARSH HARVEST MOUSE SURVEYS AND GENETIC SAMPLING AT MARINE CORPS FIRING RANGE PROPERTY | Vallejo, CA** **Project Manager.** Naval Facilities Engineering Command, Southwest contracted GSRC to conduct survey for the presence of the federally endangered salt marsh harvest mice (SMHM; Reithrodontomys raviventris) at the Marine Corps Firing Range (MCFR) Property, former Mare Island Naval Shipyard, Vallejo, Solano County, California, and to collect genetic samples of any captured harvest mice for ongoing population genetics research. The trapping effort resulted in a total of 755 trap nights and 257 capture events (all capture and recapture instances). A total of three individual California voles (Microtus californicus), 128 house mice, eight genetically confirmed western harvest mice, and three genetically confirmed SMHM were captured. Josh was responsible for conducting the kickoff meeting, coordination between surveyors and NAVFAC SW, and all other project components.

	Stantec Consulting Services Inc.			
NAME	**Fran DeMarco**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**23**
TITLE	**Principal, Planning + Landscape Architecture**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**8**
DEGREE(S) / YEARS / SPECIALIZATION	**AA | 1992 | Architecture Design and Technology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
Contract role(s) / brief description of responsibilities	With 31 years of global experience in design, planning, and construction, Fran specializes in large-scale, complex projects with responsibilities encompassing initial feasibility studies, design phases, creating detailed working drawings and specifications to managing the construction of the project, both remotely and on-site. His experience spans a broad range of award winning projects that include bridges, streetscapes and roadways; recreation, greenways and parks; sporting facilities; commercial and urban development; hotels, resorts and themed attractions; master planned communities; golf courses; and marinas throughout North and South America, the Middle East, Europe, Asia, and the Caribbean. Fran will provide **CSS & VISUAL IMPACTS** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
08/24 - Ongoing	**VENETIAN CAUSEWAY (BRIDGE) IMPROVEMENTS | Miami-Dade County, FL** **Landscape Architect.** Stantec's Landscape Architecture team was engaged in the comprehensive redesign and enhancement of the Venetian Causeway bridges and adjacent spoil islands, in response to the need for repair and replacement of twelve bridges. Our team conducted extensive field data validation and landscape information collection, which included an inventory and analysis of existing vegetation. We also developed concept plans and created detailed strategies for tree and palm relocation and preservation, ensuring environmental sustainability while complying with Florida DOT traffic safety requirements and utilities corridors. We led the coordination of landscape and hardscape elements with local municipalities, ensuring seamless integration with streetscape features. Our responsibilities also included the production of detailed construction documents, encompassing landscape planting, irrigation remediation, and the relocation of existing vegetation.			
03/24 - Ongoing	**CITY OF HALLANDALE BEACH DESIGN OF GOLDEN ISLES SAFE NEIGHBORHOOD DISTRICT (GISND) VISION PLAN | Hallandale Beach, FL** Landscape Architect. Working with the GISND board, community members, and City representatives, Stantec was engaged to address the communities desire to improve multi-modal transportation safety for pedestrians and bicyclists, reconfigure head-in parking along the arterial roadway to reduce vehicle collision risk, improve streetscape, community, and bridge aesthetics, and identify other opportunities for enhancements within the neighborhood from creating public gathering spaces to resiliency.			
06/22 - Ongoing	**COLLIER COUNTY BAYSHORE GATEWAY TRIANGLE CRA 17 AC BOARDWALK | Collier County, FL** **Project Manager.** Stantec has provided planning, public engagement, and the design, engineering and environmental services required for new pedestrian connection from Bayshore Drive to Sugden Regional Park to the east that has long been disconnected from one and other by water bodies and drainage ways. The boardwalks span from upland to upland, offering promenades, walking paths, art installations, and seating areas. When spanning waterways, the boardwalks provide overlooks, deck areas off the circulation pathway, and a connection to nature. Future additions to the boardwalk system include plans for tree-top and canopy sections. The boardwalk is designed to support the development of civic and art buildings and infrastructure on the remaining 17 developable acres.			
09/14 - 09/15	**HISTORIC DOWNTOWN/OLD 41 IMPROVEMENTS | Bonita Springs, FL** **Project Manager.** This $16 million improvement project of US-41 encompasses more than 500 acres and includes Felts Street located one block east of Old US 41 and the connecting streets. Through public engagement workshops, the project team gained an understanding of the needs and concerns of the residents and business owners impacted by the improvements to the area. The project team took their wishes into consideration for the design of the project elements—roadway, bridge, sidewalk, streetscape, and drainage infrastructure improvements. Stantec produced all conceptual streetscape design components including vehicle travel lanes, on-street and offstreet parking configurations, bicycle, and pedestrian needs. The scope also included all detailed hardscape elements, furnishings, and site materials and finishes.			
06/20 - Ongoing	**DESIGN OF NW 59TH AVENUE EXTENSION BRIDGE OVER THE C-8 CANAL | Miami Lakes, FL** **Landscape and Irrigation Designer.** Stantec is providing roadway and bridge design. Fran is responsible for landscape, hardscape, and streetscape features along with project management assistance for concept design and production of detailed landscape planting construction documents. Our staff also coordinated the field data validation and landscape information collection, pedestrian connections and pocket park opportunity plans, and local street interface coordination with the adjacent Miami-Opa Locka Executive Airport Glide zones.			

	Stantec Consulting Services Inc.			
NAME	**Josh Cheek, PLA**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**
TITLE	**Senior Landscape Architect**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**19**
DEGREE(S) / YEARS / SPECIALIZATION	**BA | 2000 | Landscape Architecture**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Landscape Architect #2007013275 | MO | 12/31/2025**			
YEAR REGISTERED	**2007**	DISCIPLINE	**Landscape Architecture**	

Contract role(s) / brief description of responsibilities	Over the past 25 years, Josh has had the opportunity to work on a variety of landscape architecture projects of all scales, both stateside and internationally. The diversity of these project types and clients has guided his understanding of what makes a project successful and the benefits of true collaboration and thoughtful design. His belief that landscape architecture is the art and science of crafting the natural and built environment has guided his design of spaces that allow clients to fully realize their vision and maximize site potential. Josh will provide **CSS & VISUAL IMPACTS** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/20 - 12/20	**SOUTHWEST PARK MASTER PLAN | Blue Springs, MO** **Senior Landscape Architect.** Looking to the future for its residents and visitors, the City of Blue Springs wanted to create two new, major city parks from several large parcels of undeveloped land. For the 55-acre Southwest Park Master Plan, as well as the larger Roscoe Righter Master Plan, Stantec was the lead designer and the primary point of contact and delivery for all aspects of the project. Our work included concept development, public meetings and client workshops for both parks, the preparation of descriptive narratives, and the preparation of final presentation materials and renderings for the City's information and further use.
02/20 - 12/20	**ROSCOE RIGHTER PARK MASTER PLAN BLUE SPRINGS | Blue Springs, MO** **Senior Landscape Architect.** The design team, led by Stantec, provided site analysis, program development and conceptual site design skills to create a master plan that will transform a 75-acre parcel of undeveloped agricultural land into Roscoe Righter Park. The designers sought to create an active, open park for civic interaction that incorporated an active hub in the center of the park for destination activities, festivals, and civic celebrations. The park design provides gentle transitions into the surrounding neighborhoods and schools with iconic native plant massings and trails.
05/20 - 10/20	**NORTH DAKOTA STATE CAPITOL COMPREHENSIVE MASTER PLAN UPDATE | Bismarck, ND** **Senior Landscape Architect.** As key components of the planning process, our team and the North Dakota Office of Management and Budget (OMB) focused first on defining the facility needs for agencies located on the Capitol grounds and then studied how these trends may impact future development of the complex, as a whole. Based on employment trends and operational needs of State agencies, our analysis determined that the existing facilities can be renovated and improved to gain efficiencies and eliminate the costly need for new facilities within the next 20 years. The team then analyzed existing conditions, prepared conceptual plans, and developed a project list with a 20-year implementation plan. The updated Master Plan now offers a guide for decision-making for improving existing facilities, roadways, parking, trails, monuments, signage, furnishings, and landscaping. The document will remain flexible to accommodate demand for new needs in the future.
03/17 - 05/18	**NORTH LOOP PEL | Kansas City, MO** **Senior Landscape Architect.** Urban design and streetscape concepts for vision of proposed transition district in downtown Kansas City.
06/17 - 02/18	**FORD REDEVELOPMENT SITE | St. Paul, MN** **Senior Landscape Architect/Designer.** Josh was a key team member responsible for guiding the visioning and programming of green space within an exciting development. It was important that the adjacent neighborhood was integrated with storm water and green infrastructure solutions. To address this need, Josh developed a plan that incorporated open recreation areas that could be used by residents and the public, alike.
10/18 - 07/19	**BOIS D'ARC PARK AND SAR KO PAR PARK COURT COMPLEX RENOVATIONS | Lenexa, KS** **Design and Technical Lead.** Josh was responsible for design development and construction documentation for the renovation of existing sport court facilities. Stantec provided the design and construction oversight to convert the tennis courts into an eight-court, tournament-style pickleball complex with a central shaded amenity center. Anticipating high use, the team sought the best design and construction methods known to build a durable, low-maintenance facility. The benefits of renovating the facility went far beyond the courts themselves when improvements sparked increased interest in the courts and park that host them and enhanced the surrounding area. Plus, the construction cost of the project was completed for $100,000 less than the City's original budget.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Scotty Moore, RPA**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**
TITLE	**Principal, Senior Archeologist**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**17**
DEGREE(S) / YEARS / SPECIALIZATION	**MA | 2001 | Anthropology // BS | 1999 | Anthropology/Geology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Registered Professional Archaeologist #13500 | National | N/A**			
YEAR REGISTERED	**2005**	DISCIPLINE	**Archaeology**	

Contract role(s) / brief description of responsibilities	Scotty provides archaeological and geoarchaeological expertise gained from completing over 250 cultural resource management projects in 21 states and conducting archaeological research in 22 countries since 2001. He has extensive experience developing and supervising all phases of cultural resources work and has substantial experience working with tribal authorities and federal/ state agencies, including multiple US Army Corps of Engineers districts, Bureau of Indian Affairs, Bureau of Land Management, US Department of Defense, US Customs and Border Patrol, and multiple Native American communities. In addition to authoring and co-authoring several lithic and geoarchaeological publications, he has contributed to numerous environmental documents such as Categorial Exclusions (CEs), Environmental Assessments (EAs), and Environmental Impact Studies (EISs) for municipal, state, and federal projects and has extensive experience with federal and state regulations concerning cultural resources preservation and Native American concerns. Scotty has taken the **Section 106 Essentials course offered by the Advisory Council on Historic Preservation (2008).** He will provide **SECTION 106 COMPLIANCE** services for this contract. **Scotty meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 9, 11**

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
09/23 - Ongoing	**LA 604 PHASE I ARCHAEOLOGICAL AND ABOVE-GROUND HISTORIC RESOURCES SURVEY | LADOTD | Tensas Parish, LA** **Principal Investigator.** Stantec conducted a cultural resources survey for the proposed improvements to Louisiana State Highway 604, including realigning the roadway as part of a larger USACE project to expand the levee that LA 604 currently parallels. As the project required authorization from the USACE, the project was subject to compliance with Section 106 of the National Historic Preservation Act. Stantec archeologists coordinated with the LADOTD and USACE (Vicksburg District) to establish the APE and conducted a phase I archaeological survey and an above-ground historic resources survey to evaluate resources in the area of potential effects (APE) for National Register of Historic Places (NRHP) eligibility and identify adverse effects of the proposed project to eligible properties in fulfillment of USACE's responsibilities under Section 106. Scotty was PI for the archaeological part of the project, which was conducted in compliance with the LA SHPO's survey standards. A total of 152 shovel tests were excavated within the ~33 acre (2.3 linear miles) project area. All shovel tests were negative for either historic or prehistoric cultural artifacts, and no cultural artifacts were observed on the surface within the Project Area. Scotty was responsible for client coordination, oversight and supervision of fieldwork, and preparation of content for the report.
05/23 - 02/24	**LA 87: LA 3182 - 0.65 MILES SE OF LA 3182 | LADOTD | Iberia Parish, LA** **Archaeology Task Lead/Project Manager.** Supervised Phase I survey and Phase II testing for LADOTD's proposed improvements to pavement conditions and replacement of existing drainage along a segment of LA 87 near the Town of Jeanerette, LA. This proposed project would include removing and replacing the existing drainage structures, milling the existing paved road, and asphalt overlay on the surface of LA 87. Developed scope and research design for reinvestigation of two known sites, 16IB49 and 16IB56. The former, a prehistoric shell midden, had previously been determined eligible for inclusion in the National Register.
01/25 - Ongoing	**LINE W19 | Atmos, Inc. | Wise County, TX** **Cultural Resources Task Lead.** Served as cultural resources task lead for 5+ mile long LNG pipeline expansion west and north of Fort Worth, Texas. Coordinated with USACE and THC to develop research design, which included pedestrian survey, mechanical trenching, and scraping around a historic cemetery. Supervised field work and reporting under Section 106 due to permitting requirements of the Clean Water Act and the Texas Antiquities Code. No cultural resources were identified during the survey.
07/21 - 08/22	**UPRR BRIDGE REPLACEMENTS | SMITH, UPSHUR, AND JOHNSON COUNTIES, TX** **Principal Investigator and Field Lead.** Responsible for archaeological survey of three bridge replacement locations and associated access roads. Identified and recorded new Toyah Phase site (41RT623) that was determined to be eligible for the NRHP. Developed plan to avoid resources and allow construction to proceed with constructionphase monitoring.

08/22 - 11/22	**L9-1 EMERGENCY PIPELINE REPLACEMENT PROJECT | Atmos, Inc. | Waco, TX** **Cultural Resources Lead.** Atmo's L9-1 liquid natural gas pipeline developed a leak below the Brazos River near Waco in August 2022. In order to install replacement pipe, Atmos had to apply for an emergency Individual Permit with the US Army Corps of Engineers - Fort Worth District. Mr. Moore, serving as cultural resources lead, quickly mobilized crews to perform archeological survey of the access roads and staging areas associated with the replacement project and successfully argued for construction-phase monitoring. Mr. Moore then supervised archeological monitoring efforts for the project for the follow two months and authored the technical report for USACE Section 106 compliance.
02/25 - Ongoing	**LINE DE | Atmos, Inc. | Athens, Texas** **Cultural Resources Task Lead.** Served as cultural resources task lead for 20+ mile long LNG pipeline expansion west and north of Athens, Texas. Coordinated with USACE and THC to develop research design, which included pedestrian survey, mechanical trenching, and scraping around a historic cemetery. Supervised field work and reporting under Section 106 and the Texas Antiquities Code. One historic cemetery was relocated and delineated; no other cultural resources were identified.
02/25 - Ongoing	**LOOP WA PHASE 3 | Atmos, Inc. | Wise County, TX** **Cultural Resources Lead.** Served as cultural resources task lead for 10+ mile long LNG pipeline expansion west and north of Fort Worth, Texas. Coordinated with USACE and THC to develop research design, which included pedestrian survey, mechanical trenching, and scraping around a historic cemetery. Supervised field work and reporting under Section 106 due to permitting requirements of the Clean Water Act and the Texas Antiquities Code.
06/18 - 11/22	**NORTH HOUSTON HIGHWAY IMPROVEMENTS PROJECT (NHHIP) – DEIS AND FEIS | Harris County, TX** **Project Archaeologist.** For this approximately 25-mile project along I-45 from US-59/I-69 to Beltway 8 North, including improvements on US-59/I-69 between I-45 and Spur 257 in Harris County, Texas, TxDOT proposes to add four managed express (MaX) lanes on I45 from Downtown Houston to Beltway 8 North, reroute sections of I45, realign sections of I10 and US 59/I69, and depress a section of US 59/I69. Our team of planners served as peer reviewers and supporting writers for the Community Impacts Assessment and Environmental Justice analysis. Community resources were the focus of the Cumulative Impacts Analysis Technical Report written by our planners. This in-depth analysis (folding in visual resources, noise and air quality concerns as a component of CIA, plus authoring the related indirect and cumulative impacts addendum to the Historic Resources Survey Report) deepened our experience with clearly defining super neighborhoods, promoting active two-way communications with community representatives, and reviewing public involvement materials to document community engagement efforts. Development of mitigation measures with the entire TxDOT and consultant team has built a strong understanding of the potential for collaboration and customization to substantially improve major projects. Team members prepared Technical Reports for the FEIS for Indirect and Cumulative Impacts, Hazardous Materials, Biological Resources, Archeological Resources Surveys (under our Health and Safety Plan for hazardous materials), in addition to preparing DEIS and FEIS text sections. The team wrote the Executive Summary and compiled the FEIS from the various Technical Reports prepared over many years by technical team members and facilitated the TxDOT comment/response phase. Record of Decision signed February 3, 2021.
01/23 - 06/23	**FAULKNER ROAD AT PEACH CREEK BRIDGE IMPROVEMENTS PROJECT | TXDOT | Montgomery County, TX** **Senior Archaeologist.** Served as senior archaeologist for an archaeological survey for the Texas Department of Transportation (TxDOT). Coordinated an archaeological and pedestrian survey for the proposed footprint of 95-foot long bridge and associated proposed right of way additions in Montgomery County, Texas. The survey covered approximately 1 acre and included the implementation of shovel testing and and pedestrian survey. No cultural materials were identified during the survey.
09/23 - 0824	**RACCOON ISLAND RESTORATION PROJECT | NOAA | Raccoon Island, LA** **Cultural Resources Lead.** Cultural resources lead for federal barrier island restoration project. Supervised developed of data gap analysis, archeological research design, and Phase I archeological survey.

	Stantec Consulting Services Inc.			
NAME	**Adrienne Campbell**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**
TITLE	**Senior Architectural Historian**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/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. Adrienne will provide **SECTION 106 COMPLIANCE** services for this contract. **Adrienne meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 10, 11** 			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
02/23 - 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	**LINFIELD 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.			
07/24 - 11/24	**SEAWOLF PARK FISHING PIER EXTENSION | Park Board of Trustees of the City of Galveston | Galveston County, TX** **Senior Architectural Historian**. Stantec was contracted by the Park Board of Trustees of the City of Galveston to extend the Seawolf Park Fishing Pier on Pelican Island in Galveston County, Texas. The project, which included an offshore staging area, a larger offshore construction area, a laydown area within the park, and a 1-mile-long access road, received Public Assistance funds for an Alternate Project from Federal Emergency Management Agency (FEMA), as well as permitting or review from other federal agencies. As a result, the project was subject to Section 106 of the National Historic Preservation Act. The park site has known historical significance as an immigration station for a major port of entry and later as a memorial to U.S. Navy submariners. There are two Navy ships dry-docked in the park that are listed in the National Register of Historic Places and the offshore area has a high potential for shipwrecks and marine archeology. To assist the Park Board in compliance with its Section 106 responsibilities delegated by FEMA, Stantec archeologists and architectural historians conducted a detailed desktop study of the project to demonstrate to the Texas SHPO that the project posed no adverse effects to historic properties. After the desktop study's submittal, Stantec's quick response to informal questions from the SHPO allowed SHPO to complete review within one 30-day review period rather than conduct a formal coordination process that could extend the review period another 30 days or longer. SHPO concurred with the findings of the desktop study and the Park Board was able to avoid the expense and time of cultural resources surveys.			

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.
08/18 - 09/22	**FM 359 FROM FM 1093 TO FM 359/MASON ROAD | IDCUS for TxDOT | Fort Bend County, TX** **Principal Investigator.** IDCUS retained Stantec (then Cox|McLain Environmental Consulting, Inc. (CMEC)) for a historical resources survey for a road widening project. The project was federally funded by FHWA through TxDOT and was subject to compliance with Section 106 of the National Historic Preservation Act. Located in a historically rural part of Fort Bend County on the outskirts of Houston, the APE contained 231 resources 45 years or older at the projected project letting date. Challenges unique to this project included the evaluation of several moved resources and atypical late-twentieth century resource types. To adequately evaluate the surveyed resources, CMEC conducted a combination of windshield, reconnaissance, and intensive surveys, and developed a broad historical context in both the research design and report-writing stages of the project. Historical functions of these resources ranged from agriculture to commerce, domestic, education, funerary, industry, recreation and culture, religion, and transportation and dates of construction ranged from the late nineteenth to the late twentieth century. CMEC initially recommended six properties eligible for the National Register of Historic Places, with a recommendation of adverse effect to one residence that would have been displaced by the proposed project. TxDOT contracted the CMEC team for an intensive survey of the residence and its associated farm, but the residence was moved by the property owner and another property was demolished by a private developer. As a result, the final report for the project recommended four properties eligible for the NRHP: a ca. 1890 National Folk single-family dwelling, a ca. 1905 African American schoolhouse, an agricultural complex and historic district with 26 contributing resources, and a 1929 company store and its ca. 1929 associated residence. CMEC recommended no adverse effects to the four resources. A Section 4(f) de minimis finding resulted for the store and residence, due to a small clip of right-of-way from within the property boundary that did not result in the loss of contributing resources or character-defining features. In addition, although TxDOT had already designed the project to avoid displacement of the schoolhouse, input from Section 106 consulting parties led TxDOT to redesign the roadway at its location to eliminate proposed right-of-way from the property. The final historic resources survey report was submitted September 2022.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Emily Reed**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**10**
TITLE	**Principal, Senior Architectural Historian**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**8**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2010 | Historic Preservation // BA | 2006 | History and Architectural History**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**		
YEAR REGISTERED: **N/A**	DISCIPLINE: **N/A**		

Contract role(s) / brief description of responsibilities	Emily is a Senior Architectural Historian with over a decade of experience in property assessments, historic preservation, and related work, including research, documentation, and regulatory compliance. She manages a team of 15 historians in four states. She has 15 years of experience supervising Section 106 compliance. Her expertise includes 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 historic context development. She exceeds the Secretary of the Interior's professional qualifications for Architectural Historian. Emily will provide **SECTION 4(F), 6(F) AND PUBLIC RECREATION** services for this contract. **Emily meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 10**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 - 10/23	**HISTORIC RESOURCES SURVEY FOR LOUISIANA STATE HIGHWAY 604 | LADOTD | Tenas Paris, LA** **Principal Investigator.** Through Stantec's on-call contract with LADOTD, Stantec conducted a cultural resources survey for proposed improvements to Louisiana State Highway (LA) 604, including realigning the roadway as part of a larger USACE project to expand the levee that LA 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, established in 1956, and a nearby mid-century neighborhood.
09/18 - 01/20	**RECONNAISSANCE & INTENSIVE HISTORIC RESOURCES SURVEY OF US 79 FROM IH-35 TO EAST OF FM 1460 IN ROUND ROCK | Williamson County, TX** **Principal Investigator.** Principal Investigator for TxDOT reconnaissance survey of 64 resources and Section 106 evaluation. Project also included an intensive survey of 3 properties. Prepared research design and conducted fieldwork and research. Intensive work included deed research, oral history interviews, architect research, and a comparative analysis of children's homes across the state. Recommended revised NRHP boundary for NRHP-listed resource and recommended another property eligible for the NRHP. Applied criteria of adverse effect to historic properties for compliance with Section 106. Assessed use under Section 4(f) and developed documentation in support of de minimis Section 4(f) finding. TxDOT and SHPO concurred with findings. .
04/23 - Ongoing	**CULTURAL RESOURCES OVERSIGHT ASSISTANCE FOR LOCAL PUBLIC AGENCY PROJECTS | Missouri DOT | Statewide, MO** **Principal Investigator.** Assists the Missouri Department of Transportation (MoDOT) with cultural resources reviews for projects sponsored by Local Public Agencies (LPAs) receiving funding from MoDOT. Serves as an extension of MoDOT staff and provide advisory and oversight review of materials submitted by LPAs for compliance with Section 106 of the National Historic Preservation Act and Section 4(f) of the DOT Act. Reviews project plans to determine whether various programmatic agreements apply to the project and then makes determinations regarding any required cultural resources investigations. Assists LPAs in defining an area of potential effects and evaluate recommendations regarding eligibility and effect. Provides National Register of Historic Places eligibility evaluations for all bridges that may be affected by proposed projects. Attends a monthly call with the Missouri SHPO to receive project and program updates.
11/17 – 04/23	**DIVISION OF ST. JOHN NRHP UPDATE | Covington, St. Tammany Parish, LA** **Principal Investigator.** Comprehensive and up-to-date inventory of properties within the Division of St. John NRHP District. Re-surveyed resources documented in the original NRHP nomination and document resources that had reached historic-age since the 1982 listing. Also included a windshield survey of surrounding neighborhoods to identify potential district expansion areas and identify and document select properties with potential historical significance. In total, 300 resources were documented on our tablet-based data collection system that incorporated information from the NRHP nomination and a previous survey. Deliverables included the historic context, recommendations for an NRHP boundary change, identification of contributing and noncontributing resources within the existing NRHP district, results of the windshield survey, and eligibility recommendations for the surround area. Following the survey, the City retained Stantec to prepare an update to the NRHP nomination. The nomination establishes periods of significance, revises the areas and level of significance, decreases the boundary, and reevaluates the properties in the district. It was listed in the NRHP in 2023.

MEETS MINIMUM LADOTD PERSONNEL REQ.

09/21 - Ongoing	**US 79 AT BRAZOS RIVER SECTION 4(F) PROGRAMMATIC BRIDGE EVALUATION | Texas DOT | Robertson County, TX** **Principal Investigator.** Prepared a Section 4(f) Programmatic Evaluation of Historic Bridge for the US 79 at Brazos River Bridge Replacement Project. TxDOT proposed to replace the existing bridge at an offset location. The project involved the consideration of Section 4(f) use for the existing bridge, which was previously determined eligible for the National Register of Historic Places under Criterion C for its exceptionally long main span. Prepared the Programmatic Section 4(f) Evaluation, analyzing project alternatives and thoroughly documenting all aspects of previous engineering assessments and decisions. While the demolition of the historic bridge is a use alternative, determined that all avoidance alternatives were neither feasible nor prudent.
10/18 - 05/20	**RECONNAISSANCE HISTORIC RESOURCES SURVEY OF S. PRESA STREET FROM WEST BOYER AVENUE TO SOUTHEAST MILITARY DRIVE, SAN ANTONIO | Bexar County, TX** **Principal Investigator.** Principal Investigator for reconnaissance survey of 127 resources and Section 106 evaluation for project proposing improvement to S. Presa Street in downtown San Antonio. Investigations resulted in recommendation of six properties as eligible for the NRHP, including the San Antonio State Hospital, a school, a fire station, a telephone exchange, and two tourist courts. Project also included documentation of a sanctuary by O'Neil Ford. Evaluated potential adverse effects to the properties recommended eligible. Assessed use under Section 4(f) and developed documentation in support of de minimis Section 4(f) finding.
03/20 - 07/20	**PROGRAMMATIC SECTION 4(F) DOCUMENTATION FOR CR 136 AT DINNER BRANCH DRAW | Texas DOT | Eastland County, TX** **Principal Investigator.** Served as Principal Investigator for preparation of TxDOT Programmatic Section 4(f) Documentation for a 1937 bridge constructed by the Works Progress Administration with masonry abutments. Conducted analysis, coordinated with TxDOT District, Bridge Team, and ENV, and prepared all required documentation.
07/19 - 01/20	**BRIDGE MITIGATION DOCUMENTATION FOR COUNTY ROAD 179 BRIDGE AT BIG ELM CREEK | Texas DOT | Falls County, TX** **Principal Investigator.** Served as Principal Investigator for preparation of a TxDOT Historic Bridge Documentation Report as mitigation associated with the removal of the 1884 NRHP-eligible bowstring pony truss bridge from County Road 179 at Big Elm Creek in Falls County. Developed a context for the bowstring truss bridge type and the role of transportation in the communities the bridge served. Performed archival research (including review of County Commissioners Court minutes and historic maps), researched the bridge manufacturer (King Iron Bridge and Manufacturing Company), and the bridge's construction and use history, including a summary of the need for replacement. Report accepted by TxDOT.
01/18 - 02/19	**HISTORIC RESOURCES SURVEY FOR CITY OF GALVESTON | City of Galveston | Galveston County, TX** **Principal Investigator.** Principal Investigator for a locally-sponsored historic resources survey of 260 Mid-Century Modern resources in Galveston. Project was undertaken as mitigation under Section 106 to resolve the adverse effect of the demolition of a historic building. Our team coordinated with City officials and local stakeholders to develop a methodology to identify and document selected resources across the city as well as the Harbor View subdivision. Project also documented the 30th Street Pump Station. We developed a historic context focusing on the mid-twentieth century, prepared a custom inventory form and database for tablet-based data collection, and conducted research on individual properties and the history of the Harbor View neighborhood and developer. As part of the evaluation of Harbor View, we conducted a comparative analysis of postwar neighborhoods in Galveston. As a result of the survey, our team recommended Harbor View eligible for local listing and the NRHP as a district and recommended 36 individual properties eligible for local listing and/or the NRHP. The survey was conducted in compliance with THC standards and approved by the THC.
01/22 - 07/22	**SECTION 106 EVALUATION FOR THE CARNAHAN CANAL AND CURIOSITY STREET BRIDGE | City of San Antonio | Bexar County, TX** **Principal Investigator.** Principal Investigator for Section 106 eligibility and effects evaluation for the Carnahan Canal (Witte Channel) and Curiosity Street bridge, structures built in the 1930s and 1940s. Project required a permit from the USACE, triggering compliance with Section 106 of the NHPA. Evaluated significance and integrity to make NRHP eligibility recommendation and applied criteria of adverse effects for the undertaking.
12/17 - 11/18	**FM 51–SH 199 HISTORIC RESOURCES SURVEY | Parker County, TX** **Principal Investigator.** Historic Resources Reconnaissance Survey and Section 106 coordination for a project to widen FM 51, bridge replacement for FM 51 over Walnut Creek, and sidewalk replacement and new construction on SH 199. Report documented 55 historic resources dating from 1854 to 1972 in the downtown area. Properties recommended eligible included a residence, a Eureka lodge, and the Springtown Tabernacle, constructed by the Civilian Conservation Corps. A district was also recommended eligible as the Springtown Commercial Historic District. Assessed effects for Section 106 and Section 4(f) applicability. Protection notes would ensure that metal threshold plates present on buildings in the historic district are undisturbed and existing columns/awning supports are protected to avoid adverse effect.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Matthew "Matt" Kaller, CESCO**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**
TITLE	**Associate**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**8**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2003 | Biological Sciences // BS | 2000 | Biology**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Certified Environmental and Safety Compliance Officer No. 16946030676240812 | National | 08/12/2025**		
YEAR REGISTERED	**2024**	DISCIPLINE	**Environmental Professional**

Contract role(s) / brief description of responsibilities	Matt has 20 years of experience managing, conducting, and reporting on, soil and ground water remediation, underground storage tank (UST) removal and closure, merger and acquisition, site investigation, waste reporting and planning. He has done field surveys and air quality projects for large industrial clients in multiple states, Canada, Russia, Kazakhastan, Peru, Brazil, Mexico, Belgium, The Netherlands, and South Africa. Matt has managed and reported on site assessments, asbestos and lead paint assessment, asbestos abatement, storm water systems, risk management planning, and waste sampling for federal and municipal entities. Waste planning experiences include work on a multi-state oil/waste management plan, updates to regional waste management plans, and the development of a handbook for waste management planning globally. Matt has managed numerous Phase I Environmental Site Assessments (ESAs), Phase II ESAs, use-restriction, ground water monitoring, and risk-assessment, litigation support, and insurance claim-related cause and origin projects. Matt will provide **HAZARDOUS SITES AND RISKS** services for this contract. **Matt meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 12**

MEETS MINIMUM LADOTD PERSONNEL REQ.

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).
8/24 - Ongoing	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA) | Ruston, LA** **Lead Assessor.** Conducted and reported on a Phase I ESA in Ruston, Louisiana. The Phase I ESA was performed in general accordance with the American International (ASTM) Designations: E 1527-21 ("Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process"), in an effort to identify recognized environmental conditions (RECs). During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting
02/24 - 07/24	**PHASES I/II ENVIRONMENTAL SITE ASSESSMENT (ESA) | Orange, TX** **Lead Assessor and Project Manager.** Conducted and reported on a Phase I ESA in Orange, Texas and proposed on, managed, and reported on a Phase II ESA, at the same location.
01/24	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA) | Brown County, TX** **Reviewer**. Conducted a quality review of a Phase I ESA report conducted in Brown County, Texas. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
10/23 - 12/23	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA) | Baton Rouge, LA** **Lead Assessor.** Conducted and reported on a Phase I ESA in Baton Rouge, Louisiana. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
09/23	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA) | Pearl, MS** **Lead Assessor.** Conducted and reported on a Phase I ESA in Pearl, Mississippi. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.

06/23 - 08/23	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Ruston, LA** **Lead Assessor**. Reported on a Phase I ESA in Ruston, Louisiana. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
05/23	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Geismar, LA** **Lead Assessor.** Proposed on and were awarded a set of five Phase I ESAs in Geismar, Louisiana for a multi-national manufacturing client. The Phase I ESAs were performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
01/23 - 05/23	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Houma, LA** **Lead Assessor.** Conducted and reported on a Phase I ESA in Houma, Louisiana. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
11/22	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Anchorage, AK** **Reviewer.** Conducted a quality review of a Phase I ESA report conducted in Anchorage, Alaska. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
09/22 - 10/22	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Chambers, Matagorda, and Hidalgo, TX** **Lead Assessor.** Conducted and reported on Phase I ESAS in Chambers, Matagorda, and Hidalgo, Texas. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
06/22 - 08/22	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Ozark, AL** **Lead Assessor.** Conducted and reported on a Phase I ESA in Ozark, Alabama. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
03/22 - 05/22	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Houma, LA** **Lead Assessor.** Conducted and reported on a Phase I ESA in Houma, Louisiana for a multi-national manufacturing and oil and gas client. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
04/21 - 07/21	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Tulsa, OK** **Lead Assessor.** Conducted and reported on a Phase I ESA in Tulsa, Oklahoma for a multi-national manufacturing client. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.
02/21 - 04/21	**PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)	Chickasaw, AL** **Lead Assessor.** Conducted and reported on a Phase I ESA in Chickasaw, Alabama. The Phase I ESA was performed in general accordance with the ASTM Designations: E 1527-21 in an effort to identify RECs. During the Phase I ESA, Stantec reviewed information regarding the facility and surrounding properties, in off-site environmental records and databases, and performed a visual observation of the property (principally the Subject Property and nearby offsite facilities). The scope of work consisted of a site visit (including interviews with knowledgeable persons); records search/review; and reporting.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Mary Martin**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**36**
TITLE	**Lead Noise Analyst**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**8**
DEGREE(S) / YEARS / SPECIALIZATION	**N/A**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Mary has 44 years of transportation planning experience including 18 years as the primary technical analyst for Stantec for air quality and traffic noise studies. She is currently embedded on an as-needed basis with NCDOT's Traffic Noise & Air Quality Group. Mary has attended a range of air quality and noise analysis training, and has also used PAL 2.0. She has also assisted in the preparation of NEPA environmental documents including Environmental Impact Statements (EIS), Environmental Assessments (EA), and Categorical Exclusions (CE). Mary will provide **NOISE EFFECTS** services for this contract. **Mary meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 5** 
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/23 - Ongoing	**I-40/SR 2500 (BLUE RIDGE ROAD) IMPROVEMENTS | NCDOT | Black Mountain, NC** **Project Lead.** Responsible for a Traffic Noise Report for the proposed improvements at I-40 and SR 2500 (Blue Ridge Road). NCDOT proposes converting the existing I-40 and Blue Ridge Road (SR 2500) grade separation to an interchange, replacing the Blue Ridge Road bridge over the Swannanoa River, and widening Blue Ridge Road to three lanes in the vicinity of the interchange. The proposed project would also construct a roundabout at the intersection of Blue Ridge Road and NC 9. The project is in Black Mountain, in Buncombe County, NC. Design Year 2040 Build condition traffic noise is predicted to impact 38 noise-sensitive receptors near the project for the Build Alternative. Consideration for noise abatement measures was given to all impacted receptors. No traffic noise abatement measures met NCDOT Policy feasibility and reasonableness criteria. The Traffic Noise Report is currently under review.
09/22 - Ongoing	**IMPROVEMENTS TO THE I-485/I-85 INTERCHANGE IN WEST CHARLOTTE | NCDOT | Mecklenburg County, NC** **Project Lead.** Responsible for a Traffic Noise Report for the proposed I-485/I-85 interchange improvements in West Charlotte, NC. The interchange currently experiences high levels of congestion and poor operations. Improvements include widening the existing I-485 ramp and bridge over the off-ramp to Sam Wilson Road, construction of a new collector-distributor road parallel to I-85 southbound that passes under Sam Wilson Road via a new grade separation bridge to be constructed between the existing I-85 grade separation bridge and existing interchange ramps, the relocation of Sam Wilson Road to the I-85 southbound on-ramp that will tie into the collector/distributor road and widening along I-85 southbound as necessary for merging/traffic operations. The construction limits will be approximately 1.7 miles. The project work plan and validation memo have been completed and approved by NCDOT. The project is currently ongoing.
07/22- Ongoing	**LONG POINT ROAD INTERCHANGE IMPROVEMENTS | SCDOT | Mt. Pleasant, SC** **Project Lead.** Responsible for a Detailed Traffic Noise Analysis. This project's purpose is to improve the operations of the I-526 mainline and its interchange at Long Point Road as well as reduce operational conflicts between port related and local traffic within the study area and provide access to homes, businesses, schools, parks, restaurants, commercial and industrial facilities along Long Point Road. The interchange provides access to South Carolina Ports Authority's (SCPA's) Wando Welch Terminal (WWT), which serves as a hub for the distribution of freight from the WWT throughout the southeast United States. The need for the project is demonstrated by the existing interchange deficiencies, growing automobile, and truck traffic on I-526 and Long Point Road, and population and economic growth. Design Year 2050 build condition traffic noise is predicted to impact 456 receptors, including 446 residences (NAC B), four (4) community swimming pools (NAC C), and 21 grid points along the Kearns Park trail that have an equivalent receptor value of six (6) (NAC C). Consideration for noise abatement measures was given to all impacted receptors. Traffic noise impacts are predicted to occur in 11 of the 16 identified Noise Study Areas (NSAs). Four noise walls have been recommended for construction. Stantec is in the process of preparing balloting packages for more than 750l receptors that would receive a benefit from the proposed walls.

09/20 - Ongoing	**PALMETTO COMMERCE PARKWAY PHASE 3 (PCP3) | CHARLESTON COUNTY, SC | North Charleston, SC** **Project Lead.**Responsible for a Detailed Traffic Noise Analysis for the third and final part of a three-phased roadway project. The project is designed to provide improved traffic operations, better opportunities for bicycle and pedestrian use, and enhanced access to commercial and industrial lands in North Charleston. Phase 1 and 2 have already been constructed and included a 4-lane parkway with landscaped medians, a multiuse (walking and bicycle) path, traffic signals, and lighting. The first two phases provided a connection between Ladson Road and Ashley Phosphate Road. The PCP3 Project is proposed to continue the roadway south from Ashley Phosphate Road to Remount Road and will provide an alternative route to access I-26 and I-526. All three phases of the parkway and related improvements will result in more than 8 miles of new and improved roadway. The project work plan and validation memo have been completed and approved by Charleston County.
04/19 - Ongoing	**I-526 LOWCOUNTRY CORRIDOR WEST | SCDOT | Charleston, SC** **Lead Noise Analyst.** Mary was the project lead for a Traffic Noise Analysis for the I-526 Lowcountry Corridor WEST (I-526 LCC WEST) project between Paul Cantrell Boulevard in West Ashley and Virginia Avenue in North Charleston. The proposed project includes improvements to 3.5 miles of I-26 and 9.2 miles of I-526, as well as the improvement of five interchanges along I-526 (Paul Cantrell Boulevard, I-26, Rivers Avenue, North Rhett Avenue, and Virginia Avenue). The Traffic Noise Analysis predicted impacts for 720 receptors under project design year build conditions. Noise abatement measures were evaluated for all impacted receptors, and six barrier designs were found to be feasible and reasonable per SCDOT noise policy criteria. These barriers were recommended for further consideration.
03/20- 10/20	**NOISE ANALYSIS TECHNICAL REPORT INDEPENDENT QUALITY CONTROL OF MARK CLARK EXPRESSWAY EXTENSION PROJECT | SCDOT | Charleston, SC** **Lead Noise Reviewer (QA/QC)**. Mary performed an independent review of this project noise analysis. The comprehensive review assessed the technical noise report, appendices, and supporting noise models to ensure compliance with all SCDOT and FHWA practices and reporting procedures. The Mark Clark Extension proposes construction of approximately 7 miles of new roadway from the existing endpoint of I-526 at U.S. 17 (Savannah Highway) to the James Island Connector at Folly Road. Located in Charleston County the project includes areas in West Ashley, Johns Island, and James Island. Alternatives reviewed included the no-build option and three build alternatives.
06/20 - 06/21	**BRISTOL NORTH-SOUTH CONNECTOR | TDOT | Sullivan County, TN** **Project Lead.** Responsible for a Noise Technical Report for the proposed Bristol Connector from US-11E (SR-34) Near Bristol Motor Speedway to US-11W (SR-1) Near Pinnacle Parkway (IA). The limits of the study are the intersection of State Route 34 and Exide Drive to the south and the intersection of Highway 11W and Pinnacle Parkway (near Interstate 81 Exit 74). The recommended route will follow (from south to north) Exide Drive, Bethel Drive, Carden Hollow Road, State Route 126, and Walnut Hill Road. To meet the purpose and need of an improved Bristol North-South Connector, three (3) options were considered, varying in length up to 6.4 miles. The study determined that the project would create traffic noise impacts. A total of 23 properties are predicted to be impacted with Option B. A total of 27 properties are predicted to be impacted with Option C. All of the impacted land uses are residential (NAC B). Due to the absence of access control and high volume of driveways in the vicinity of these receptors, noise walls would not be a feasible option to provide abatement for these traffic noise impacts.
05/20 - 12/20	**LADY'S ISLAND CORRIDOR PLAN | Beaufort, SC** **Lead Noise Analyst.** Stantec is providing the City of Beaufort with traffic engineering analysis and conceptual design for improving the three main corridors in the Lady's Island section of Beaufort – US 21 Business Sea Island Parkway, US 21 Lady's Island Drive, and SC 802 Sams Point Road. The corridor plan intends to improve traffic operations and safety, encourage active transportation modes, and enhance aesthetics while preserving the quality of life for area residents. The project includes public involvement meetings to incorporate public input. Total project length is 4 miles.
01/19 - 07/19	**NC 417 HAMPSTEAD BYPASS (R-3300 A&B) FROM FUTURE NC 140 TO US 17 NORTH OF HAMPSTEAD | Pender and New Hanover Counties, NC** **Lead Noise Analyst.** A Design Noise Report was prepared for the proposed NC 417 Hampstead Bypass as a new location multilane freeway. Funding for this project is included in the Draft 2017-2027 State Transportation Improvement Program (STIP) as Project No. R-3300AB and is commonly referred to as the "Hampstead Bypass". The R-3300A section will extend from NC 140 (Wilmington Bypass) in New Hanover County to NC 210. The R-3300B section will extend from NC 210 to SR 1561 (Sloop Point Loop Road) in Pender County. The length of the project is approximately 13.9 miles. The Design Year 2040 build condition traffic noise is predicted to impact 53 receptors. Consideration for noise abatement measures was given to all impacted receptors. Two (2) traffic noise abatement measures assessed in the Design Noise Report met NCDOT Policy feasibility and reasonableness criteria. After completion of the project final design and the public involvement process, the two (2) noise walls are recommended for construction, and inclusion in the project plans and specifications. The parallel barriers are recommended to have absorptive material to reduce sound reflection.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Eric Clark, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**
TITLE	**Air Permitting and Compliance Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**7**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2010 | Civil Engineering // BS | 2003 | Environmental Science**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 15975 | ID | 05/31/2026**			
YEAR REGISTERED	**2014**	DISCIPLINE	**Environmental Engineer**	

Contract role(s) / brief description of responsibilities	Eric has 19 years of experience in air quality projects some of which are transportation-based. He has extensive experience working in environmental engineering, with emphasis on air quality. At Stantec, Eric has prepared several air quality permit applications for clients in Idaho, Utah, Arizona, California, Nevada, Colorado and Wisconsin among others. He has completed PSD applicability and BACT analyses, emission inventories, NSPS applicability reviews, Title V applications, AERMOD modeling, MACT applicability analyses, Calpuff modeling, CalEEMod, and MOVES/MOBILE6 transportation emissions modeling. Eric has also contributed to the air quality sections of numerous NEPA projects throughout the western U.S including that include transportation impacts. Eric will provide **TRAFFIC & CONSTRUCTION AIR QUALITY** services for this contract. **Eric meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 6**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/23 - Ongoing	**CAYMAN ISLANDS GREENHOUSE GAS (GHG) ASSESSMENT FOR ROADWAY PROJECT | Grand Cayman Island** **Senior Engineer.** Stantec is developing expected greenhouse gas (GHG) emissions associated with a new road project on Grand Cayman Island. My role is to conduct EPA MOVES modeling runs to assess potential GHG emissions for a number of potential baseline, build and no build scenarios ranging from 2021 through 2074. MOVES is being utilized for both construction-related and traffic-specific emissions. Traffic data is being analyzed for a series of road links and intersections to establish the recommended build alternative. There are two general phases. First is an establishment of a short list of alternatives and determine GHG emissions for all options and provide a recommended preferred alternative. Second, conduct a refined analysis of the selected alternative.
02/25 - Ongoing	**AIR QUALITY PM2.5 HOT-SPOT ANALYSIS FOR SR HIGHWAY 170 WITHIN ANDERSON COUNTY | Anderson County, TX** **Senior Engineer.** Responsible for air quality hot-spot analysis to ensure conformity as part of the Knoxville Regional Transportation Planning Organization. The analysis incorporates the implementation of EPA MOVES and AERMOD models. Additionally, MSAT, GHG and construction emissions were also assessed.
09/23 – 01/24	**GREENHOUSE GAS (GHG) ANALYSIS HIGHWAY EXIT 3 INTERCHANGE | SOUTH CAROLINA DOT | Jasper, County, SC** **Project Engineer.** A GHG & MSAT analysis is being conducted using MOVES 4.0 for traffic emissions at the County Level Scale and construction emissions are incorporated
2023	**VICTOR BENEFIT-COST ANALYSIS FOR PAVEMENT RECONDITIONING ON I-90, | Victor, NY** **Project Engineer.** MOVES was applied to establish emissions for a benefit-cost analysis for a pavement reconditioning project of Interstate 90 in Victor, NY. Gram per hour rates of CO2, NOx, PM (PM2.5/10) and SO2 emissions were determined for 2026 and 2036. Emissions were established based on average congested and free-flow traffic speeds for a build and no-build scenario. Exhaust and brake wear/tire wear processes were modeled.
09/20 – 12/22	**MUIRKIRK ROAD CAMPUS MASTER PLAN | Laurel, MD** **Project Engineer.** The United States General Services Administration required an air quality assessment as part of a Master Plan relating to a new Food and Drug Administration campus in Maryland. Mobile sources modeling was conducted using CAL3QHC for carbon monoxide hot spot analysis. MOVES was also used to establish emissions for existing conditions (2021) and future 2030 and 2040 for peak AM and PM traffic. The worst case intersection was assumed from traffic data and applied conservatively for other 12 intersections in the project area. Emissions analyzed included PM2.5, NOx and VOC. Additionally, MSAT exposure levels for a series of hazardous pollutants was conducted. Lastly, a series of stationary sources were also incorporated into the analysis

MEETS MINIMUM LADOTD PERSONNEL REQ.

12/22 – 06/23	**VERO FIBER OPTIC LINE | Numerous Counties, NV** **Project Engineer.** A NEPA project was completed for a new fiber optic line from Reno to Las Vegas in Nevada. MOVES was applied to establish all non-road construction tailpipe emissions as well as on-road traffic emissions from commuter and delivery vehicles. Pollutants evaluated included all criteria pollutants (PM, NOx, CO2, SO2 and VOC) and GHGs
05/19 – 05/21	**TRANS WEST LINK EIS,| Arizona and Riverside County, CA** **Project Engineer.** Creation of a transmission line from Phoenix to Riverside County California; Developed all air quality related written sections of the EIS, updated and created numerous emissions inventories
01/15 - 04/19	**GREENHOUSE GAS ASSESSMENT & ANNUAL INVENTORY | Merit Energy | WY** **Project Engineer.** Merit Energy is an oil and gas company with locations throughout Texas, Wyoming etc. The facility is required to submit CO2e emissions for several of their locations. Emission inventories and management plans are developed annually to ensure compliance with all applicable regulations. Annual inventories have also been developed and accepted by the state of Wyoming.
08/18 – 05/19	**BNI COAL ENVIRONMENTAL ASSESSMENT | BNI Coal | Bismarck, ND** Erik developed the air resources sections of the EA. These included both direct and indirect emissions, greenhouse gas evaluation, review of regional monitors, and the cumulative impacts. This project is still ongoing and is near review of the BLM.
03/19 – 09/19	**HEALTH RISK ASSESSMENT - SANTA ANA | Santa Ana, CA** **Project Engineer.** Two housing developments were proposed near I-5 and SR-55 in Santa Ana. A health Risk Assessment was conducted for both. AERMOD modeling was conducted to help evaluate both construction and traffic emissions. Projected impacts were used to evaluate and compare against health thresholds.
10/16 – 10/17	**KAYENTA MINE ENVIRONMENTAL ASSESSMENT | Peabody Coal | Navajo County, AZ** Eric developed the air resources sections of the EA. These included both direct and indirect emissions, greenhouse gas evaluation, review of regional monitors, the inclusion of CEQ regulations and the role of the Clean Power Plan.
05/15 - Ongoing	**PERMITTING & MODELING EFFORTS | TASCO | Paul, ID** Project Engineer. Eric developed a AERMOD modeling scenarios for the Mini Cassia facility that entailed both NAAQS and state regulated toxic pollutants. These modeling runs were developed to ensure various projects were compliant both on a short term and annual basis.

	Stantec Consulting Services Inc.			
NAME	**Michael Whitney "Whit" Hawkins, PE, CFM**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**
TITLE	**Hydraulics Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**11**
DEGREE(S) / YEARS / SPECIALIZATION	**MBA | 2005 | Business Administration // BS | 2004 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Professional Engineer No. 46867 | LA | 09/30/2026 // Certified Floodplain Manager No. US-07-02689 | MS | N/A**			
YEAR REGISTERED	**2022**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Whit has over 19 years of experience specifically related to hydraulic projects. This experience includes developing hydraulic and hydrologic studies for FEMA's Digital Flood Insurance Rate Maps, Letters of Map Revisions, Risk MAP program, hydraulics for bridge design, 2-D hydraulic modeling, Phase I and II bridge scour analyses, and design of roadway storm-drain systems. Prior to joining Stantec, Whit served as the Director of Public Works for the City of Madison, MS, for two years that involved leading the design, construction, and maintenance of city streets, water supply system, and storm and sanitary sewers. Whit will provide **FLOODPLAINS AND SURFACE WATERS** services for this contract.			

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/19 - 07/24	**I-10/LOYOLA DRIVE INTERCHANGE IMPROVEMENTS DESIGN-BUILD PROJECT | LADOTD | Kenner, LA** **Hydraulics Engineer.** Responsible for determining hydraulic impact of US Interstate 10 bridge expansion over Duncan Canal and determined placement of scuppers for roadway barriers, noise barriers, and bridges from roadway hydrology and hydraulic calculations.
10/20 - 05/23	**I-55 AT BIG BLACK RIVER AND 5 RELIEFS AND DRY CREEK AND BIG CYPRESS CREEK | Mississippi DOT | MS** **Hydraulics Engineer.** Performed Phase I and II scour analyses and developed 2-Dimensional Hydraulic Models using Aquaveo SMS Program to determine if six sets of Interstate 55 bridges over the Big Black River and two sets of bridges over Dry Creek and Big Cypress Creek are scour critical.
07/19 - 11/22	**KEMP BRIDGE REPLACEMENT PROJECT | City of Vicksburg | Warren County, MS** **Hydraulics Engineer.** Developed HEC-RAS model to design a new bridge over Hennesseys Bayou for the Kemp Bottom Road crossing in Warren County.
05/16 - 04/19	**BRIDGE SCOUR EVALUATION FOR LYNCH CREEK AT I-20 | Mississippi DOT | MS** **Hydraulics Engineer.** Developed a 2-Dimensional Hydraulic Model using Aquaveo SMS Program to determine if three sets of Interstate 20 bridges over Lynch Creek are scour critical.
06/19 - 03/21	**SR 772 BETWEEN CR 132 AND SR 15 (BRIDGE NUMBER 271.8) | Mississippi DOT | Algoma, MS** **Hydraulics Engineer.** Developed a 2-Dimensional Hydraulic Model using Aquaveo SMS Program to design a box-bridge to replace the existing bridge over Chiwapa Creek in Pontotoc County, MS.
09/17 - 03/21	**SR 7 OVER RIVERDALE CREEK AND GRENADA RAILROAD | Mississippi DOT | Grenada County, MS** **Hydraulics Engineer.** Developed HEC-RAS hydraulic models and proposed bridge designs to replace a bridge over Riverdale Creek and the Grenada Railway on SR 7 in Grenada County, Mississippi.
12/17 - 12/20	**US HIGHWAY 80 BRIDGE REPLACEMENTS | Mississippi DOT | Newton, MS** **Hydraulics Engineer.** Calculated flows to determine sizing of drain pipes for four bridge replacement sites in Newton County.
01/17 - 12/18	**SR 42 BRIDGE REPLACEMENT | Mississippi DOT | Perry County, MS** **Hydraulics Engineer.** Developed a 2-Dimensional Hydraulic Model using Aquaveo SMS Program to design a quarter-mile-long bridge replacement over Tallahala Creek in Perry County, MS.
08/05 - 04/14	**MISSISSIPPI FLOOD MAP MODERNIZATION INITIATIVE | MDEQ | Jackson, MS** **Hydraulics Engineer.** Whit was responsible for a variety of technical tasks necessary to update FEMA floodplain maps for counties throughout Mississippi. Some of these tasks included GIS data processing and analyses, hydrologic and hydraulic modeling, digital mapping, production of flood insurance studies, and community outreach and presentations.

	Stantec Consulting Services Inc.			
NAME	**Sarah-Emma Watkins**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**
TITLE	**Environmental Services Project Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**7**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2018 | Environmental Law // BA | 2014 | Environmental Policy and German**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
Contract role(s) / brief description of responsibilities	Sarah-Emma is an environmental project manager with nearly 10 years of experience providing program management support, identifying strategic initiatives, the development of environmental documentation. Sarah-Emma's project management experience includes preparing proposals, project planning, scheduling, budgeting, and utilization for both smaller budget projects and large programs. She also has experience with community engagement, facilitation, and partnership development. Sarah will provide **PEL DOCUMENTATION** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/21 - Ongoing	**TDOT ENVIRONMENTAL 5-YEAR IDIQ - NEPA SERVICES | Tennessee DOT | Nashville, TN** **Contract Manager.** Stantec has worked with TDOT's Environmental Division since 2008 to prepare NEPA environmental documentation to support TDOT's Special Projects Section and General NEPA Section. Our team of professionals are led by key personnel in our Nashville and Raleigh offices. We regularly provides environmental consulting services to the Tennessee Department of Transportation (TDOT) related to the preparation and development of NEPA Documentation primarily including NEPA reevaluations, D-List CEs, and C-List CEs, and Tennessee Environmental Evaluation Reports (TEERs), in accordance with the Tennessee Environmental Procedures Manual, the Tennessee Environmental Streamlining Agreement (TESA), Federal Highway Administration requirements, and other state and federal requirements. Projects include: TDOT Cedar Grove Road Bridge Replacement C-List CE, SR-44 Bridge Replacement over Morrell Creek D-List CE, SR-57 D-List CE Reevaluation, John Ross Road Resurfacing C-List CE, Amnicola Highway and Riverfront Parkway Resurfacing C-List CE, SR-14 EA Reevaluation, SR-96 Programmatic CE, SR-59 C-List CE, and C-List CE for Local Roads Safety Initiative in Coffee, Marion, and Meigs Counties, TN.			
05/20 - 12/24	**TDOT ON-CALL TRANSPORTATION PLANNING SERVICES | Tennessee DOT | Nashville, TN** **Financial Project Manager/Public Engagement**. Project Manager for four long-range planning projects: - Oakland Thoroughfare Plan - Memphis Tchulahoma Corridor Study - Athens Bike and Pedestrian Master Plan Plan - Cleveland Urban Collector/Corridor Plan Role included managing budgets, managing schedules, providing updates to client and coordinating with various team leads. Also provided public engagement support including preparing for and participating in public meetings.			
09/18 - 09/22	**ENVIRONMENTAL DOCUMENTATION FOR ARMY RESERVE CENTER DISPOSAL ACTIONS | Various Locations across US** **Project Manager, Environmental Professional, Technical Reviewer.** Sarah-Emma managed the development of Environmental Condition of Property reports, Asbestos Surveys, and other environmental reports in support of the Army Reserves Installation Management Directorate and United States Army Corps of Engineers, Louisville District for the disposal of Army Reserve Centers across the United States. She coordinated with the client, subcontractors, and her internal project team prioritizing and scheduling the inspection of and report delivery for 30+ facilities throughout the country. Sarah-Emma also conducted and supported the team with site reconnaissance, interviews, government record reviews, and research to identify any recognized environmental conditions (RECs), report development, and project delivery. As an internal technical reviewer, Sarah-Emma reviewed deliverables prior to client submission to ensure consistency, completeness, and quality control.			
06/22 - Ongoing	**TVA CORRECTIVE ACTION/RISK ASSESSMENT | Tennessee Valley Authority (TVA) | TN** **Technical Writer**. Technical writer and team lead for the Closure Method Assessment Technical Memo for seven closure assessments. This included assisting in creating a template, coordinating the input from 22 Subject Matter Experts, and leading a team of 2-3 people in writing/editing the Technical Memo.			
09/22 - 08/23	**TCHULAHOMA ROAD COMPLETE STREETS CORRIDOR STUDY | Tennessee DOT | Memphis, TN** **Contract Manager.** Tchulahoma Road is a major commuter route for a growing number of residents and freight movement in the City of Memphis. However, it lacks multimodal connectivity and amenities to accommodate and promote future growth. There is a safety risk due to a lack of crosswalks, poor lighting, and pavement issues, while dangerous curves have caused numerous vehicles to run off the road. The study process was divided into four phases: visioning; investigation; concept design; and reporting and adoption. The first phase centered on data collection, preliminary study of the corridor, and developing the public engagement process. This data was used to make preliminary planning, engineering, and design recommendations. Stantec compiled the data and design recommendations into a final plan that was shared with the public.			

	Stantec Consulting Services Inc.			
NAME	**Natalie Lang**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**
TITLE	**Environmental Planner**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**4**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2019 | Marine Biology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
Contract role(s) / brief description of responsibilities	Natalie is an environmental planner with five years of experience. Her primary consulting experience includes environmental permitting, compliance documentation pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA), and in-field environmental compliance enforcement services for marine-based projects. Natalie's primary project experience includes oil/gas facility construction and decommissioning, land development, transportation planning, and coal combustion residuals management. In addition, Natalie is a certified Self-Contained Underwater Breathing Apparatus (SCUBA) diver qualified to conduct scientific diving services down to 60 feet with her American Academy of Underwater Sciences (AAUS) certification. She has underwater project experience in temperate and tropical waters across North and South Americat. Natalie will provide **PEL DOCUMENTATION** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/24 - Ongoing	**I-40 PRIORITY INVESTMENT CORRIDOR | Tennessee DOT | West Knoxville, TN** **Technical Writer.** Natalie is a member of the environmental project team subcontracted by STV to provide PEL services for TDOT for the I-40 Priority Investment Corridor Project. She provides drafting support for the baseline document and participates in team coordination and alignment calls..			
07/24 - Ongoing	**I-94 MIDWAY AND GRANT MARSH BRIDGE FEASIBILITY STUDY | North Dakota DOT | Bismarck, ND** **Technical Writer.** Natalie is a joint task lead in the development of a PEL Feasibility Study for a new bridge along I-94 in Bismark and Mandan in North Dakota. In addition, she provides technical writing and project delivery support for the Environmental Justice Technical Memorandum in support of the PEL process.			
01/24 - Ongoing	**LADY'S ISLAND CORRIDOR IMPROVEMENTS (US21/SC802) - ENVIRONMENTAL SERVICES | Beaufort County, SC | Beaufort, SC** **Technical Writer.** Natalie is currently technical writer in support of the NEPA Categorical Exemption document preparation for the Lady's Island Corridor Improvements Project. The project involves improvements to US 21 Business/US 21 (Sea Island Parkway/Lady's Island Drive) and SC 802 (Sam's Point Road) in Beaufort County, South Carolina. The primary purpose of the project is to reduce congestion and delays, improve safety, and enhance bicycle and pedestrian accommodations. Natalie's primary responsibilities include facilitating document preparation efforts and QA/QC.			
05/20 - 12/24	**TDOT ON-CALL FOR TRANSPORTATION PLANNING SERVICES | Tennessee DOT | Nashville, TN** **Technical Writer and Task Lead.** Natalie coordinates preparation of Local Road Safety Initiative (LRSI) Categorical Exclusions (CE) along multiple roadways within various counties in Tennessee.			
04/24 - Ongoing	**NORTH CAROLINA S-LINE MOBILITY HUB FEASIBILITY, NEPA, AND PRELIMINARY DESIGN PROJECT | North Carolina DOT | Sanford and Wake Forest, NC** **Technical Writer.** Natalie is currently a technical writer in support of environmental compliance documentation for the proposed Sanford and Wake Forest, North Carolina Mobility Hubs. this effort is part of a larger transportation initiative to advance regional multimodal transportation within North Carolina through connectivity, innovation, growth, and vibrancy for the communities along the S-Line and the region. Natalie's role in support of the project includes coordination with junior staff for drafting support, preparation of the Community Impact Assessments, NEPA documentation, QA/QC efforts, and participation in weekly team alignment and check-in calls.			
08/24 - Ongoing	**I-95 INTERCHANGE AT EXIT 3 -- RIVERPORT PARKWAY | South Carolina DOT | Jasper County, SC** **Technical Writer.** Natalie is currently a technical writer in support of the I-95 Interchange at Exit 3 -- Riverport Parkway Project in Jasper County, SC. The proposed Riverport Development consists of industrial, commercial, civic, and residential uses as well as Riverport Parkway and new I-95 Exit 3 interchange. The complete project is split into two environmental compliance efforts with the Army Corps of Engineers as the Lead Agency for the Riverport Development, and the Federal Highway Administration as the Lead Agency for construction of the new I-95 Interchange at Exit 3. Natalie's primary roles in support of the project include preparation of the EA/FONSI for the Exit 3 Interchange, preparation of 2 Environmental Justice technical studies pursuant to EO 12898 and related EOs for the proposed Interchange and the Riverport Development, and Farmland Analysis in compliance with the Farmland Protection Policy Act for the proposed Interchange.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Joseph "Brian" Johnson, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**20**
TITLE	**Principal, Structural Section Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/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 // PE No. 18727| MS | 12/31/2026**			
YEAR REGISTERED	**2004**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Brian brings over 25 years of engineering 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 prestressed concrete girders, steel truss vertical lift bridges, long span steel trusses, horizontally curved steel plate girders, concrete box culverts, and retaining walls. He has overseen several NSBI bridge inspection projects and been involved in several hydraulic studies for bridge replacement projects in both Mississippi and Louisiana. Brian will provide **STRUCTURES** services for this contract. **Brian meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 3** 
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).
07/15 - 06/18	**US 90 INTERCHANGE AT LA 318 DESIGN-BUILD | LADOTD | St. Mary Parish, LA** **Structural QA/QC Manager.** Brian served as the structural quality control manager for this design-build project which consisted of a new twin structure and a diamond interchange. This stretch of US 90 has been designated as the future I-49 corridor. The bridges consisted of LG-54 prestressed concrete girder spans with lengths up to 111-ft supported by multi-column concrete bents. Brian performed independent reviews of the reported designs and the proposed construction plans.
12/15 - Ongoing	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD Contract No. H.005967 | Lake Charles, LA** **Structural Engineer.** 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. Project tasks included 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 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.
08/14 - 07/19	**WEST PRIEN LAKE ROAD RELOCATION | LADOTD | Lake Charles, LA** **Lead Structural Engineer.** Brian was responsible for leading design and plan development efforts for a two-cell, 12-ft x 12-ft reinforced concrete box culvert. The culvert is 117-ft long supporting four travel lanes, a shared use path, and a sidewalk. An architectural railing was installed along the headwall length. Brian oversaw construction administration activities which included reviewing shop drawings, addressing contractor RFIs, and providing construction engineering.
07/15 - 10/20	**I-10 ATCHAFALAYA CLEAN, PAINT & MISC. REPAIRS | LADOTD Contract No. H.009461 | St. Martin & Iberville Parishes, LA** **Project Manager.** Brian oversaw plan production, scheduling field activities, reviewing assessment reports, and construction support services. Project included developing repair and rehabilitation plans for approximately 18.5 miles of structure. Structural steel plate girder and prestressed concrete girder spans founded on multi-column concrete bents were the primary structure types. Repair solutions included concrete deck and barrier rail repairs, concrete and steel girder repairs, bridge bearing replacements, and painting existing structural steel.
08/19 - 07/24	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** **Lead Structural Engineer.** Brian leads 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. During design, Brian orchestrated a series of meetings with the contractor, fabricators, vendors, and suppliers to optimize and streamline the design. He oversees construction support which includes shop drawing reviews, addressing RFIs, and providing construction engineering services.
04/11 - 03/15	**I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT| LADOTD H.010151 | Lake Charles, LA** **Lead Structural Engineer.** Brian managed the structural design of a single-span, 130-ft long, prestressed concrete girder bridge along I-210 over Cove Lane and twin concrete slab span bridges over Cline Canal. He provided construction support by reviewing shop drawings, addressing RFIs, attending weekly progress meetings, and performing construction engineering. All design was performed in accordance with AASHTO LRFD Bridge Design Specifications.

09/17 - 06/20	**SR 145 BRIDGE REPLACEMENTS | Mississippi DOT | Prentiss County, MS** **Project Manager.** The Mississippi Department of Transportation (MDOT) replaced five structurally deficient bridges along SR 145 in Prentiss County. Construction was performed on the existing roadway alignment which created challenges both during design and construction. The five crossings include Twenty Mile Creek, Wolf Creek and its tributary, Osborne Creek, and Kings Creek. Brian served as Engineer-of-Record and project manager responsible for overseeing all design and production of contract documents. He was the single point of contact for MDOT's project divisions (roadway, bridge, geotechnical) and for managing the project budget. The project's proximity to potential seismic activity (seismic performance zone 1; site class C) warranted the consideration of seismic forces during design. Design was performed in accordance with the current AASHTO LRFD Bridge Design Specifications and the Guide Specifications for LRFD Seismic Bridge Design.
08/05 - 01/13	**STARING LANE IMPROVEMENTS (HIGHLAND ROAD TO PERKINS ROAD) | LADOTD | Baton Rouge, LA** **Bridge Design Manager.** As part of a 2-mile, $38 million roadway and sewer improvement project, Stantec was responsible for the design and plan development for twin four-span quad beam girder bridges over Dawson Creek. The bridges are 160 feet in length and supported by cast-in-place pile bents. Brian assisted with the hydraulic study during the conceptual study and was responsible for the structural design.
09/12 - 09/17	**RETAINER CONTRACT FOR BRIDGE PRESERVATION PROJECTS | LADOTD | Louisiana Statewide** **Project Manager.** Brian served as the Project Manager overseeing a $6 million retainer contract involving 10 design task orders. Projects included new bridge design, bridge inspection and rehabilitation, preventive maintenance, and construction support services. In addition to design and coordination with Clients and subconsultants, Brian's responsibilities included transmitting submittals through the LADOTD Project Wise file sharing site.
08/15 - 03/20	**I-20 AND TARBUTTON ROAD INTERCHANGE | City of Ruston, LA** **Project Manager.** Stantec was tasked with redesigning a new bridge on Tarbutton Road over I-20 due to an escalated construction cost estimate. The previously designed structure consisted of a four-span prestressed concrete girder bridge with pile footing column bents. Stantec proposed to reduce construction costs by using a two-span structural steel plate girder system with drilled shaft substructure units. The bridge is 275-ft (two 137.5-ft spans) long and 76.5-ft wide. The deck accommodates four lanes of traffic and a 6-ft wide raised median. Nine structural steel plate girders, with a hybrid section (50-ksi webs and 70-ksi flanges) over the intermediate bent, are used for the superstructure. Drilled shafts are used for both the end bents and intermediate bent. To reduce the number of drilled shafts at the end bents, a cantilever wingwall, parallel to the roadway, was designed and detailed. All design was performed in accordance with the current AASHTO LRFD Bridge Design Specifications. Stantec coordinated with the firm performing the roadway design and plan development on revisions to the roadway and maintenance of traffic plans to incorporate the steel girder bridge. Due to time constraints with potential construction funding, the plan development phase was condensed to four months. Stantec provided support during construction by reviewing shop drawings, addressing contractor RFIs, and assisting with construction engineering when required. Recently this project was recognized nationally by AASHTO in The Benefits of Transportation, a publication that is part of an outreach campaign started by AASHTO in 2020 to increase public awareness about the benefits of transportation investment.
07/18 - Ongoing	**SR 12 OVER SUNFLOWER RIVER BRIDGE REPLACEMENT | Mississippi DOT | MS** **Project Manager.** Brian serves as the Project Manager for this bridge replacement of an existing structurally deficient bridge. The new structure will be a three-span, structural steel plate girder bridge that will be 910-ft long with a main span of 350-ft. A construction sequence is suggested that will reduce transportation concerns by using shorter field pieces that will be spliced on the site prior to erection. Substructure units consist of concrete caps founded on drilled shafts (7-ft diameter) and steel pipe piles. Segmental joints were designed for the bridge ends to accommodate large movements and minimize future maintenance considerations.
07/15 -Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD | Lafayette, LA** **Structural Engineer.** A 5.5-mile, elevated, six-lane highway will traverse urban Lafayette, Louisiana, from I-10 south to its end near the Lafayette Regional Airport. The overall $9M project includes the construction of a freeway with accompanying interchanges in the Evangeline Thruway/US 90/US 167 corridor and flanking frontage roads for local traffic circulation and land access. A critical transportation link, the I-49 Connector will connect existing I-49 with new interstate mileage through Lafayette and onto New Orleans. Our first activity was to complete the functional plan that started in 2006, which included an extensive community outreach and public input phase. Refinement concepts to the Selected Alternative generated by the public and other stakeholders were investigated and a final design concept was adopted. The functional plan phase included final geometrics, traffic and ITS analyses, EIS re-evaluation, bridge-type selection, lighting, rail and airport coordination, and underpass planning, along with preliminary geotechnical investigation, SUE and topographic survey, and mapping. The CSS process continued by using the refined concept to set the attributes of 55 CSS design elements to be incorporated into the project, including parks, plazas, landscaping, hardscaping and brick pavers, and bridge aesthetic treatments. The CSS process concluded with a Design Guidelines document to direct the design and construction of the project. Analysis of different alignments and interchange configurations was performed using TransCAD, Vistro, HCS, and VISSIM software. The traffic evaluation included a detailed Vistro model of 60 intersections along the project corridor. Each intersection was evaluated for potential control type changes to either unsignalized, signalized, or roundabout control.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Sreenivas Alampalli, PhD, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**4**
TITLE	**Senior Principal, Transportation**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**31**
DEGREE(S) / YEARS / SPECIALIZATION	**MBA | 2000 | Management & Technology // PhD | 1990 | Civil Engineering** **MS | 1985 | Civil Engineering // BS | 1983 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 069850 | NY | 4/30/2028**			
YEAR REGISTERED	**1993**	DISCIPLINE	**Civil Engineer**	

Contract role(s) / brief description of responsibilities	Sreenivas has 35 years of experience in bridge and other structures inspection and evaluation, structures research, asset management, structural health monitoring, and policy development. Before joining Stantec, he worked for NYS DOT for 30 years in bridge inspection and evaluation, and research. Sreenivas has built successful strategic public-private-academic partnerships to ensure safe, reliable, and cost-effective structure infrastructure using sound asset and risk management procedures. Within these efforts, he implemented data driven decision-making processes and web-based software tools for structure inspection, program planning, and overweight permit reviews. Sreenivas has successfully managed more than 100 research projects and authored more than 250 technical publications, including 6 books related to civil infrastructure. He actively participates in professional organizations such ASC/SEI, TRB, ASNT, IABMAS, and ISHMII. Currently he is the Founding President of IABMAS-USA National Group, Chair of ISHMII Data-Enhanced Infrastructure Engineering Committee, member of SEI Technical Activities Division Executive Committee, and member of TRB standing committee on Bridge Management Systems. He is also on editorial boards of ASCE Journal of Bridge Engineering; ASNT Materials Evaluation; Structure and Infrastructure Engineering: Maintenance, Management, Life-Cycle Design and Performance (CRC Press); and Bridge Structures, Assessment, Design and Construction (IOS Press). Sreenivas will provide **STRUCTURES** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/23 - Ongoing	**BIENNIAL INSPECTION OF GOVERNOR MARIO CUOMO CABLE STAYED BRIDGES | New York, NY** **Project Manager.** Project involves biennial, interim, and special inspection (including nondestructive testing as needed) of two cable stayed bridges owned and maintained by the NYS Thruway Authority following the federal, state, and authority bridge inspection standards.
09/03 - 09/20	**STRUCTURES INSPECTIONS, EVALUATION, AND MANAGEMENT PROGRAM | New York State DOT** **Program Manager.** Managed one of the largest inspection, evaluation, and management programs in the US to facilitate preservation, integrity, and safety of bridge and other structural infrastructure in the New York State (NYS), including approximately 17,500 state and local highway bridges. Served as NYSDOT Bridge Inspection Program Manager for 17 years. Provided policy direction and implemented policy changes for continuously improving effectiveness of the inspection program. Provided technical direction to 25 staff directly and 100+ staff residing in eleven regional offices. Managed pro-active bridge vulnerability program and structural overload permit review programs. Managed NYSDOT transitioning from state-specific program to AASHTO-element based national inspection system and associated software. Oversaw the program during several state and federal audits. (Annual program budget: $60-100million)
04/23 - Ongoing	**INDEPENDENT PEER REVIEW, MONITORING AND ANALYSIS OF A. MURRAY MACKAY (AMM) BRIDGE FOUNDATION | Halifax Harbour Bridge Authority** **Subject Matter Expert.** Scope of this task included independent peer review of technical documents from the last 20 years provided by Halifax Harbour Bridge Authority (HHB) related to A. Murray MacKay (AMM) Pier D1 Foundation and also make recommendations for further work. Based on these, currently designing and conducting structural monitoring, review material testing protocols and global analysys, and develop detailed finite element model calibrated using monitoring and core tetsing data for predicting its future performance. Results will be used to make maintenance and capital program decisions to restore the structural integrity of this bridge foundation for desired service life and performance level established by HHB.
09/22 - 06/23	**LOAD TETSING TO IMPROVE BRIDGE RATING, CONNECTICUT | Connecticut DOT** **Principal Investigator.** Project scope involved load testing of six bridges for Connecticut DOT to improve ratings where conventional analysis was not able to model the in-service condition of these bridges well. Project scope included review of available records, site inspection, developing instrumentation plan, instrumentation, and executing load testing based on reserve strengths identified, data analysis, and reporting on factors that can be used for calibration of models for subsequent analysis to obtain ratings based on in-service structural conditions. Five tests were conducted in a span of two weeks with a well-executed plan and effective coordination of all stakeholders involved.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Andrew Simon, PhD**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**
TITLE	**Associate, Senior Environmental Scientist**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**33**
DEGREE(S) / YEARS / SPECIALIZATION	**PhD | 1992 | Earth Resources // BA | 1976 | Geography**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Andrew is a Senior Geomorphologist with 44 years of research experience, 16 with the USGS and 16 at the USDA-ARS, National Sedimentation Laboratory. His process-based research has been in mechanistic analysis of unstable-channel systems, sediment transport, streambank erosion, cohesive-sediment entrainment, the role of riparian vegetation, and river restoration. He is the author of almost 200 technical publications, has edited several books and journals and is the senior developer of the Bank-Stability and Toe-Erosion Model (BSTEM). His field research and invitations to speak have taken him across the globe. Andrew will provide **GEOLOGIC/GEOMORPHOLOGIC ADVISORY** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
5/17 - 03/18	**CHANGES IN HYDROLOGY AND SEDIMENT TRANSPORT IN THE MISSISSIPPI RIVER BASIN OVER THE PAST CENTURY | U.S. Army Corps of Engineers | Vicksburg, MS** **Project Chief and Lead Scientist.** This study, conducted to quantify how changes in precipitation, water yield, evaporation and sediment transport in throughout the Mississippi River Basin, have affected hydrology and sediment loads along the Lower Mississippi River. The research involved the analysis of thousands of USGS and NOAA streamflow and precipitation gages across the basin. Using geo-spatial analysis, data was arranged by HUC4 basins to determine the spatial and temporal changes in hydrology over the last 100 years, including the increasing role of hurricanes. Significant changes in water inputs and withdrawals, and huge anthropogenic influences have resulted in important changes in flow and sediment transport throughout the basin. Results show increasing precipitation throughout much of the basin, an increase in the delivery of water to the Lower Mississippi River and large decreases in the delivery of sediment to the lower river.
12/18 – 09/21	**EVALUATION OF BANK EROSION AND POTENTIAL MITIGATION MEASURES ALONG THE TENNESSEE RIVER: PICKWICK DAM TO SAVANNAH, TENNESSEE | Tennessee Valley Authority | Savannah, TN** **Project Chief and Lead Scientist.** The study addressed historical bank erosion (since 1985) and evaluated overall conditions of the banks and the role of various potential contributing factors such as material characteristics, flow releases, boat- and wind-generated waves and bank-surface condition. In addition, a quantitative evaluation of the effectiveness and cost-effectiveness of potential mitigation alternatives was conducted. To undertake these tasks, a physically-based numerical model of streambank processes was used: BSTEM-Dynamic with empirical estimates of historical bank retreat from aerial imagery. A new wind-wave sub-model was developed as part of this project. The study successfully identified rates of erosion, hotspots and the most effective and cost-effective treatments to reduce land loss.
05/17 – 03/18	**EFFECTS OF DIKE FIELDS ON CHANNEL CHARACTERISTICS OF THE LOWER MISSISSIPPI RIVER | U.S. Army Corps of Engineers | Vicksburg, MS** **Project Chief and Lead Scientist.** This work involved empirical and numerical-modeling analyses on the role of dike fields on channel morphology and flood levels along the Lower Mississippi River (LMR). Using time-series, historical surveys of channel dimensions of reaches that contained dike fields, trends of channel change were identified along the LMR. Results showed that the dikes were performing as intended, to maintain main-channel depths of sufficient magnitude to reduce the need for dredging. Further, overall systematic changes in conveyance along the reach were shown to be a function of the Corps' cutoff program. Results of 2D numerical modelling showed that the dikes did not raise water-surface elevations at peak flows.
05/99 – 10/11	**DEVELOPMENT AND APPLICATION OF A MECHANISTIC BANK-STABILITY MODEL FOR STREAM RESTORATION | USDA** **Project Chief/Lead Scientist.** Andrew has been the lead developer of Bank-Stability and Toe Erosion Model (BSTEM). The model is a simple spreadsheet tool developed to simulate streambank erosion in a completely mechanistic framework. It has been successfully used in a range of alluvial environments in both static modes to simulate bank-stability conditions and design of streambank stabilization measures, and iteratively over a series of hydrographs to evaluate surficial, hydraulic erosion, bank failure frequency, and thus, the volume of sediment eroded from a bank over a given period of time. The sub-model RipRoot accounts for the reinforcing effects of riparian vegetation and is used in analysis of mitigation strategies. Through a variety of projects led by Andrew, BSTEM has been shown to be very useful in testing the effect of potential mitigation measures to decrease bank erosion and sediment loads. Results of iterative BSTEM analysis are used to spatially extrapolate bank-derived volumes of sediment, from individual sites to entire reaches when used in conjunction with Rapid Geomorphic Assessments (RGAs) conducted at regular intervals along the study reach.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Cindy Hall, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**33**
TITLE	**Senior Principal, Transportation Infrastructure Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1992 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 27073 | LA | 09/30/2025**		
YEAR REGISTERED	**1997**	DISCIPLINE	**Civil Engineer**

Contract role(s) / brief description of responsibilities	Cindy's 33 years of experience include the design and project management of various civil and transportation projects. As Roadway Division Manager, Cindy manages the productivity of the roadway staff and oversees the quality of the plans and specifications developed by the Roadway Division. She has also served as project manager on many transportation projects including interstate and interchange improvements, rural arterials, and urban roadways with subsurface drainage and traffic signalization. Cindy has been involved in numerous projects implementing innovative geometric solutions including continuous flow intersections, a diverging diamond interchange, and roundabouts. She has also recently been involved in four Design-Build projects for LADOTD. In addition to her transportation experience, Cindy has designed and managed many wastewater pipeline, pump station projects, and utility relocations over the course of her career. Cindy will provide **ROADWAY AND MOT** services for this contract. **Cindy meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 22**

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/19 - 07/24	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD | New Orleans, LA** **Design Manager.** Cindy manages this multimillion-dollar project that will improve access and traffic operations to and around the new Northfield Terminal of the New Orleans Airport. Cindy is overseeing the design and plan preparation efforts to add two directional flyover ramps, I-10 Westbound to Loyola Southbound, and Loyola Northbound to I-10 Eastbound. The D-B Team recommended an alternative technical concept which recommended a Diverging Diamond Interchange and required the completion of the Interchange Modification Report (IMR) and a Reevaluation of the Environmental Assessment. Cindy assisted Stantec's traffic engineers with the IMR by evaluating critical geometry, signing, striping, and providing documentation. Cindy and her project team provided exhibits and traffic models that were used during the public meeting and assisted DOTD with costs and documentation of the impacts for the reevaluation. Cindy has worked with the contractor to develop phased construction plans and design unit plan sets to construct critical path items first. She has worked with the D-B team to implement cost/schedule savings through design modifications and alternative material selections. She has worked with numerous stakeholders during the execution of this project including DOTD, FHWA, City of Kenner, Jefferson Parish, and the Airport.
09/23 - 04/24	**I-10 BAYWAY PROGRESSIVE DESIGN-BUILD | ALDOT | Mobile, AL** **Maintenance of Traffic (MOT) Engineer.** The I-10 Bayway project increases the capacity of I-10 and enhances local/regional mobility by 1) rebuilding I-10 Bayway across Mobile Bay across eight lanes and raising the elevation to accommodate a 100-year storm surge, and 2) constructing two modified interchanges (Mid-Bay and Eastern Shore). Stantec is a major subconsultant providing MOT, bridge, coastal engineering, riverine hydrology, and environmental permitting services. Cindy has assisted with MOT planning and TTCP traffic analysis through the 30% planned submittal.
05/15 - 06/18	**US 90 AT LA 318 INTERCHANGE DESIGN-BUILD | LADOTD | St. Mary Parish, LA** **Design Manager.** Cindy managed the design for this Design-Build project which improved the intersection of US 90 at LA 318 to a grade-separated interchange and brought US 90 up to interstate standards as a part of the Future I-49 Corridor. The project included dual overpass bridges, ramps, and frontage road relocations. The new frontage roads were used to maintain traffic during the construction of the overpass bridges. Stantec proposed an alternative technical concept to the proposed alternative in the RFP. This ATC conserved ROW, lessened impacts to the community and the environment, and saved construction cost. Stantec was also responsible for acquiring the ROW while construction was ongoing. Cindy also managed the relocation of utilities during construction and designed water and sewer relocations for St. Mary Parish. Stantec remained involved throughout construction and participated in resolving design and construction non-conformance issues and requests for information.

11/09 - 08/12	**I-12 WIDENING DESIGN-BUILD | LADOTD Contract No. 454-02-0071 | Livingston Parish, LA** **Lead Roadway Engineer.** Cindy was responsible for Stantec's roadway design efforts to widen a four-mile stretch of Interstate, from the Amite River to the Juban Road interchange. The design included widening, removal, overlay and replacement of various pavement sections, ramp deceleration lane improvements, and widening of the Gray's Creek Bridge and the 4-H Club Road and Range Avenue overpasses. The project required extensive maintenance of traffic and traffic control plans on this heavily traveled stretch of urban interstate. In addition to designing the construction plans, Cindy was actively involved in the construction phase, assisting the contractor by developing quality, cost-effective solutions that met or exceeded contract scope requirements.
04/11 - 06/15	**I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT | LADOTD | Lake Charles, LA** **Roadway Engineer.** Cindy was responsible for the sequence of construction and maintenance of traffic plans for this complex, tight diamond interchange which required ramps elevated on MSE walls, two new bridges, and surface street improvements including a new roundabout. Cindy was also responsible for the Level 2 Transportation Management Plan required for the project including safety and traffic analyses and traffic management strategies.
10/09 - 06/11	**US 90 AT LA 85 INTERCHANGE DESIGN-BUILD | LADOTD Contract No. 424-04-0032 | Iberia Parish, LA** **Design Quality Control Manager.** Cindy led the design QC effort for this project to elevate the rural arterial to urban interstate standards. The Design-Build Team designed upgrades involving construction of a concrete girder span bridge over Louisiana 85 along the US 90 corridor, an extensive rehabilitation of frontage roads and ramps, and the installation and upgrade of permanent drainage structures. As Design Quality Control Manager, Cindy was responsible for developing the Design Quality Control Manual, managing the Design Quality Control Reviews, responding to comments, holding design review meetings, distributing plan submittals, and documenting quality control records. During construction, she was responsible for adherence to the construction plans and the resolution of design non-conformance reports. Construction was completed, and the interchange opened to the public, in June 2011.
07/19 - Ongoing	**MOVEBR PROGRAM MANAGEMENT | City of Baton Rouge | Baton Rouge, LA** **Quality Control Project Reviewer.** Cindy serves as QC Project Reviewer concentrating on Roadway and Complete Streets reviews. Cindy has reviewed design studies, preliminary and final plans, quantities, and construction cost estimates for corridor, signal, and sidewalk improvement projects.
11/12 - 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 Contract 12-CS-HC-0015 | Baton Rouge, LA** **Project Manager.** This project initially included an EA and Preliminary Plans for improving 3.4 miles of Perkins Road (LA 427) from the existing two-lane roadway to a four-lane divided curb and gutter roadway with raised median, sidewalk, sewer, and subsurface drainage. During the EA phase, Cindy was responsible for line and grade alternatives study, stakeholder coordination, public outreach, led EA phase, preliminary plans (geometry, drainage, sequence of construction, signalization, preliminary construction cost estimate), and final ROW maps. Under the MOVEBR Program, Stantec completed Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 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 were provided along the corridor. Stantec was responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Final plans for this project were completed in March of 2023.
08/05 - 12/13	**STARING LANE EXTENSION AND BRIDGE | City of Baton Rouge | Baton Rouge, LA** **Project Manager.** This Green Light Plan project required a design study and plan development for a new, four-lane urban boulevard with a 30-foot median with subsurface drainage, sidewalks, and traffic signals. Cindy led construction plan development and design of preliminary and final plans including geometrics, intersections, earthwork modeling, striping, quantities, signal design, sanitary sewer force main design, and quality control. She also attended public meetings and coordinated with City and subconsultants.
01/18 - 08/18	**DIJON DRIVE PHASE I & PHASE II | City of Baton Rouge | Baton Rouge, LA** **Quality Control.** Stantec designed this roadway on new alignment for the City of Baton Rouge as an access roadway to the new Our Lady of the Lake Children's Hospital. This fast-paced project included a four-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization, and off-site intersection improvements. Cindy was responsible for quality control during the course of this project which was broken into two phases. Cindy reviewed each phase of work two times and offered comments before major milestone submittals.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Bradley "Brad" Fletcher, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**18**	
TITLE	**Principal, Senior Project Manager**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**13**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1993 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 14218 | MS | 12/31/2025**			
YEAR REGISTERED	**1999**	DISCIPLINE	**Civil Engineer**	

Contract role(s) / brief description of responsibilities	Brad has more than 30 years of experience in highway design, developing roadway projects throughout Mississippi. His primary expertise is in the areas of roadway design, bridge replacements, rural 4-laning, urban 5-laning, and interchange design. Prior to joining Stantec, Brad worked with the Mississippi Department of Transportation (MDOT) for 13 years. Eleven of those years he worked in the Roadway Design Division, developing, managing and designing roadway projects using Geopak and MicroStation. His current duties at Stantec include project management, establishing and maintaining project budgets, client relations, and organizing project team members. Brad will provide **ROADWAY AND MOT** services for this contract. **Brad meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 23** 
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).
03/19 - 06/22	**KEMPS BOTTOM ROAD BRIDGE REPLACEMENT | City of Vicksburg, MS | Vicksburg, MS** **Project Manager.** Design Lead for final construction plans to replace a collapsed bridge. The design included extensive erosion control measures along a highly erosive creek bank. The structural design included a cast in place bridge with 48" drill shafts drill shafts.
01/13 - Ongoing	**US 90 FROM SR 609 TO DOLPHIN DRIVE | Mississippi DOT | Jackson County, MS** **Principal**. Oversite of right of way plans and final construction plans that will widen a 10-mile segment of mixed urban and rural highway from 4-lanes to 6-lanes. Project included 8 miles of multi-use path, conversion of 3 open median crossovers intersections to green T intersections, and conversion of all other existing open median crossovers to restricted use median crossovers.
05/16 - 10/22	**REUNION PHASE III | Madision County | Madison, MS** **Project Design Manager**. This LPA project includes the development final construction plans for Reunion Phase III, an east /west connector between Galleria Parkway and US 51. This project also includes providing an EA environmental document, field surveys, bridge design and roadway design. The first phase of the project will be a two-lane, two-way roadway with bike lanes. The project includes one hydraulic bridge and one railroad bridge. The length of the project is approximately 1.6 miles. Future design plans will include a boulevard roadway with four through lanes, bike lanes and a raised median. Coordination with Madison County officials and MDOT during this project has been critical for its success. The project has an aggressive timeline with many different stakeholders involved in the environmental process of the project.
01/19 - 07/21	**I-55 SLIDE REPAIR AND OVERLAY | Mississippi DOT** **Sector Leader**. Stantec worked with the Mississippi Department of Transportation in the development of a set of construction plans. The local District gathered information and quantities and we presented the information in a format that could be let and build by a contractor
07/19 - 07/20	**SR 19 FROM TUCKER TO PHILADELPHIA, 4-LANE PARALLEL AND INTERCHANGE | Mississippi DOT | Neshoba County, MS** **Sector Leader**. Stantec is developing right-of-way and final construction plans to convert a 4.5-mile segment of rural highway from 2-lanes to 4-lanes between Tucker and Philadelphia. This project also includes complete 3-D model of the entire project.

11/14 - 10/17	**MDOT I-20 FRONTAGE ROAD, WARREN COUNTY	Mississippi DOT	MS** **Practice Leader.** Practice Leader for final construction plans that extend an existing frontage road to a retail outlet. These plans are part of a larger project, MDOT will construct in the future. Construction phasing and drainage are two major concerns for this project.
04/12 - 11/13	**SR 6 AT JACKSON AVENUE IMPROVEMENTS	Lafayette County, MS** **Practice Leader.** Practice Leader for right of way and final construction plans that converted the existing 3legged, signalized intersection to a new Continuous Flow Intersection (CFI) in Oxford.
01/13 - 11/13	**SR 25 AT I-55	Jackson, MS** **Practice Leader.** Practice Leader for final construction plans that removed a loop and redesigned the traffic movements to eliminate a weave and improve traffic flow.
05/12 - Ongoing	**I-20 IMPROVEMENTS	Hinds County, MS** **Project Manager**. Project Manager for the widening and overlay of 6.5 miles of interstate highway between the Natchez Trace Parkway and SR 18 from 4 to 6 lanes. Project includes the reconstruction of approx. 3.5 miles of roadway.
03/12 - 11/12	**SR 12 OVER FANNEGUSHA CREEK BRIDGE REPLACEMENT	Holmes County, MS** **Project Manage**r. Project Manager for right of way plans to realign SR 12 to the south of the existing alignment, with a new bridge over Fannegusha Creek. Work included roadway geometric and hydraulic design, bridge design and plans were developed from Conceptual to Final Right of Way.
07/05 - 06/12	**CANAL ROAD IMPROVEMENTS	Harrison County, MS** **Project Manager.** Stantec prepared plans for the reconstruction of Canal Road with new interstate access ramps at a proposed interchange with I-10 and proposed SR 601. Stantec developed conceptual alternatives for an access road north of I-10 to provide access to an existing sports complex, and prepared plans for the preferred alternative.
10/09 - 11/11	**SR 6 IMPROVEMENTS	Panola County, MS** **Project Manager**. Project Manager for right-of-way plans for a new interchange system from I-55 west to existing SR 6. The project includes a full clover interchange, a diamond interchange and a trumpet interchange. The project also includes four grade separations
08/06 - 09/09	**DEVEREUX ROAD IMPROVEMENTS	Natchez, MS** **Project Manager.** Project manager for the development of an interchange in an urban area with limited right of way available for acquisition.
04/07 - 01/13	**I-269 IMPROVEMENTS	Desoto County, MS** **Project Manager.** Project Manager for right-of-way and final design plans for a new interstate design that will be I-69 in the near future. The project is on new location and has full control access. Stantec's part of the design includes two interchanges and four grade separations.
10/06 - 10/16	**I-55 AT MADISON AVENUE IMPROVEMENTS	Madison, MS** **Project Manager**. Project Manager for right-of-way and final design plans for an urban diamond at I-55 and Madison Avenue with limited right-of-way and an accelerated schedule.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Joseph "Joe" Cains, III, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**20**
TITLE	**Senior Associate**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2003 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 33670 | LA | 03/31/2026**			
YEAR REGISTERED	**2008**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Joe has 20 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 experience with innovative intersections, including roundabouts, DDIs, 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 will provide **ROADWAY AND MOT** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
07/15 - Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD | Lafayette, LA** **Lead Roadway Engineer.** Joe's responsibilities include assisting with the completion of Task 4 Geometrics, of a 15 task project that is being carried out with a team of 15 design firms. Joe's duties involve design and oversight of the various roadway elements of the project, including development of new interstate alternatives and intersections, unique design solutions, multi-disciplinary coordination, utility coordination, and public and stakeholder coordination..
08/19 - 07/24	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD | Kenner, LA** **Lead Roadway Engineer.** This multimillion-dollar design-build project will improve access and traffic operations to and around the new Northfield Terminal at the NewOrleans International Airport. Project consists of a Diverging Diamond Interchange and flyover ramps leading to/from the Airport on the east side of the interchange.Joe served as EOR for the plan development of the project, designed the horizontal and vertical geometry for the project, coordinated with the various disciplines (structural, traffic, electrical) on the project, provided construction support, developed unique solutions to resolve field issues, answered RFIs, and attended progress and partnering meetings. He was also involved in the IMR documentation and the primary developer of the Level 4 TMP document for the project.
11/10 - Ongoing	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD | Lake Charles, LA** **Project Manager.** Responsible for the Environmental Assessment as well as the Preliminary and Final Design Phases of this project to construct a high-level bridge over Contraband Bayou. Joe coordinated all environmental tasks, developed the line and grade study, performed 3 vessel surveys to better understand navigational requirements for the proposed bridge, assisted with development of the Section 404 and Section 10 permits (USACE and USCG), coordinated the compilation of the entire EA document, which included 3 subconsultants, and secured a FONSI decision. He 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 is also providing construction support services.
08/14 - 08/19	**W. PRIEN LAKE ROAD RELOCATION | LADOTD | Lake Charles, LA** **Project Manager.** Joe served as Project Manager for the Preliminary and Final Design Phases of this project, that proposed to realign W. Prien Lake road for approx. 1.4 miles to improve interchange operations at I-210 and Nelson Road. Joe designed the original horizontal and vertical geometry for the project, and later oversaw the final design of the horizontal and vertical geometry, as well as provided general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, structural design, traffic signal design, and lighting design performed by a subconsultant.
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, as well as construction support during the process.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**		
NAME	**Joseph "Joey" Lefante, PE, PTOE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**16**
TITLE	**Senior Associate, Traffic Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2008 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 37244 | LA | 09/30/2026 // PTOE #3560 | 11/20/2025**		
YEAR REGISTERED	**PE 2012** **PTOE 2013**	DISCIPLINE	**Civil Engineer**

Contract role(s) / brief description of responsibilities	Joey has over 16 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 will provide **TEPR COMPLIANCE/IAR** services for this contract. **Joey meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 21**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/14 - Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD | Lafayette, LA** **Traffic Task Manager.** Joey is responsible for coordination with LADOTD 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 LADOTD 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 LADOTD Traffic Engineering Process and Report (TEPR) Guidelines.
01/09 - Ongoing	**I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR | LADOTD | Shreveport, LA** **Lead Traffic Engineer.** Performing the NEPA investigations and developing an Interchange Modification Report (IMR) and an Interchange Justification Report (IJR). This 3.5-mile route will provide the final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange. Joey used a Regional Travel Demand Forecasting Model provided by the Northwest Louisiana Council of Governments (NLCOG) to project traffic for each of the future analysis years. He modified the macroscopic model to determine future traffic patterns under three design alternatives representing different interchange combinations and used traffic counts and the projections from the macroscopic model to develop peak hour traffic volumes for each alternative. Joey will input these traffic run analyses using the Highway Capacity Manual to determine which roadway improvements would be necessary for implementation of each alternative.
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.
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 - 08/19	**W. PRIEN LAKE ROAD RELOCATION | LADOTD | Lake Charles, LA** **Lead Traffic Engineer.** Joey led traffic services on this project that featured a new signalized intersection at the relocated roadway and Nelson Rd., which required Stantec to develop traffic signal warrants, signal timing analyses and signal plans. Since the improvements impacted certain areas near the Nelson Rd. Interchange at I-210, Stantec developed a Level 2 TMP document. This project improved traffic flow in this very congested area of Southwest Lake Charles.

MEETS MINIMUM LADOTD PERSONNEL REQ.

08/19 - 07/24	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD Contract No. H.011670 | Kenner, 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, lane closure analyses, transportation management plan and complete street accommodations such as sidewalks and a two-way cycle track.
01/12 - 12/17	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** **Lead Traffic Engineer.** Joey served as Traffic Analyst responsible for examining improvements to increase safety and access management on Government Street between I-110 and Jefferson Highway. Stantec evaluated traffic data, developed conceptual alternatives, and accounted for the LADOTD Complete Street Policy. Joey collected traffic data and developed models in VISSIM, Synchro, and SIDRA to analyze different operational improvements alternatives. Joey also prepared materials for and participated in public meetings under the DOTD public involvement process. Joey also prepared permanent and temporary signal plans.
05/13 - 03/19	**ESSEN LANE WIDENING | LADOTD | Baton Rouge, LA** **Lead Traffic Engineer.** Joey was responsible for traffic signal plans for four intersections along Essen Lane that were impacted by the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group, DOTD, and the City of Baton Rouge.
09/08 - 04/10	**LOUISIANA STATEWIDE CFI STUDY FOR LADOTD | LADOTD | Statewide, LA** **Project Engineer.** Joey performed the VISSIM analysis for the ten alternatives. Each intersection included VISSIM models representing a no build condition, traditional intersection improvements, a roundabout, and a CFI treatment. Stantec performed a statewide CFI Study for the Louisiana Department of Transportation and Development (LADOTD). Stantec assessed 30+ intersections as potential CFI conversion candidates, as well as other innovative intersection alternatives. This included performing field visits and initial screening measures to reduce the 30+ to 10 potential options. Stantec then performed conceptual intersection design, safety analysis, traffic analysis (using VISSIM), and cost estimates for five intersections chosen and presented this information to LADOTD.
10/10 - 05/14	**CLEARVIEW PARKWAY (LA 3152) AT AIRLINE DRIVE (US 61) CFI STUDY | New Orleans Regional Planning Commission | New Orleans, LA** **Project Engineer.** Joey assisted on the team performing a Stage 1 Environmental Assessment for the Clearview Parkway Corridor to investigate and produce concept designs for potential improvements at the Airline Drive intersection. He built and modeled multiple intersection alternatives for the Airline Drive corridor using VISSIM micro-simulation software. The alternatives modeled included additional turn lanes, a Continuous Flow Intersection (CFI), and an overpass. The models were used to produce measures of effectiveness for comparing the alternatives such as delay, level of service, and throughput.
01/13 - 06/13	**MTP REFINEMENT: ROAD SAFETY ASSESSMENT/GAUSE BOULEVARD (US 190) | New Orleans Regional Planning Commission | Slidell, LA** **Traffic Engineer.** Stantec assessed road safety of a high-accident corridor with the objective of identifying the different safety issues as well as recommending potential safety improvements. Joey worked as part of our team to gather and analyze crash data, traffic volumes, traffic speed, signal timings and phasing information from the RPC and other resources. Also provided an inventory of pertinent roadway elements such as lane width, pavement markings, signage, and surface obstacles. Road safety issues and improvements included speed, multi-modal considerations, pavement marking, signs, intersection control, lighting, obstructions, access points, traffic generators and weather conditions. Cost estimates for improvements were also provided to help with programming the safety enhancements to the corridor.
11/08 - 12/13	**STARING LANE EXTENSION AND BRIDGE | City of Baton Rouge | Baton Rouge, LA** **Traffic Engineer.** Joey detailed traffic signal plans for both a signal replacement at Staring Lane and Hyacinth Avenue as well as a signal modification at Staring Lane and Highland Road. He also developed interconnect plans for Staring Lane between Highland Road and Hyacinth Avenue.
11/08 - 09/10	**SOUTH HARRELL'S FERRY ROAD SOUTH SHERWOOD FOREST TO MILLERVILLE| City of Baton Rouge | Baton Rouge, LA** **Project Engineer.** Joey created a new signal wiring diagram and chart for the intersection of South Harrell's Ferry Road and Millerville Road as well as assisted in the design process. He also created new interconnect plans for a fiber run from South Harrell's Ferry Road at South Sherwood Forest Boulevard to the intersection.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Joseph Barker, PE, PTOE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**
TITLE	**Traffic Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**6**
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2011 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE #40664 | LA | 09/30/2026** **PTOE #4364 | LA | 11/20/2026**		
YEAR REGISTERED	**2016**	DISCIPLINE	**Civil Engineer**	
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 will provide **TEPR COMPLIANCE/IAR** services for this contract.			

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

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Stephen Mensah, PhD, PE, PTOE, RSP1**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**
TITLE	**Associate, Traffic and ITS Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**5**
DEGREE(S) / YEARS / SPECIALIZATION	**PhD | 2007 | Civil Infrastructure Systems in Transportation; MS | 2002 | Civil Engineering // BS | 1998 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE #38591 | LA | 09/30/2026 PTOE #3960 | LA | 11/18/2027 // Road Safety Professional (RSP) #153**			
YEAR REGISTERED	**2013**	DISCIPLINE	**Civil Engineer**	

Contract role(s) / brief description of responsibilities	Stephen serves as a traffic engineer with expertise in traffic analysis, traffic safety, design and operations. Work experience includes highway safety analysis, traffic impact studies, systems engineering analysis, development of regional ITS architectures and traffic signal design. As the Lead Systems Analyst, he analyzes and evaluates systems and makes recommendations to clients for cost effective systems to meet their needs. He has previously served as a member of the TRB Committee for Application of Emerging Technologies to Design and Construction evaluating emerging technologies for transportation design and construction. Stephen reviews and critiques research papers, assesses the methodology and validity of research work and provides recommendations for publication. Stephen will provide **TEPR COMPLIANCE/IAR** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/21 - Ongoing	**ATCMTD GRANT PROJECT FOR ICM DSS | TDOT | Nashville, TN** **System Engineering Analyst.** TDOT was awarded an ATCMTD Grant from USDOT with a goal of deploying an integrated corridor management (ICM) decision support software (DSS). Currently, ICM DSS is primarily accomplished utilizing a traffic simulation model specific to the corridor. This project aims to replace the traffic simulation model with artificial intelligence, creating a proof of concept that can be duplicated in other corridors around the United States. Stephen contributed to development of the Data Management Plan, Project Evaluation Plan to help USDOT and TDOT analyze evaluate the benefits of the AI-DSS in ICM applications. Stephen is currently using existing operations data to baseline various performance metrics that will then be used to evaluate the performance of various operation strategies that include variable speed limit signs, lane control signals and surface street signal operations and timing.
06/23 - Ongoing	**I-10 BONNET CARRE ITS UPGRADES | LADOTD Contract No. H.015137 | Lafayette, LA** **Systems Engineer.** Stephen was responsible for performing a project level SEA for the ITS deployment in LaPlace to Kenner, Louisiana involving stakeholders from DOTD HQ, District 02 & 62, MPO, and State Police. An SEA report, SET-IT files, and 30% plans will be delivered at the project completion.
12/21 - 03/23	**ATMS AND 511 SEA | LADOTD CONTRACT H.014515 | Statewide, LA** **Systems Engineer.** Stephen was responsible for the systems engineering analysis to determine the requirements for a new ATMS to manage DOTD's ITS devices and provide incident management as well as the requirements for a new 511 system to provide traveler information. The SEA process included significant stakeholder engagement, TMC operator interviews about the existing systems, vendor demos, and concept of operations workshops. Stephen drew on over 10 years of experience with developing architectures and SEA documents for DOTD to frame the end-user needs. The results of the SEA are being utilized to develop detailed requirements and an RFP procurement document for a hybrid cloud/on-prem system.
02/19 - 09/19	**I-10: US 61 TO LAPLACE ITS | LADOTD CONTRACT H.013710 | Statewide, LA** **Systems Engineer.** Stephen was responsible for performing a project level SEA for the ITS deployment in LaPlace, Louisiana involving stakeholders from DOTD HQ, Districts 61 & 62, MPO, and State Police. An SEA report, SET-IT files, and 30% plans were delivered at the project completion.
10/12 - 02/16	**US 90Z NEW ORLEANS HOSPITALITY ZONE | LADOTD | New Orleans, LA** **TSMO Engineer.** Stephen performed safety analysis to determine the abnormal crash zones and overrepresented crashes in the crash data for the project scope to improve mobility and safety in downtown NOLA by deploying ITS to manage traffic. Analysis yielded inferences on the causative issues for crashes in the corridor and the countermeasures required to mitigate them. Analysis outcomes informed the TMP required to manage traffic during construction and successfully deploy ITS devices to enhance mobility and safety. An effective TMP is required to ensure road user and construction worker safety and reduce client exposure to litigation from crashes.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Arturo Jimenez Martinez, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**3**	
TITLE	**Senior Coastal Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**11**	
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2011 | Ocean Engineering // BS | 2009 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 119163 | TX | 09/30/2025**			
YEAR REGISTERED	**2014**	DISCIPLINE	**Civil Engineer**	
Contract role(s) / brief description of responsibilities	Arturo has 14 years of experience as a consultant in coastal engineering. His skills include hydrodynamic and wave modeling, metocean data analysis, armor stone revetments, bridge scour, quay wall scour protection, hydrodynamic forces on structures (including bridges), propeller jet flow scour, passing vessel wake studies, vessel berthing and mooring studies, navigation studies, storm surge studies, GIS, MATLAB, and technical writing. Arturo will provide **SCOUR/HYDRAULICS & HYDROLOGY** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/22 – 08/22	**SEBASTIAN INLET BRIDGE REPLACEMENT | Florida DOT | Indian River County, Florida** **Lead Coastal/Hydraulic Engineer.** Arturo was the lead coastal/hydraulic engineer responsible for determining design flow velocities in Sebastian Inlet, Florida, to conduct bridge pier scour calculations to support the bridge replacement design. The modeling of storm surge hydrographs was conducted using the ADCIRC model for 50- and 100-year events and in accordance with the FDOT Drainage Manual. The bridge pier scour depth calculations were performed using the FDOT scour calculator spreadsheet in accordance with the FDOT Bridge Scour Manual.			
01/24 – Ongoing	**I-10 MOBILE BAYWAY | Alabama DOT** **Coastal Engineer.** Arturo is leading the hydrodynamic force and pier scour calculations for the design of the I-10 Mobile Bayway Bridge in Mobile, Alabama. Simple and complex pier scour is calculated based on HEC-18 and coastal flows. Hydrodynamic forces from waves and currents are calculated in accordance with the AASHTO Bridges Vulnerable to Coastal Storms Guideline Specifications. Scour and force calculations are conducted for approximately 400 bents of variable geometry and foundations.			
08/24 – Ongoing	**SCOUR EVALUATION REPORTS | Hawaii DOT** **Project Manager.** Arturo is the project manager leading a team of structural and coastal/hydraulic engineers in performing Quality Assurance/Quality Control of scour evaluation reports for approximately 900 bridges in the State of Hawaii. Stantec engineers are reviewing Phase 1 – 4 reports and providing QC checklists for each report to the consultants. Stantec hydraulic engineers are reviewing scour calculations that primarily follow HEC-18 and reviewing all supporting 1-D and 2-D hydraulic models.			
06/22 - 11/23	**KINGSTOWN PORT MODERNIZATION WORKS | St Vincent and the Grenadines** **Coastal Engineer**. Coastal engineer responsible for designing the submerged armor stone revetments to be constructed along the perimeter of a new quay wall to prevent scour at the toe due to extreme waves associated with tropical storms and propeller velocities associated maneuvering of container vessels and tugs in the vicinity of the quay wall.			
01/14 – 12/18	**STORM SURGE STUDIES | Freeport, TX; Sabine Pass, LA; Lake Charles, LA** **Coastal Engineer.** Coastal engineer responsible for conducting storm surge studies for liquid natural gas terminals in Texas and Louisiana exposed to storms in the Gulf of Mexico. Sites were located in Freeport, TX; Sabine Pass, LA; and Lake Charles, LA. Tasks included: Gathering regional and site-specific water level data reflecting storm events, Analyzing water level data for seasonal fluctuations, Analyzing FEMA flood maps and high-water marks, Analyzing local topography and features, Using available storm data to estimate various return periods, Estimating relative sea level rise contributions during design life, and Preparing a report summarizing the storm surge elevations and recommended site elevations for design.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Rebecca Aiken, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**
TITLE	**Senior Coastal Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2014 | Civil Engineering, Coastal Engineering Focus // BS | 2012 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 54338 | MD | 05/30/2025**			
YEAR REGISTERED	**2019**	DISCIPLINE	**Civil Engineer**	
Contract role(s) / brief description of responsibilities	Rebecca has over a decade of experience in coastal engineering. Her expertise includes data analysis, design, and numerical modeling. Rebecca's experience includes oceanographic and meteorological data analysis, shoreline protection design, living shoreline design, scour analyses, climate change assessments, and flood hazard analyses. She is also experienced in developing one-, two- and three-dimensional numerical models to assess surge, wave, and hydrodynamic behavior in coastal environments. Rebecca is experienced in and lead the assessment of bridge scour analyses following HEC-18 and HEC-20 guidance as well as developing Plan of Action reports following HEC-23 recommendations. Rebecca will provide **SCOUR/HYDRAULICS & HYDROLOGY** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/25 – Ongoing	**SCOUR REPAIRS GUIDANCE DOCUMENTATION | Hawaii DOT** **Coastal Engineer.** Rebecca is leading the development of the methodology to prioritize repairs of scour critical bridges throughout Hawaii. The work focuses on categorizing at-risk infrastructure based on the bridge asset's exposure to flood hazards, sensitivity to potential scour hazards (i.e., geotechnical conditions, waterway adequacy, superstructure and substructure conditions, etc.), and the adaptive capacity of each bridge. The tool and associated guidance documentation developed will enable to DOT to prioritize bridge repairs based on seventeen (17) parameters.			
03/23 – Ongoing	**BRIDGE SCOUR QUALITY CONTROL PLAN AND SCOUR EVALUATION REVIEWS | Hawaii DOT** **Coastal Engineer.** Rebecca leads team of engineers conducting quality control reviews for scour analyses for over 900 bridges in Hawaii. She is responsible for the oversight of hydrologic and hydraulic data review using models, such as HEC-RAS and SRH2D. Based on model data, Rebecca and her team review resulting scour analyses to assess whether a bridge is considered scour critical. For bridges identified as scour critical or having unknown foundations, she manages review of Plan of Action reports to share with the Federal Highway Administration.			
05/21 – 05/23	**BRIDGE SCOUR ANALYSES | South Carolina DOT** **Coastal Engineer.** Rebecca reviewed field inspection notes, existing bridge plans, flood data, and publicly available topography data to assess scour hazards at bridges maintained by the South Carolina Department of Transportation. Rebecca performed USGS Envelope Curve analyses to evaluate clearwater abutment scour, clearwater contraction scour, live-bed contraction scour, and pier scour for the 100-year and 500-year flood events. Based on the scour hazards, Rebecca assessed the remaining pile embedment at bridge bents and determined the bridge stability. For unstable bridges, she identified the need for SCDOT to develop a Plan of Action (POA) for future flooding and scour events.			
03/20 – 01/24	**MID-BRETON SEDIMENT DIVERSION PROJECT | Plaquemines Parish, Louisiana** **Coastal Engineer.** Rebecca compared model outputs using Delft3D and Delft3D-FM. Rebecca analyzed differences in model output while running models in 2D versus 3D modes. She also assessed changes in computed conveyance at the sediment diversion location based on applied curvilinear and flexible mesh settings. Rebecca also developed an updated unstructured ADCIRC+Delt3D mesh using SMS to account for construction developments for the project. Rebecca has also provided insights on the 60- and 90-percent design for the sediment diversion and provided rock sizing calculations for channel protection based on methods detailed in the Coastal Engineering Manual.			
10/18 – 06/20	**JEAN LAFITTE SHORELINE PROTECTION PROJECT | New Orleans, LA** **Coastal Engineer.** Rebecca developed and validated a two-dimensional, coupled Delft3D + SWAN model to assess hydrodynamic and wave behavior along the Jean Lafitte National Historical Park and Preserve shoreline. She assessed changes to hydrodynamic and wave behavior in Lake Salvador in response to four alternatives of proposed breakwater alignments. She assessed structure performance during non-storm conditions, tropical weather conditions, and sea level rise scenarios. Rebecca was the primary author of the project's technical report as well.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Ahsan Chowdhury, PEng, IntPE/APEC**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**
TITLE	**Senior Bridge Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**25**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2009 | Civil Engineering, Coastal Engineering Focus // BS | 1998 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 10538 | Nova Scotia | N/A // International PE No. 00816 | Canada | N/A**			
YEAR REGISTERED	**2014**	DISCIPLINE	**Civil Engineer**	

Contract role(s) / brief description of responsibilities	Ahsan is a results-oriented professional whose experience is marked by numerous publications and achievements. He has extensive experience in providing final design, independent review and oversight, owner's representation, and design quality assurance on complex bridge projects. His career has focused on risk-based asset management strategy for critical transportation infrastructures, inspection evaluation and maintenance of complex bridges, research and developments, project management, contract administration, transportation planning, organizational development and financial management, and occupational health and safety. Ahsan has a long history of work in the public sector, having most recently served as the Chief Engineer and Traffic Authority at the Halifax-Dartmouth Bridge Commission. As Chief Engineer, he oversaw the long-term health and maintenance of the two Halifax Harbour Bridges (long-span suspension bridges), approach roads, approach structures, highway bridges, buildings, and other HHB facilities. As the Traffic Authority, he was responsible for traffic safety, Manual for Uniform Traffic Control Devices (MUTCD), Highway Capacity Manual and Motor Vehicle Act (MVA) compliances. Ahsan's experience has made him adept at driving innovation and fostering cross-disciplinary collaboration to deliver solutions and support sound decision-making. Throughout a decade of proven experience as a suspension bridge chief engineer, Ahsan successfully planned, managed and delivered more than $400M of industry-leading major rehabilitation works including deck replacement, main cable inspection and dehumidification system, hanger replacement, anchorage chamber rehab and dehumidification, concrete restoration, major steel repairs and coating projects. Ahsan will provide **CONSTRUCTABILITY ANALYSIS** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/11 - 11/19	**MACDONALD BRIDGE REDECKING AND MAIN CABLE DEHUMIDIFICATION | Halifax Harbour Bridges | Halifax, Nova Scotia, Canada** **Chief Engineer.** Owner's Chief Engineer for the Macdonald Bridge Suspended Spans Deck, Stiffening Truss and hangers Replacement Project. Suspended structure deck system was replaced in segments, while keeping traffic during the daytime, but with bridge closed to traffic during five nights per week and on a few weekends. Main Cable Dehumidification System was installed under this Contract. As the Owner's Head Engineer, Ahsan was responsible for scoping study, condition assessments, preliminary engineering, planning, procurement, design and construction QA, engineering compliance check, approval process and risk management.
07/17 - 01/24	**MACKAY BRIDGE FEASIBILITY STUDY: REHABILITATION VS REPLACEMENT | Halifax Harbour Bridges | Halifax, Nova Scotia, Canada** **Project Manager.** Project Manager for study of various options for Rehabilitation and Replacement for increasing bridge capacity (widening, twinning or replacement). MacKay Bridge was built in 1970 with a very economical design and reached the end of its service life. Bridge needs to have major rehab or replacement within 15-20 years.
04/14 - 03/24	**MACDONALD BRIDGE CONCRETE RESTORATION PROGRAM | Halifax Harbour Bridges | Halifax, Nova Scotia, Canada** **Chief Engineer.** Lead Engineer for the Halifax Harbour Bridges to develop and implement a major concrete rehabilitation program for the Macdonald Bridge foundations to extend the service life of the bridge elements for a minimum period of 75 years. The bridge foundations were constructed in 1950s and suffered significant Alkali-Aggregate- Reactivity (AAR) and freeze-thaw deteriorations.
06/10 - 03/24	**MACKAY BRIDGE WEARING SURFACE REHABILITATION PROGRAM | Halifax Harbour Bridges | Halifax, Nova Scotia, Canada** **Project Manager.** Project Manager to develop and implement of a durable wearing surface system (Asphalt + Waterproofing) for a highly thin steel deck/OSPD panels. Responsible for research and development, material selection (Epoxy/Rosphalt/PMA Asphalt) and testing, technical specifications, procurements, construction detailing and risk management.
04/13 - 11/19	**MAIN CABLE INSPECTION AND STRENGTH EVALUATION PROGRAM | Halifax Harbour Bridges | Halifax, Nova Scotia, Canada** **Lead Engineer.** Lead Engineer for the Main Cable Internal Inspection and Strength Evaluation projects. As the Lead and Principal investigator, conducted detailed research on the suspension bridge main cable inspection and strength evaluation standard and industry best practice, detailed assessment of the two guidelines: National Cooperative Highway Research Program (NCHRP) -535 Guideline and BTC Method for parallel cables and developed a modified approach that is more applicable for the helical strands main cable of a Suspension Bridge.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Joshua Sexton**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**
TITLE	**Reality Capture Technology Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**17**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2006 | Geology // BS | 2002 | Geology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Federal Aviation Administration Certified Remote Pilot with Small Unmanned Aircraft Systems (sUAS) Rating No. 4289067 | USDOT | N/A**			
YEAR REGISTERED	**2019**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Joshua has 23 years of experience managing a wide range of environmental, exploration, and geotechnical projects and currently is serving as a reality capture technology manager. Joshua has a diverse knowledge of geo-environmental consulting including site assessment, compliance reporting, regulatory negotiation, feasibility studies, stormwater compliance, soil/groundwater remediation, aerial data acquisition, remote sensing and reality capture implementation. Specifically, he has performed soil and groundwater assessments and monitoring, and CAP placement for railroad sites, implemented and operated groundwater remediation systems, planned environmental assessment and remedial efforts providing cost-effective solutions to environmental problems, and achieve regulatory closure. Joshua also has coordinated staff, procured equipment and materials, directed subcontractors, and managed budgets to achieve successful environmental site closures and ultimate client satisfaction. Joshua has experience composing and reviewing technical documents including work plans, site assessments, remedial action work plans, risk assessments, and final reports for regulatory compliance as well as utilizing unmanned aerial system (UAS) to deliver aerial orthomoasics, digital terrain models, watershed analysis, volumetric calculations, aerial inspection, facade analysis and 3-D models. Joshua will provide **INSPECTION/ DRONE PHOTOGRAPHY** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/23 - Ongoing	**O’CALLAGHAN - TILLMAN MEMORIAL BRIDGE | NDOT** **UAS Data Capture and Modeling.** Provided data capture and modeling for pier survey, modeling, and engineering assessment.
11/23- 05/24	**FRANCIS SCOTT KEY BRIDGE | Maryland Transit Authority (MDTA): | Baytown, TX** **UAS Data Capture and Modeling.** Provided bridge inspections, machine learning defect detection POC and emergency data collection and assessment following Francis Scott Key Bridge failure.
7/24 - 10/24	**CALIFORNIA HIGH-SPEED RAIL AUTHORITY (HSR22-02) | Madera to Merced, CA** **UAS Data Capture and Modeling.** Corridor assessment, data management, and visualization from Madera to Merced, California.
08/19- 11/23	**BLUEFIELD COALITION BROWNFIELDS ASSESSMENT PROJECT | Town of Bluefield | Bluefield, VA** **UAS Data Capture and Modeling.** Provided data capture and modeling for several projects, including Bluefield Iron and Metal: Phase I, Phase II (soil, gw, and soil vapor), UAS survey, UST removal, In-situ XRF analysis determining the extent lead impact on the surface, enrollment to WV VRP. 103 Spring Street: Phase I ESA, LBP and ACM assessment. Art Riley: Phase I ESA, LBP and ACM assessment. Tony Property: Phase I ESA, LBP and ACM assessment. Bluefield Area Transit Houses: Phase I ESA, LBP and ACM assessment. 619 Bland Street: Phase I ESA, LBP and ACM assessment. 200 Bland Street: Phase I ESA, LBP and ACM assessment. 412 Bland Street: Phase I ESA, LBP and ACM assessment. Elks Building: Phase I ESA, LBP and ACM assessment. Ferri Building: Phase I ESA, LBP and ACM assessment. 1010 Princeton Avenue: Phase I ESA, LBP and ACM assessment. Granada Theater: Phase I ESA, LBP and ACM assessment. Hamm Property: Phase I ESA, LBP and ACM assessment; Phase II ESA (Soil, GW and Soil Vapor) Hawley Building: Phase I ESA, LBP and ACM assessment. ACM Abatement.
10/19 - Ongoing	**SOUTHWEST VIRGINIA BROWNFIELDS ASSESSMENT PROJECT | Virginia Tech University Community Design Assistance Ship Center (CDAC) | Blacksburg, VA** **UAS Data Capture and Modeling.** Provided data capture and modeling for several projects, including Dante, VA UAS survey; Pound, VA UAS survey; Clincho, VA UAS survey; Saint Paul, VA UAS Corridor Assessment; Arty Lee School: ACM assessment, ACM abatement and demo of the structure; Contura Property: Phase I ESA Steam Building, Phase I and Phase II ESA (Soil, GW and Soil Vapor), LBP and ACM assessment; Dante Depot: Phase I ESA, LBP and ACM assessment; Ice House: Phase I ESA; Russel Count PSA: Phase I ESA; Sun Motors: UAS Assessment, Phase I ESA, ACM, LBP assessment, Phase II soil, GW, soil vapor assessment, ACM Abatement and Building Demo; Slate Building: Phase I ESA, LBP and ACM assessment. UAS assessment for demolition planning.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Robert Catron, SE, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**14**	
TITLE	**Bridge Inspection Team Leader**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**1**	
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2013 | Civil Engineering // BS | 2012 | Civil Engineering // BA | 2009 | Mathematics**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Professional Engineer No. 32481 | KY | 6/30/2027** **Federal Aviation Administration Certified Remote Pilot with Small Unmanned Aircraft Systems (sUAS) Rating No. 4831232 | USDOT | N/A**			
YEAR REGISTERED	**2017**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Robert is a professional engineer experienced in structural condition inspections, asset management, structural design, and program management. Robert has extensive experience in the inspection of highway and rail bridges per the National Bridge Inspection Standards (NBIS) using the National Bridge Inventory (NBI), AASHTO Element Level NBE coding systems and the Specifications for the National Bridge Inventory (SNBI), as well as per AREMA standards. He has worked for a variety of Departments of Transportation and private clients, performing inspections on all types of concrete, steel, and timber bridges. He is a certified NBIS Team Leader and has completed SPRAT Level III training as a rope access technician. His structural design experience includes various types of prestressed concrete bridges, steel welded plate girder bridges, reinforced concrete culverts, post-tensioned concrete structures, and various foundation systems. Robert is experienced in design, load rating, and plan and specification preparation for both new structures and bridge repairs and retrofits. Robert will provide **INSPECTION/DRONE PHOTOGRAPHY** services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/22 - 05/23	**OHIO RIVER BRIDGE INSPECTIONS, PACKAGE #5 | Kentucky Transportation Cabinet** **Bridge Inspector/Rope Access Team Leader.** Rope Access Team leader for the NBI fracture critical inspection of five Ohio River bridges. The inspections included the Carroll Cropper (I-275), Glover Cary (KY 2262), John Roebling (KY 17), Irvin Cobb (US 45), and Simon Kenton (Old US 62) bridges. The superstructure types include trussed arch, through trusses, and suspension spans. Conventional access equipment and rope access techniques were used to perform arm’s-length inspections.			
02/20 - 04/22	**SHENANDOAH RIVER BRIDGE INSPECTION | West Virginia DOT | Jefferson County, WV** **Bridge Inspector/Rope Access Team Leader.** Bridge inspection team leader for the 2020 In-Depth and 2022 Routine Inspections of the Shenandoah River Bridge carrying WV 9 over the Shenandoah River. The structure consists of seven total spans, with the first two being continuous steel welded plate girder approach spans, and the remaining five being continuous steel welded plate girder delta-frame main spans (CSRF). Robert served as the rope-access team leader during the inspections. When UBIT issues were encountered during the 2022 Routine Inspection, Robert led the development and execution of an alternative rope-access technique that allowed the inspection to be completed without delay. The revised work plan eliminated the need for traffic control and equipment rental, resulting in significant savings for the WVDOH and removal of traffic impacts on the traveling public.			
07/19 - 07/19	**US 340 OVER POTOMAC RIVER | Maryland State Highway Administration | Sandy Hook, MD** **Bridge Inspector/Rope Access Team Leader.** Bridge Inspector for this Contract with Maryland State Highway Administration to provide inspection services on the Potomac River Bridge. The bridge is a fourteen span, 2,251-foot-long structure consisting of two approach girder spans and twelve deck truss spans. Stantec’s inspection services consisted of an in-depth inspection. Rope access techniques were used to avoid the need for mechanical equipment, traffic control, or traffic disruptions.			
01/22 - 01/24	**KYTC STATEWIDE GUSSET PLATE LOAD RATING | Kentucky Transportation Cabinet** **Team Leader.** Robert served as team leader and rope-access supervisor for the field investigation of 5 truss bridges. Underbridge Inspection Trucks (UBIT) and rope-access techniques were utilized to access gusset plates for both through and deck truss bridges. For each bridge, gusset plate dimensions were either compared to existing plans for confirmation of geometry or generated from scratch. Additionally, detailed section loss measurements were taken to be utilized for the load rating.			
06/17 - 10/17	**VICKSBURG OLD HIGHWAY 80 DETAILED BRIDGE INSPECTION AND LOAD CAPACITY RATING | Vicksburg Bridge Commission of Warren County** SPRAT Climber. Our detailed inspection of this 1.6-mile-long bridge with an 820-foot suspended truss span over the main channel, included an arm’s length inspection of the entire bridge, underwater SONAR investigation, and pin/eyebar connection testing. The inspection was performed using an Under-Bridge Inspection Truck (UBIT), SPRAT-trained climbers and commercially certified (ADCI and DCBC) Engineer-Divers. We provided the complete bridge inspection report to the Vicksburg Bridge Commission in compliance with FRA guidelines, which included recommendations for additional follow-up inspections, necessary repairs, and a capacity load rating based on the in-depth inspection. The load rating modeling was performed for normal and maximum operating conditions to ensure continued safe usage of the bridge. Our inspection and analysis indicated that the Commission had been performing preventative maintenance and will likely be stay safe for long-term use.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Tyler Carson**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**	
TITLE	**Bridge Inspector**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2017 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Federal Aviation Administration Certified Remote Pilot with Small Unmanned Aircraft Systems (sUAS) Rating No. 4769718 | USDOT | N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Tyler has seven years of experience working on bridge, culvert, SSHML, and tunnel inspection projects in Colorado, Nevada, North Dakota, South Dakota, Ohio, California, Hawaii, and Mississippi. He has performed multiple routine, in-depth, damage, and initial bridge inspections of various structure types including bascule bridges, truss bridges, multi-girder bridges (steel I-beams/box beams, reinforced/prestressed concrete, and timber), laminated timber arch bridges, concrete/steel/masonry culverts, concrete slabs, concrete arches, and concrete tunnels. Tyler has performed inspections on most tunnel types, including unlined rock, concrete, shotcrete, snow sheds, and cut-and-cover. He has experience inspecting SSHML structures such as sign bridges, cantilever signs, and signals. Tyler has experience with tracking and documenting bridge routine inspections using AASHTOWare Bridge Management (BrM) software, Bentley AssetWise InspectTech, and InspectX. Tyler will provide **INSPECTION/DRONE PHOTOGRAPHY** services for this contract.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/17 - Ongoing	**CDOT BRIDGE INSPECTIONS | Colorado DOT** **Team Leader.** Team Leader for bridge inspection and load rating services for Off-System bridges in the Central and Northern Regions of Colorado per the National Bridge Inspection Standards (NBIS). Responsible for every day operations in the field including field inspections in accordance with all CDOT, FWHA, NBIS, and OSHA guidelines and requirements. Confined space entry protocol and Non-Destructive Testing methods are commonly utilized. Load ratings are performed using the AASHTOWare Bridge Rating program.
02/20 - 02/21	**NDDOT BRIDGE INSPECTION | North Dakota DOT** **Team Leader.** Tyler is a team leader that performs routine inspections of various types of structures throughout the southeast region of North Dakota per the NBIS. Inspection information is entered into InspectX. Responsible for routine inspections on bridges and culverts greater than 20 feet in clear span, including recommendations for maintenance, photographs, streambed measurements, and gathering data to complete load ratings.
09/17 - 07/19	**MISSISSIPPI STATEWIDE TIMBER BRIDGE INSPECTION | Bolivar, Jackson, and Washington Counties, MS** **Team Assistant.** Team Assistant for bridge inspections for Off-System timber bridges across Bolivar, Jackson, and Washington Counties in Mississippi per the NBIS. Responsible for routine inspections on bridges greater than 20 feet in clear span, including recommendations for maintenance, replacement and/or repair, sketches, photographs, and streambed measurements.
03/22 - 03/23	**NORTH BAY AQUEDUCT INSPECTION | California Department of Water Recourses** **Inspection Team Member.** The North Bay Aqueduct conveys raw water from the Barker Slough Pumping Plant to Travis tank. The pipeline is 45,711 feet long and consists of a 72 inch diameter Prestressed Concrete Cylinder Pipe. The 72 inch diameter steel pipe adjacent to Travis Tank exhibits a 29 foot long section with 41 percent slope. Both confined space and limited rope access methods were used to complete the inspection. Tyler was responsible for the completing the inspection and putting together the inspection report and maintenance recommendations.
05/19 - 06/23	**ADOT BRIDGE INSPECTIONS | Arizona DOT** **Team Assistant.** Team Assistant for bridge inspections for both On-System and Off-System structures across the southeast region of Arizona per the NBIS. Responsible for routine and in-depth inspections on bridges greater than 20 feet in clear span, including recommendations for maintenance, replacement and/or repair, sketches, photographs, and streambed measurements.

FIRM EMPLOYED BY	**T.Y. Lin International, Incorporated**		
NAME	**Robert Barton, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**13**
TITLE	**Senior Bridge Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**8**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1999 | Physics/Math; BS | 2001 | Civil Engineering; MS | 2006 | Structural Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 68789 | CA | 9/30/2025 (Additional, PE certification in NY, FL, NV)**		
YEAR REGISTERED: **2005**	DISCIPLINE: **Professional Engineer (Civil)**		
Contract role(s) / brief description of responsibilities	Robert will lead efforts around Navigational Analysis & Coordination. Robert will perform **NAVIGATIONAL ANALYSIS & COORD.** for this contract. **Robert meets the Minimum Personnel Requirements (MPRs) #20.**		

MEETS MINIMUM LADOTD PERSONNEL REQ.

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).
03/20 - 12/24	**BATAAN-CAVITE INTERLINK BRIDGE | Department of Public Works and Highways (DPWH) | Manila, Philippines** **Lead Designer for Vessel Impact Prevention** for a $5.8B infrastructure improvement, which is comprised of two cable-stayed marine bridges of approximately 16 miles. The concrete viaducts range from 60 to 150-meter spans depending on the water depth. The design of this mega project overcomes many site-specific challenges including high seismicity; typhoons; vessel collision; wave loads due to tsunamis; and associated scour. Robert developed the vessel collision analysis on the 20-mile-long water crossing. The project spans two cable-stayed navigation bridges North Channel (656-foot vessels) and new dolphin pier protected South Channel (1,300-foot vessels) with spans of 1,312 and 2,952 feet in waters up to 164 feet. Robert developed the design of the tower fenders and protective dolphin arrangement.
05/14 - 07/19	**SAMUEL DE CHAMPLAIN BRIDGE | Infrastructure Canada | Montreal, QC** **Lead Designer for Vessel Impact Analysis** for the design of a new cable-stayed bridge under a P3 partnership. Marwan successfully managed three design joint venture partners and numerous subconsultants with various specialty disciplines. The 2.1-mile-long bridge crosses the navigational channels of the Saint Lawrence Seaway and replaces the existing Champlain Bridge. Robert developed the CAN/CSA-S6 and (AASHTO)-based vessel collision analysis for the cable-stayed bridge and viaduct. The bridge is a Class I critical-essential bridge that spans four waterways utilizing Method II analysis. The analysis included substructure and superstructure collisions.
03/12 - 04/14	**CINTA COSTERA VIADUCT BRIDGE PHASE III | LADOTD H.011909.5 | Vernon Parish, LA** **Vessel Collision Prevention Design Engineer** for the successful delivery of a $782M viduct to bypass roadway traffic from the historic district in Panama City (a UNESCO World Heritage Site). The design-build project that provided the design of a roadway bridge and pedestrian bridge along a 1.6-mile alignment that extends into Panama Bay. The roadway bridge consists of a concrete deck roadway bridge, supported by eight 148-foot post-tensioned girders with six lanes of traffic. Robert provided design and calculations for the vessel collision analysis for substructure forces in accordance with AASHTO Method II, critical-essential bridge type. The complete bridge system is over 8,000 feet long and has more than 50 piers within the waterway.
8/23 - Ongoing	**I-10 BAYWAY BRIDGE | ALDOT | MOBILE, AB** **Vessel Collision Prevention Design and Quality Reviewer** for a $1.8B progressive design-build to replace the existing 6.5-mile Bayway on I-10. The PDB will construct a new six-lane Bayway between the existing Bayway bridges and be required to be built via top-down construction. TYLin is lead designer to Flatiron-Lane Joint Venture (JV) team utilizing a patented gantry to construct the new bridge with minimal impacts to traffic and the environment. Robert performed design review and quality control for the vessel collision analysis report, fender design, and pier protection alternatives. Fendering analysis alternatives included cofferdam dolphins, deflection dolphins, tie-back bulkhead column protection, and footing fenders.
09/20 – 12/21	**SAN DIEGO CORONADO-BAY BRIDGE | CALTRANS | San Diego, CA** **Lead Designer for Vessel Impact Study and Pier Protection** for the preparation of a vessel collision report to establish vessel loading criteria, evaluate the existing bridge fendering system, recommend a fendering solution, and prepare Advance Planning Study for a fendering concept. Robert successfully delivered the AASHTO-based vessel collision risk assessment for the 2.1-mile-steel girder bridge. The bridge is critical-essential bridge requiring a Method II analysis with single access to US Naval Base San Diego. Analysis included Caltrans existing substructure capacity and risk assessment, capacity of existing fendering, and replacement design for proposed pier protection dolphins.

FIRM EMPLOYED BY	**T.Y. Lin International, Incorporated**		
NAME	**James Gregg, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**5**
TITLE	**Vice President, Bridge Sector Manager**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**22**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2002 | Civil Engineering; ME | 2006 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 0033929 | LA | 9/30/2026**		
YEAR REGISTERED: **2008**	DISCIPLINE: **Professional Engineer (Civil)**		
Contract role(s) / brief description of responsibilities	James will lead and support structural engineering, bridge design, and bridge feasibility tasks. James will serve on the **STRUCTURAL ENGINEERING TEAM** for this contract. **James meets the Minimum Personnel Requirements (MPRs) #14.**		

MEETS MINIMUM LADOTD PERSONNEL REQ.

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
04/05 - 04/06	**US 82 MISSISSIPPI RIVER BRIDGE | MDOT | Greenville, MS** **Construction Inspector** for support with construction inspection of the foundation and superstructure of the new concrete/ steel composite, four-lane roadway deck is 98-feet-wide cable stayed bridge with 1,378 feet main span and 591 feet back spans. Responsible for inspecting 325-foot-tall channel span piers, erection of steel floor beams, post-tensioned slabs and cable stays.
04/23 - 04/24	**US 82 MISSISSIPPI RIVER BRIDGE | MDOT | Greenville, MS** **Project Manager** for the independent FEM analysis of the existing 1,378-foot cable-stayed bridge. The analysis was required due to deficiencies noted in multiple inspection reports. Task included evaluating cracks in river piers (37 and 38), failure of bearings, kink at mid-span, and deck cracking at cable anchorage. James was responsible for leading team and overseeing analysis efforts and review and presentation of final report and findings. Report identified issues of concern and presented a rehabilitation recommendations, which MDOT and TYLin are advancing.
09/07 - 05/09	**HUEY P. LONG BRIDGE PHASE 3 MAIN BRIDGE TRUSS WIDENING | LADOTD | Jefferson Parish, LA** **Project Engineer** for the analysis of truss spans based on the contracts proposed erection scheme using false work and scissor jacks, determining the fabricated lengths of each member based on survey data and calculated deflections, and assisting in developing alternative erection schemes. The bridge is a 532-foot-long simple and 1,850-foot-long cantilever truss bridge with a main span clearance of 700 feet by 152 feet over the Mississippi River that carries two railroad tracks down the center and two cantilevered traffic lanes. The project objective was to widen the four nine- foot lanes to six 11-foot lanes by adding two new widening trusses alongside the existing truss. James' former employer was hired by the superstructure contractor (MTI) to assist in determining the fabricated member lengths, expected stresses in the existing truss due to the influence of the widening trusses and develop and implement alternative erection schemes to erect the widening trusses.
04/16 - 07/16	**NBIS IN-DEPTH INSPECTION OF JOHN JAMES AUDUBON BRIDGE | LADOTD | St. Francisville, LA** **Project Director** responsible for overseeing inspection of the cable-stayed bridge. Responsibilities included, review of maintenance manual, bridge inspection and review of findings in the field, coordination with subs and vendors, review of bridge deck geometry survey, review of inspection report and coordination with DOTD. The bridge has the second longest cable-stayed span in the Western Hemisphere at 1,583 feet with a total length of 12,883 feet.
09/16 - 02/18	**WESTBOUND US 84 MISSISSIPPI RIVER BRIDGE PIN AND LINK REPLACEMENT (PHASE 2) | MDOT | NATCHEZ, MS** **Project Manager and Engineer of Record** on a follow-on contract for painting of 1,000,000 ft^2 of structural steel and replacement of fracture critical truss pins and links at the remaining six locations on the five-span cantilever truss bridge. Responsibilities included assisting with design, preparation of plans coordination with design staff, preparation of construction RFQ, field engineer during pin and link removal and coordination with MDOT/LADOTD. Contract plans include truss jacking, instrumentation, multiple temporary restraints and recommended means and methods.
09/14 - 09/17	**BRIDGE SERVICE MASTER CONTRACT | MDOT | Statewide, MS** **Project Manager** for a $6M four-year bridge retainer contract. With 20 plus task orders focused on bridge analysis, bridge design, bridge rehabilitation, peer review, and bridge lighting. Tasks included bridge rehabilitation (complex and non-complex), bridge widening, replacement with accelerated bridge construction.

06/23 – 04/25	**I-10 BAYWAY BRIDGE | ALDOT | MOBILE, AB** **Design Manager** for a $1.8B progressive design-build to replace the existing 6.5-mile Bayway on I-10. The PDB will construct a new six-lane Bayway between the existing Bayway bridges and be required to be built via top-down construction. TYLin is lead designer to Flatiron-Lane Joint Venture (JV) team utilizing a patented gantry to construct the new bridge with minimal impacts to traffic and the environment. Mr. Gregg is responsible for managing a team of eight subconsultants and over 120 full-time employees (FTE's) to deliver the project based on the aggressive schedule. Managing tasks include development of concept plans, 60% guaranteed maximum price plans, bridge design, roadway design, ITS/tolling, geotechnical exploration and design, MOT, survey, utility coordination and USACE 401/404/10/408 Joint Permit and Coast Guard Permits. As part of the USACE Joint Permit, the project was required to design and construct a new 44-acre marsh and 32-acre sub-aquatic vegetation (SAV) bed north of the project for wetland and SAV mitigation impacts. Top-down construction is accomplished using a three-heading, self-contained gantry system operation that performs pile driving, pre-cast cap and girders setting, and concrete pouring of the deck from above versus traditional surface construction. This technique not only protects the environment but will also deliver the project faster and more cost-effectively while meeting ALDOT's strict quality requirements. The technique eliminates the need for costly temporary works, dredging, and on-water marine support. By keeping construction operations off the water, the project is less invasive and minimizes impacts to aquatic resources, including sub-aquatic vegetation (SAV), wetlands, and endangered species. The viaduct will be elevated 10 feet above the existing bridge to address flooding concerns.
01/12 - 01/15	**WESTBOUND US 84 MISSISSIPPI RIVER BRIDGE PIN AND LINK REPLACEMENT (PHASE 1) | MDOT | NATCHEZ, MS** **Project Manager, Engineer of Record, Designer, and Construction Engineer** for replacement of fracture critical truss pins and links at two locations on the five-span cantilever truss bridge. Responsibilities included assisting with design, preparation of plans coordination with design staff, preparation of construction RFQ, field engineer during pin and link removal and coordination with MDOT/LADOTD. Contract plans include truss jacking, instrumentation, multiple temporary restraints and recommended means and methods
02/13 - 08/17	**I-10 CALCASIEU RIVER BRIDGE EIS | LADOTD | Lake Charles, LA** **Structures Task Lead** for NEPA EIS to replace the existing I-10 Calcasieu River Bridge in Lake Charles due to structural deficiencies and increased traffic demand. The study area entailed 5.5 miles from the I-210 split to I-210 split and included over a dozen bridges with a main span bridge and elevated intersection at Sampson. Mr. Gregg was responsible for assisting in identifying feasible alternatives and evaluating existing structures to be widened or replaced based on DOTD Bridge Design Manual. He also assisted with public meetings and design oversight. Due to a chemical spill of ethylene dichloride (EDC) in 1994, the west approach required unique engineering solutions and alternatives such as long span and large retaining walls. Mr. Gregg worked closely with the geotechnical engineers and DOTD to balance project cost and risk when evaluating alternatives.
07/20 - 06/23	**I-66 THEODORE ROOSEVELT BRIDGE REHABILITATION | DDOT | Washington, DC** **Project Manager/ Engineer of Record** for the $120 million rehabilitation and widening of the existing steel plate girder bridge over the Potomac River. Bridge rehabilitation included accelerated bridge construction with 300,000 sq ft of precast deck panels, pin and hanger replacement, 1,000,000 sq ft of structural painting, bridge widening, utility relocation, roadway replacement, substructure repairs. Additional tasks included coordination with key stakeholders (CFA, NPS, Kennedy Center, Virginia DOT, Arlington County, Theodore Roosevelt Association, DC-SHPO, NCPC), management of NEPA CE-3, Section 106 and 4(f), right-of-way (federal land transfer, quitclaim deed). The project was advertised as "A+B" with the low bidder accepting an aggressive schedule and cost within 0.4% of engineers estimate.
07/15 - 08/17	**LA 1 PHASE 2 | LADOTD | Leeville to Golden Meadow, LA** **Project Manager/Structures Lead** for the new 9-mile bridge from Golden Meadow to Leeville, LA. As Project Manager he was responsible for overseeing bridge design staff, sub-consultants, coordinating with outside agencies such as USACE for 408 permits. Mr. Gregg assisted with design and oversight of a design staff of 10 for design and plan development of Phase 2C which included Louisiana Girders, slab spans on pile bents plus design of a 300 ft. T-Wall at the existing levee crossing. He also oversaw development of a bid alternative report for the new 5-mile bridge that requires top-down construction. The bid alternative report focused on quantities, means and methods, and cost to construct a segmental or prestressed concrete girder bridge constructed via top down at different lengths in order to determine the most cost-effective construction.
09/14 - 09/17	**RETAINER CONTRACT FOR BRIDGE PRESERVATION | LADOTD | Statewide, LA** **Project Manager** for the $6.0M four-year bridge retainer contract. With 20 plus task orders focused on bridge analysis, bridge design, bridge rehabilitation (structural and painting), peer review, and bridge lighting. Tasks included the following: bridge rehabilitation (Complex and non-complex), bridge widening, replacement with accelerated bridge construction.

FIRM EMPLOYED BY	**T.Y. Lin International, Incorporated**			
NAME	**Noel Shamble, AIA, NCARB, EIT**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**4**
TITLE	**Lead Bridge Architect, Architecture & Visualization Group Director**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**7**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2004 | Structural Engineering; MS | 2008 | Sustainable, Structurally Expressive Design**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**EIT No. 117321 | CA; RA No. C-39741 | CA | 10/31/2025(Additional RA certification in AL, MA)**			
YEAR REGISTERED	**2022**	DISCIPLINE	**Engineer-in-Training; Registered Architect**	
Contract role(s) / brief description of responsibilities	Noel will lead efforts and tasks supporting Bridge Aesthetics/Renderings. Noel will perform **CSS & VISUAL IMPACTS** for this contract.			

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/20 - 12/24	**BATAAN-CAVITE INTERLINK BRIDGE | Department of Public Works and Highways (DPWH) | Manila, Philippines** **Bridge Architect** for a $5.8B infrastructure improvement, which is comprised of two cable-stayed marine bridges of approximately 16 miles. The concrete viaducts range from 60 to 150-meter spans depending on the water depth. The design of this mega project overcomes many site-specific challenges including high seismicity; typhoons; vessel collision; wave loads due to tsunamis; and associated scour. Noel developed...
01/19 - 12/02 (est.)	**I STREET LIFT BRIDGE | CITY OF SACRAMENTO | Sacramento, CA** **Lead Bridge Architect** for downtown Sacramento's first bridge in 85 years and the world's first vertical-lift arch bridge. Noel was selected as the architect for the project by winning the client's international design competition for the award. The iconic new bridge will deliver improved mobility for vehicular traffic, pedestrians and bicyclists. It will embrace the natural beauty of the waterfront landscape and help stimulate the local economy. He led an intensive public engagement effort through a context sensitive design process which studied a variety of unique concepts before ultimately arriving upon the basket-handle tied-arch design. The project is scheduled to open in 2025.
07/18 - 04/19	**I-395 MIAMI RECONSTRUCTION | FDOT DISTRICT 6 & & MIAMI-DADE EXPRESSWAY AUTHORITY | Miami, FL** **Lead Bridge Architect** for the Owner (FDOT) on a new $840M signature highway crossing using design-build delivery. Noel's responsibilities included signature bridge architecture, urban design, landscape design, aesthetic lighting, and approach and mainline structure aesthetics. Mr. Shamble also performed or led all the visualizations efforts, including 3D modeling, renderings, graphics, and animation. The I-395 signature bridge, currently under construction, is comprised of six individual precast concrete arches of various lengths, heights and angles. The signature bridge is 1,023 feet long with a suspended span of 935 feet.
03/09 - 12/11	**CITRUS AVENUE I-10 OVERCROSSING | SAN BERNADINO COUNTY TRANSPORTATION AUTHORITY | Fontana, CA** **Bridge Architect** for an new interchange that serves as a gateway to the city of Fontana. Noel designed an iconic custom curving barrier and matching walls that blend the dynamic nature of the speedway with a modern, fluid architecture. Cherry and Citrus Overcrossings were the first structures to be completed as part of an aesthetic redesign of the I-10 corridor in San Bernardino County. As such, Noel's 'fluidity' design theme was adopted as the new overall aesthetic theme for the entire corridor. After the success of Cherry Avenue Overcrossing, Noel was asked to create a design that would serve as a landmark for the city by combining their 'fountain' city logo with the 'fluidity' theme he previously developed for the I-10 San Bernardino County corridor.
01/17 – Ongoing	**I-80 ASHBY AVENUE INTERCHANGE & PEDESTRIAN OVERCROSSING | ALAMEDA COUNTY TRANSPORTATION COMMISSION | Emeryville, CA** **Lead Bridge Architect** for a signature butterfly tied arch main span of the proposed pedestrian overcrossing. The overall project will provide safety, access, and operational improvements for traffic, pedestrian, and bicycle operations at the I-80/Ashby Avenue (Route 13) - Shellmound interchange in the cities of Emeryville and Berkeley in Alameda County. The proposed bridge main span over the freeway is 306-foot-long with the inclined legs of the two arches forming the "wings" of a butterfly. The girder-slab system will be supported by steel cables suspended from the arch legs. TYLin is currently delivering the project approval/environmental document (PA/ED) and final design for phase 1. Services for PA/ED include agency permit coordination, risk management, alignment analysis, geometric plans, and preliminary engineering, drainage and grading, landscape/aesthetics, cost estimates, risk assessment, and environmental technical studies and structure advance planning study as well as performing public outreach and stakeholder engagement, resulting in preparation of project report and environmental document.

FIRM EMPLOYED BY	**T.Y. Lin International, Incorporated**			
NAME	**Marwan Nader, PhD, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**32**	
TITLE	**Director of Engineering, Senior Vice President**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**	
DEGREE(S) / YEARS / SPECIALIZATION	**BE | 1986 | Civil Engineering; MS | 1988 | Structural Engineering; PHD | 1992 | Structural Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 0044147 | LA | 3/1/2026**			
YEAR REGISTERED	**2019**	DISCIPLINE	**Professional Engineer (Civil)**	
Contract role(s) / brief description of responsibilities	Marwan will lead and support structural engineering, bridge design, and bridge feasibility tasks. Marwan will serve on the **STRUCTURAL ENGINEERING TEAM** for this contract. **Marwan meets the Minimum Personnel Requirements (MPRs) #15.**			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/20 - 12/24	**BATAAN-CAVITE INTERLINK BRIDGE | Department of Public Works and Highways (DPWH) | Manila, Philippines** **Project Manager** for a $5.8B infrastructure improvement, which is comprised of two cable-stayed marine bridges of approximately 16 miles and two approach viaducts and roads of approximately 3.7 miles. The concrete viaducts range from 60 to 150-meter spans depending on the water depth. The design of this mega project overcomes many site-specific challenges including high seismicity; typhoons; vessel collision; wave loads due to tsunamis; and associated scour. The complete project is designed to AASHTO LRFD Bridge Design Specifications, 9th editions, and AASHTO guide specifications for LRFD Seismic Bridge Design, 2nd Edition. Marwan was responsible for and successfully delivered all design work for the BCIB. He was the EOR and the point of contact for the final design phase of the project. He carried out the duties of an EOR such as overseeing the design team and design deliverables; ensuring design compliance against project goals and metrics; performing document review (e.g., deliverables, drawings, reports, contracts). He coordinated with the client daily to answer inquiries about aspects of design, constructability and schedule as well as facilitating stakeholders meetings. He was directly responsible for quality review and compliance of all design deliverables, done by both the core design team and subcontracting partners, to client specifications and project goals. Marwan successful delivered all structural elements of the final design by leading and coordinating with a large interdisciplinary design team of more than 150 staff from 10 countries. Multiple weekly meetings were scheduled with the team and with all specialty consultants to ensure the design deliverables were on target. Marwan's interdisciplinary team prepared 207 design submittals required for the project in 24 months. The owner has advertised two of seven design packages and TYLin is currently engaged in the Bidder Inquiry phase and providing procurement support to the owner as owner's engineer. The detailed design concluded in 2024 with TYLin entering into a construction engineering role in the next phase.			
05/14 - 07/19	**SAMUEL DE CHAMPLAIN BRIDGE | Infrastructure Canada | Montreal, QC** **Bridge Design Manager and EOR** for the design of a new cable-stayed bridge under a P3 partnership. Marwan successfully managed three design joint venture partners and numerous subconsultants with various specialty disciplines. The 2.1-mile-long bridge crosses the navigational channels of the Saint Lawrence Seaway and replaces the existing Champlain Bridge. The project was under an accelerated schedule - with the new signature span designed for a 125-year service life - and opened in the summer of 2019. The asymmetric cable-stayed bridge includes a three-corridor design, including two three-lane corridors for vehicular traffic and a two-lane transit corridor capable of accommodating a planned light rail transit system. With a 557-foot-high concrete tower, the stays have a harp arrangement and attach near the center girder, providing unobstructed views of the city. The superstructure configuration is based on three-box girders connected by cross beams at the stay anchor points. There will also be a multiuse path for pedestrians and cyclists. Marwan's design team developed a highly constructable design solution that balanced aesthetics and functionality. His interdisciplinary team prepared approximately 150 design submittals on an aggressive schedule, using ABC design techniques, required for the project to be designed only 18 months. Marwan's design team focused on the most constructable design solutions to that held true to the aesthetic concepts that formed the definition drawings developed by the architect. The design team researched and specified the most durable materials, coatings, and components designed to hold up in the harsh Canadian winter climate with heavy winds and ice flow. Marwan oversaw the design of structural elements resistant to excessive loading caused by high winds, seismicity activity, hydraulic scour, vessel collision, and ice buildup on the bridge deck and superstructure. Marwan also led the deconstruction and removal of the existing 3.4-kilometer bridge viaduct with a 760-meter multi-span cantilever truss seaway crossing.			

11/11 - 12/16	**TILIKUM CROSSING, BRIDGE OF THE PEOPLE | TRIMET | Portland, OR** **Project Engineer** for the comprehensive design check of the new 1,720-foot cable-stayed cast-in-place segmental transit crossing of the Willamette River. Marwan was part of the team that checked the overall design of the signature span. The project was designed and constructed using the design-build delivery method. TYLin served as Engineer of Record responsible for design engineering of the elevated structure, along with roadway improvements at the eastside touchdown, two 180-foot-tall pylons, drilled shaft foundations, direct-fixation track, and systems integration. TYLin engineers also introduced numerous value engineering concepts to reduce project costs. These included optimizing the foundation system by reducing the number and size of drilled shafts, and providing a superior, cost-effective, alternative seismic design solution that removed the need to stabilize the soil or handle hazardous materials on the west approach. The project had an aggressive design-build schedule calling for work to begin in the river only five months after notice-to-proceed. The aesthetics of the project were the result of the design team supporting a public outreach program led by the client to gain community and business support. The Willamette River Bridge Advisory Committee (WRBAC) spent numerous months studying a variety of bridge types to ensure the structure would embody the Portland aesthetic while also being functional and affordable.
9/08 - 12/16	**PORT MANN BRIDGE | TICORP, BRITISH COLUMBIA MINISTRY OF TRANSPORTATION INFRASTRUCTURE | Vancouver, BC** **Project Engineer** responsible for managing the delivery of the design of a new 1.2-mile river crossing over the Fraser River. The new Port Mann Bridge is a unique 10-lane twin roadway bridge supported on single 4-plane mast pylons. TYLin served as the Design Manager and Lead Engineer for the project was designed, built, and financed under a public-private-partnership model using design-build delivery. With a 1,542-foot main span and deck width of 171 feet, the Port Mann Bridge is one of the largest cable-stayed bridge decks in North America. The bridge is founded on 6-foot steel piles offshore – both 6-foot piles and 8-foot concrete shafts on shore. Foundations are all in deep alluvium soils. The site is in a seismic region with a high seismic design basis like that found in California. TYLin led all earthquake engineering and performed an extensive non-linear soil-structure interaction analysis to verify the efficiency and sufficiency of this state-of-the-art design for high seismic demands.
3/98 - 09/13	**SAN FRANCISCO-OAKLAND BAY BRIDGE, EAST SUSPENSION BRIDGE | CALTRANS | San Fransisco, CA** **Engineer of Record** responsible for leading a design joint venture for the design of $6.5B steel-box girder, single-tower, self-anchored suspension (SAS) bridge that replaced the former, seismically unsafe eastern span. The new East Span is the world's longest single-tower SAS and the world's widest bridge. Overseeing the project's evolution from concept design through final PS&E, Marwan oversaw the design of the orthotropic box girder and led the design development of the single tower's innovative shear link beams. An industry "first," the shear links interconnect the four steel shafts that comprise the tower and are designed to act as "sacrificial" fuses to protect the structure during the Maximum Credible Earthquake. Marwan was also responsible for the cable and suspender design that support the superstructure. The cable is anchored to the east anchorage and looped around the west bent. With a cable diameter of 2.5 feet, it is the largest cable ever used for a SAS and the largest looped suspension cable for any bridge in the world. Additionally, Marwan worked on the foundation design, which included Cast-In-Steel-Shell (CISS) piles, Cast-In-Drill-Hole (CIDH) piles, and rock sockets. Marwan continued with the project as Project Manager for post-design construction engineering services managing a team of over 60 engineers.
07/18 - 04/19	**I-395 MIAMI RECONSTRUCTION | FDOT DISTRICT 6 & & MIAMI-DADE EXPRESSWAY AUTHORITY | Miami, FL** **Design Manager and Lead Designer** for the Owner (FDOT) on a new $840M signature highway crossing using design-build delivery. Marwan led the development of the conceptual design of a new signature structure and approach viaducts to replace existing infrastructure along the I-395 corridor between I-95 and the existing MacArthur Bridge in downtown Miami. A type selection and evaluation was performed for cable-supported and arch bridges. Steel tubs, steel girders and concrete segmental box girders were considered for the approach viaducts. Marwan also supervised the following disciplines: roadway and interchange improvements with I-95. Other elements of this project include roadway, drainage, utilities, geotechnical engineering, public involvement, environmental permitting, and a complex maintenance of traffic scheme to minimize disruptions to the community and users of the facility, and context sensitive design (CSD) for the entire corridor, the main span bridge and district-specific landscape treatments. In addition, Dr. Nader also supported the development of the design-build RFP and review of the technical proposals. The I-395 signature bridge, currently under construction, is comprised of six individual precast concrete arches of various lengths, heights and angles. The signature bridge is 1,023 feet long with a suspended span of 935 feet. The heights of the arches range from 177 to 328 feet. The signature bridge is designed to offer a 100-year design life. The superstructure is suspended from the arches and is a two-span twin multi-cell concrete box girder structure with supports provided by the piers and at each arch rib. The foundations for the arches and piers are driven precast pre-stressed concrete piles. The redundant steel cables design for the suspenders allows the suspender cable replacement to be done one at a time while maintaining all traffic on the bridge. The signature bridge carries four 12-foot-wide lanes of traffic and two 12-foot-wide shoulders in each direction. This iconic bridge will allow for the transformation of the area underneath to vibrant community spaces linked together by a contiguous trail for the enjoyment of residents and visitors.

FIRM EMPLOYED BY	**T.Y. Lin International, Incorporated**			
NAME	**James Duxbury, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**25**
TITLE	**Vice President Bridge Sector Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**3**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1996 | Civil Engineering; MS | 1997 | Structures and Foundations**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 43918 | LA | 3/31/2026**			
YEAR REGISTERED	**2019**	DISCIPLINE	**Professional Engineer (Civil)**	

Contract role(s) / brief description of responsibilities	James will lead and support structural engineering, bridge design, and bridge feasibility tasks. James will serve on the **STRUCTURAL ENGINEERING TEAM** for this contract. **James meets the Minimum Personnel Requirements (MPRs) #15.**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/20 - 12/24	**BATAAN-CAVITE INTERLINK BRIDGE | Department of Public Works and Highways (DPWH) | Manila, Philippines** **Senior Project Planner and Project Coordinator** for a $5.8B infrastructure improvement, which is comprised of two cable-stayed marine bridges of approximately 16 miles and two approach viaducts and roads of approximately 3.7 miles. The concrete viaducts range from 60 to 150-meter spans depending on the water depth. The design of this mega project overcomes many site-specific challenges including high seismicity; typhoons; vessel collision; wave loads due to tsunamis; and associated scour. The complete project is designed to AASHTO LRFD Bridge Design Specifications, 9th editions, and AASHTO guide specifications for LRFD Seismic Bridge Design, 2nd Edition. James was responsible for the project planning, project schedule, and coordination with the Project Management team, Design Team, the Contractor, subconsultants, and the stakeholders. He provided logistics management; risk register monitoring; project performance monitoring; and coordination of the project controls. James supported a large interdisciplinary design team of more than 150 staff from 10 countries. He facilitated multiple weekly meetings scheduled with the team and with all specialty consultants to ensure the design deliverables were on target. The interdisciplinary team prepared 207 design submittals required for the project in 24 months. The owner has advertised two of seven design packages and TYLin is currently engaged in the Bidder Inquiry phase and providing procurement support to the owner as owner's engineer. The detailed design concluded in 2024 with TYLin entering into a construction engineering role in the next phase.
05/14 - 07/19	**SAMUEL DE CHAMPLAIN BRIDGE | Infrastructure Canada | Montreal, QC** **Project Coordinator** for the design of a new cable-stayed bridge under a P3 partnership. James successfully led the design team in the field office and coordinated and attended meetings with the contractor. In addition, he supported the lead designers of the cable-stay bridge, visited the bridge site as necessary, and observed site activities and facilitated responses to design queries, requests for information, and submittal responses, among other tasks. The 2.1-mile-long bridge crosses the navigational channels of the Saint Lawrence Seaway and replaces the existing Champlain Bridge. The project was under an accelerated schedule - with the new signature span designed for a 125-year service life - and opened in the summer of 2019. The asymmetric cable-stayed bridge includes a three-corridor design, including two three-lane corridors for vehicular traffic and a two-lane transit corridor capable of accommodating a planned light rail transit system. With a 557-foot-high concrete tower, the stays have a harp arrangement and attach near the center girder, providing unobstructed views of the city. The superstructure configuration is based on three-box girders connected by cross beams at the stay anchor points. There will also be a multiuse path for pedestrians and cyclists. James supported a design team that developed a highly constructable design solution that balanced aesthetics and functionality. His interdisciplinary team prepared approximately 150 design submittals on an aggressive schedule, using ABC design techniques, required for the project to be designed only 18 months. The design team researched and specified the most durable materials, coatings, and components designed to hold up in the harsh Canadian winter climate with heavy winds and ice flow. The design team successfully delivered final design of structural elements resistant to excessive loading caused by high winds, seismicity activity, hydraulic scour, vessel collision, and ice buildup on the bridge deck and superstructure. James was also the Senior Project Planner and Project Coordinator the deconstruction and removal of the existing 3.4-kilometer bridge viaduct with a 760-meter multi-span cantilever truss seaway crossing. These challenges include deconstruction of concrete spans, both on land and in an urban environment and over live traffic, deconstruction of the main span over the Saint Lawrence River, without impeding ship traffic in the navigational channel.

08/02 - 08/03	**SECOND CROSSING OF THE PANAMA CANAL (CENTENNIAL BRIDGE)	Ministry Of Public Works of Panama	Panama City** **Design Engineer** for the feasibility studies, concept design, preliminary design, and final detailed design, specifications and estimates for the new 3,451-foot concrete cable-stayed structure over the Panama Canal. The locally perferred altnerative is a continuous 112-foot-wide deck is composed of a cast-in-place concrete box with transverse wings and steel struts internal to the box. The entire bridge was designed as a single frame, with expansion joints located only at the abutments. A single plane of 64 stay cables emanates from each of two 590-foot towers. Moderate seismicity, uninterrupted use of the Panama Canal, 265-foot-tall navigational clearance, distinct geological formations at either side of the canal, and a 100-year design life of the structure were all key elements to establish the design criteria for the main span. To complete construction within the 27-month schedule, TYLin carried out the bridge design to 30% before construction bidding began. When the contractor was selected, TYLin completed the design in conjunction with the construction, like a design-build process. To expedite completion of the bridge and to ensure no disruption to the Panama Canal ship traffic, the balanced cantilever construction of the cast-in-place, concrete deck began shortly after the pylon construction reached elevation above the deck. Because the pylons, approach spans, and main span were constructed simultaneously, the project was completed in 22 months, nearly five months ahead of the initial construction schedule.
3/98 - 09/13	**SAN FRANCISCO-OAKLAND BAY BRIDGE, EAST SUSPENSION BRIDGE	CALTRANS	San Fransisco, CA** **Project Engineer** responsible for the design of a variety of detailed components as part of the $6.5B steel-box girder, single-tower, self-anchored suspension (SAS) bridge that replaced the former, seismically unsafe eastern span. The new East Span is the world's longest single-tower SAS and the world's widest bridge. James developed the reinforcing design and detailing for the west bent cap beam. The west piers are reinforced concrete columns which are monolithically connected to the prestressed cap beam forming the west bent. Other bent cap tasks included post-tension geometric layout design, prestressing loss calculations, alternatives post-tension layout studies, quantity take-off calculations, three-dimensional coordination verification, as well as plan review, general detailing, resolving construction issues, and responding to design comments and bidder inquiries. He also performed design checks for the cable tie-down anchorage system that ties the West Bent Cap Beam into the foundation, performed design checks for the Pier W2 retaining walls and for the Pier W2 foundations that included Cast-In-Drill-Hole (CIDH) piles and rock sockets. James generated three-dimensional integrated shop drawings of bent caps, and columns and foundations to ensure all post-tensioning and reinforcement were conflict-free and code compliant. James served as the Deputy Project Manager and Operations Manager for the construction phase and was involved in all aspects of construction support for the new replacement of the eastern span of the Bay Bridge. As part of the activities of construction support, he reviewed and responded to Requests for Information (RFIs), reviewed and responded to Submittals, and generated Contract Change Orders (CCOs).
03/12 - 04/14	**CINTA COSTERA VIADUCT BRIDGE PHASE III	LADOTD H.011909.5	Vernon Parish, LA** **Project Manager responsible** for the successful delivery of a $782M viduct to bypass roadway traffic from the historic district in Panama City (a UNESCO World Heritage Site). The design-build project that provided the design of a roadway bridge and pedestrian bridge along a 1.6-mile alignment that extends into Panama Bay. The roadway bridge consists of a concrete deck roadway bridge, supported by eight 148-foot post-tensioned girders with six lanes of traffic (three lanes per direction). The pedestrian bridge, which is detached from the roadway bridge, has a lane for pedestrians, bicycles, and a lane for landscaping. It also consists of a concrete deck and is an independent bridge structure supported by two 148-foot post-tensioned girders. TYLin served as the Engineer of Record (EOR) and Lead Designer for the project. James' design team successfully delivered preliminary and detailed engineering design, established scope of construction works for all design packages, and led the management teams on developing accurate project cost estimates. The team continued through the construction phase with support services that included the review of shop drawings, contractor submittals, and contractor erection engineering submittals, RFIs, and troubleshooting resolutions in the field, and
03/17 - 2028 (est.)	**FOURTH CROSSING OF THE PANAMA CANAL	Ministry Of Public Works of Panama	Panama City** **Support Engineer** for a new crossing over the Panama Canal in Panama. The three main cable-stayed spans cross the canal with high-level approaches and interchanges on the east and west sides. James was a Support Engineer providing preliminary design and technical assistance throughout the design and construction of the project. The Fourth Crossing project is the largest and most complex bridge project in Panama's history and consists of two 623-foot towers and a three-span structure, with a 1,673-foot center span over the main navigation channel and two 820-foot back spans supported on intermediate piers. The project is in a high seismic region and over the potentially active Pedro Miguel fault on the Pacific side of the Panama Canal. TYLin recommended the tower locations to avoid the Pedro Miguel fault and to mitigate seismic near-fault effects. The 100-year design life recommended requirement exceeds the AASHTO specified design and durability requirements. A careful selection of materials addresses the challenging seismic and wind conditions, as well as potential vessel impact.

FIRM EMPLOYED BY	**T.Y. Lin International, Incorporated**			
NAME	**Kenneth "Ken" Saindon, PE, SE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**3**
TITLE	**Principal Bridge Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**28**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1992 | Civil Engineering; MS | 1994 | Civil Engineering, Structures Emphasis**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 0044498 | LA | 9/30/2026**			
YEAR REGISTERED	**2020**	DISCIPLINE	**Professional Engineer (Structural)**	

Contract role(s) / brief description of responsibilities	Kenneth will lead and support structural engineering, bridge design, and bridge feasibility tasks. Kenneth will serve on the **STRUCTURAL ENGINEERING TEAM** for this contract. **Kenneth meets the Minimum Personnel Requirements (MPRs) #14.**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
03/25 - Present	**NEWARK BAY BRIDGE REPLACEMENT | NJTA | Newark, NJ** **Independent Check Engineer** for the replacement of the existing trussed arch main span and approaches with twin cable-stayed main spans and plate girder approaches with overall crossing length of 8,830 feet. Independent design check of the 5-span cable-stayed unit consisting of 180 feet flanking spans, 318.5 feet back spans, and 802-foot main span. Replacement features twin structures carrying 4 lanes each, with transversely phased construction to maintain traffic on existing bridge while new WB bridge is built. Cross section is a steel edge girder with floorbeam framing system with composite concrete deck. Ken performed compliance review of the Phase B submission with design criteria and NJTA Design Manual, constructability review, and independent capacity calculations for complex elements including the tower stay anchorage boxes, pylon/steel edge girder nodes, and flanking span counterweight region. TYLin is responsible for the design plans that will support the demolition sequence of the existing bridge (Structure Nos. N2.01W through approximately Pier W30, N2.01 and N2.01E). TYLin will also lead the design of approach structures for the new bridge. In addition, a TYLin team is designated for the independent design review of the new twin, three-span cable stayed bridge. The new bridge will be constructed in parallel to the existing bridge allowing for continual traffic operations. The final phase configures an Eastbound direction in the existing bridge footprint, and will be ready for traffic by 2036.
04/24 - Present	**US 82 OVER THE MISSISSIPPI RIVER | MDOT | Greenville, LMS** **Design Quality Reviewer** for a new three-span cable-stayed unit with a main span of 1,378 feet and two side spans of 591 feet each. The concrete/steel composite, four-lane roadway deck is 98-feet-wide. Cross section is composed of composite concrete deck with steel edge girders and transverse steel floor beam ladder deck. Construction was completed in 2006. The bridge has experienced premature deterioration and the goal of this project was to investigate the underlying cause of the problems the bridge is exhibiting. Project consists of evaluation of the cable-stayed unit to understand the edge girder midspan kink, pot bearing failure at pylons, and extensive cracking in cast-in-place edge strips along deck. Ken is responsible for quality control review of the evaluation report and scoping of bridge repairs to be completed in a subsequent future phase.
04/23 - Present	**SAM HOUSTON TOLLWAY SHIP CHANNEL BRIDGE CONTRACTOR ENGINEERING | HARRIS COUNTY TOLL ROAD AUTHORITY (HCTRA) | Houston, TX** **Quality Control Engineer** for the replacement of the existing SHT bridge with a new cable-stayed bridge with a 1,320-foot main span. The new crossing provides twin decks carrying four toll lanes and full shoulders in each direction as well as a shared-use path along the northbound (NB) bridge deck. The hollow-leg concrete pylons rise 510 feet above the shipping channel, and the new composite concrete and steel edge girder superstructure affords a shipping vertical clearance of 175 feet. The bridge's superstructure consists of steel edge girder with composite precast concrete deck panels. Submittals that Ken reviewed include pylon falsework, pylon erection model camber, pylon leg structural checks, pylon crossbeam structural checks, and superstructure erection model camber. As a subconsultant to the contractor, TYLin is providing construction engineering services for erection of the twin deck cable-stayed bridge, as well as engineering for the demolition of the existing box girder bridge over the channel. TYLin services include design of the temporary structures needed for erection of the main bridge, forecasting and monitoring of erection geometry control for the pylon and the main deck, and engineering for the staged construction of the complex pylon and twin deck superstructures. Stability during erection is maintained using a temporary wind faring for the interim condition including the new SB bridge deck in combination with the existing ship channel bridge.

07/10 - 06/18	**MANNING CREVICE BRIDGE REPLACEMENT, ID PFH 60-1(2) | Western Federal Lands Highway Division (WFLHD)/FHWA | Riggins, ID** **Technical Lead/Engineer of Record** for a concept study, preliminary engineering, and final design for replacement of the existing Manning Crevice bridge consisting of a simple span, earth-anchored, stiffened suspension bridge with timber towers. Kenneth was directly responsible for the load development, structural model and staged construction analysis, as well as development and checking of calculations for member capacities and details developed by his team. The existing structure, built in 1937, has reached the end of its service life. The bridge carries Salmon River Road over the Salmon River, providing the only year-round access to 3 million acres of the Nez Perce and Payette National Forests. The concept study focused on developing feasible alternatives to meet the difficult site constraints. Multiple variants of cable suspension and cable-stayed bridge types were studied, with special emphasis on constructibility. A single tower, asymmetric cable suspension bridge best meets the many project constraints, including the need to keep the existing bridge open during construction. Kenneth co-authored the concept study report and is the structural design lead engineer responsible for the preliminary and final engineering for this earth-anchored, single tower, asymmetric cable suspension bridge featuring a 300-foot span with structural steel framing and concrete deck. The flexible bridge type requires wind tunnel testing of the aerodynamically-blunt cross section. The alternative delivery method (CM/GC) is being used to deliver the project, a first for WFLHD.
05/15 - 02/16	**PENNYBACKER BRIDGE WIDENING FEASIBILITY STUDY, LOOP 360 CORRIDOR | TxDOT | Austin, TX** **Technical Lead** for an overall corridor study to mitigate congestion and improve mobility on Loop 360, structural studies focused on adding traffic lanes and bike lanes across the arch bridge. Loop 360 is a principal arterial corridor in West Austin. The Pennybacker Bridge is an iconic steel true arch bridge spanning Lake Austin (lower Colorado River) upstream of the Tom Miller dam. The structure features a 600-foot main span with arch ribs composed of welded steel box sections, minimal lateral bracing of the Vierendeel type, and thrust block foundations consisting of an arrangement of 10-foot diameter drilled shafts constructed vertically and on 20-degree batter. Scoped items include review of existing plans and reports, global 2-D structural analysis model to determine structural demands, existing member capacity determinations including investigation of linear and non-linear global buckling of the arch ribs, preparation of conceptual cost estimate for widening, and technical memorandum describing the analysis methodology and giving recommendations for next steps. Ken reviewed existing plans and reports, developed the global analysis model, calculated member capacities, prepared the cost estimates, and prepared the tech memo.
06/01 – 08/01	**VICTORY BRIDGE REPLACEMENT OVER RARITAN RIVER | NJDOT | Perth Amboy, NJ** **Independent Checker** for the replacement of an existing low-level swing span structure and approaches with twin 4,000-foot-long, high-level precast segmental box girder structures providing 110 feet of vertical clearance. The new main span consists of a 330, 440, and 330-foot balanced cantilever units and the approaches consist of span-by-span construction with 150-foot typical spans. The precast hollow piers consist of 8-foot by 16-foot rectangular sections with 1-foot wall typical thickness. Deep foundations consist of concrete-filled driven steel pipe piles on land and drilled shafts within the river. Seismically, the site features class F geomaterials on the south side of the river and class A geomaterials on the north side of the river. Ken managed the team the independent design check of the main span superstructure, including erection phases for the main span cantilevers, and the approach precast piers, footings, foundations and bearings for service, strength, and seismic effects. Seismic event controlled the design of the substructure and foundations.
09/01 - 11/01	**4TH STREET (SH 96) BRIDGE REPLACEMENT CONCEPT STUDY | CDOT | Pueblo, CO** **Senior Bridge Engineer** for replacement of the existing seven-span, 1,069-foot-long, riveted, continuous steel girder bridge. The existing structure is functionally obsolete. The new bridge crosses 23 Union Pacific main and classification tracks, five BNSF yard lead tracks, the Arkansas River and historic floodwall, a trail, and a local street within the bridge's 1,137-foot length. Ken and his team overcame the site challenges by proposing a long-span structure that met all railroad requirements, avoided impacts to existing railroad tracks, and minimized interference with railroad operations. The proposed concrete box structure type and innovative mixed method of erection consisting of cantilever erection above the tracks/river/floodwall and cast-on-falsework erection elsewhere proved to be the low-risk approach for completing the project satisfactorily to Colorado DOT and both railroads. Ken investigated rehabilitation concepts for the existing historic steel bridge, developed conceptual layout and erection scheme for the replacement bridge consisting of cast-in-place segmental concrete box girder utilizing balanced cantilever construction with a main span length of 384 feet, and developed in-depth analysis of recent bid prices for cast-in-place segmental concrete box girder bridges in the southwestern US.
9/17 - 9/17	**WESTERN BRIDGE ENGINEER'S SEMINAR | SESSION 8A – PREDICTING MAJOR BRIDGE CONSTRUCTION COSTS | Portland, OR** **Technical Session Speaker** for the development of a bridge construction cost prediction model that combines the existing RS Means Location Index with new indices for inflation, material consumption, and structure type. The material consumption index is developed to account for increased square footage cost as bridge span lengths increase. The inflation index is developed based upon a proprietary money flow indicator derived from financial system data. This inflation index differs radically from previously published indices such as ENR or Producer Price Index as well as any uniform exponential growth rate. Calibration of the inflation index is demonstrated using the best available historical bridge construction cost data for similar structure pairs. The proposed methodology demonstrates that future bridge construction costs can be normalized and reliably extrapolated across time, geography, span length, and structure type using historical cost data. The proposed methodology is invaluable for bridge owners as part of bridge concept enhanced planning studies and programming of funding.

FIRM EMPLOYED BY	**Forte and Tablada, Inc.**		
NAME	**Bradley Holleman, PLS, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**4**
TITLE	**Senior Vice President, Survey/AMM**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**15**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2009 | Civil Engineering, minor in Land Surveying**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PLS No. 5082 | LA | 09/30/2026 // PE No. 47165 | LA | 3/31/2027**		
YEAR REGISTERED: **2012**	DISCIPLINE: **Land Surveying // Civil Engineer**		

Contract role(s) / brief description of responsibilities	Bradley will provide **SURVEY** services for this project. Bradley will coordinate closely with the Project Manager to ensure that the contract is properly estimated, initiated, and completed on schedule—meeting both LADOTD deliverable standards and Forte and Tablada's quality expectations. Since 2013, Bradley has developed extensive experience in processing and interpreting LiDAR data to generate accurate surface models, meeting the minimum personnel requirement for this contract. He also brings a strong background in Subsurface Utility Engineering (SUE), having performed and managed investigations across all four quality levels (A, B, C, and D). In addition, he has significant hydrographic surveying experience throughout Louisiana's rivers, lakes, and coastal environments. His well-rounded skillset and leadership have contributed to the successful delivery of numerous LADOTD topographic, LiDAR, SUE and hydrographic surveying projects. **Bradley meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 24, 25**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/12 - 09/12	**H.009456 – TCHEFUNCTE RIVER BRIDGE | Tangipahoa Parish, LA** **Surveyor-in-Charge** for the topographic survey, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for a bridge replacement over the Tchefuncte River in Tangipahoa Parish. The work consisted of completing a topographic survey, according to the LADOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of the Tchefuncte River.
09/13 – 03/14	**H.002375 AMITE RIVER BRIDGE NEAR FRENCH SETTLEMENT | Livingston Parish, LA** **Surveyor-in-Charge** for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for constructing a new bridge over Amite River in French Settlement Louisiana to the replace the existing swing bridge. The work consisted of completing a topographic survey, according to the LADOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of the Amite River as well as collecting and utilizing LiDAR data to generate surface and bridge models. This project demonstrates Bradley's ability to fulfill MPR 25 of having more than five (5) years in developing surface models from LiDAR data.
12/14 – 03/16	**H.011137 & H.011152- I-12 (LA 21 TO LA 59) | St. Tammany Parish, LA** **Surveyor-in-Charge** for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for widening of Interstate 12 from LA 21 to La 59 in St. Tammany Parish. The topographic survey included a hydrographic survey of the Tchefuncte River as well as collecting and utilizing LiDAR data to generate surface and bridge models.
06/15 - 12/15	**H.011224 US 190 GUARDRAIL / RUTTING REPAIR | Pointe Coupee, LA** **Surveyor-in-Charge** for the topographic survey and 3D LiDAR scanning. This project was for constructing a replacement guardrail along US 190 in Pointe Coupee Parish due to damage. The work consisted of completing a topographic survey, according to the LADOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey was conducted utilizing mobile LiDAR to generate surface models and guardrail models.

06/16 - 02/17	**H.000263 CHEF MENTEUR PASS BRIDGE | Orleans Parish, LA** **Surveyor-in-Charge** for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for the design of new bridge to replace the existing swing bridge on US 90 over Chef Menteur Pass. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of Chef Menteur Pass as well as collecting and utilizing LiDAR data to generate surface and bridge models.
01/18 - 04/20	**H.004100- I-10: LA 415 TO ESSEN LANE | East Baton Rouge Parish, LA** **Surveyor-in-Charge** for the topographic survey, LiDAR scanning, existing drainage map and SUE Quality Levels B, C and D. This project was for the widening design of Interstate 10 from LA 415 to Essen Lane in East Baton Rouge Parish. This Survey was part of a larger project that extended West to LA 415 and included a team of 4 Survey firms to complete the work on schedule. The topographic survey included collecting and utilizing LiDAR data to generate surface and bridge models.
05/18 – 04/19	**H.012591- I-10: PARIS ROAD LAKE PONTCHARTRAIN | New Orleans, LA** **Surveyor-in-Charge** for the topographic survey, Mobile LiDAR scanning and existing drainage map. This project was for the design of Interstate 10 improvements of an 8 mile stretch in New Orleans East. The 8 mile roadway was scanned using mobile LiDAR to generate surface models from the resulting dataset.
01/21 – 12/22	**CONTRACTS 4400010587 - TASK ORDER 18; 4400015237- TASK ORDER 1; 4400021974 - TASK ORDERS 1, 3, AND 4- H.003931 - CALCASIEU RIVER BRIDGE (HBI) | Calcasieu Parish, LA** **Principal-in-Charge** for this project providing topographic survey, Mobile and Terrestrial LiDAR, Multibeam Hydrographic survey of Lake Charles, and drainage mapping. This project is in a high-traffic industrial area along I-210 and is approximately 7 miles long. This Survey included four Phases of work, which were completed within a condensed timeline, requiring up to 6 Survey Crews being mobilized in order to meet deadlines for each Phase. The topographic survey included collecting and utilizing LiDAR data to generate surface and bridge models.
06/22 - 12/22	**CRESCENT CITY CONNECTION BRIDGES HYDROGRAPHIC SURVEY | New Orleans, LA** **Principal-in-Charge** for the multibeam hydrographic survey on the Crescent City Connection bridges in New Orleans, LA. The focus of the project was to document 2 piers, scour/debris, and produce sounding tables at increments upstream and downstream of each pier. In order to capture the necessary vertical information on the 2 pier structures, the R2Sonic 2022 was tilted to 30 degrees, allowing data capture from the waterline down. A full multibeam survey from approximately 350' upstream and downstream was performed giving a comprehensive look at the water bottom around the bridge.
01/23 - 01/24	**CONTRACT 4400021974 - TASK ORDER 2- H.014218 US190 - LIVINGSTON PARISH LINE | East Baton Rouge Parish, LA** **Principal-in-Charge** for this project providing topographic survey, Mobile LiDAR, and drainage mapping. This project is in a dense urban area and includes approximately 4 miles of a 4 lane highway. The purpose of the project is to complete a road overlay and drainage improvements. The topographic survey included collecting mobile LiDAR throughout the entire project length to generate surface models of US 190.
02/25 - Ongoing	**CONTRACT 4400021974- TASK ORDER 13- H.016278- US 167: MEDIAN IMPROVEMENTS | Vermilion Parish, LA** **Principal-in-Charge** for providing topographic and Mobile LiDAR surveying for improvements of US 167. The survey included over 2 miles along a divided 4 lane highway in a rural area. The topographic survey includes collecting and utilizing LiDAR data to generate surface models.
07/23 - Ongoing	**MID BARATARIA SEDIMENT DIVERSION | Plaquemines Parish, LA** **Principal-in-Charge** of the Survey QA team for the construction of the Mid Barataria Sediment Diversion project. The QA component of this project involves conducting bi-weekly LiDAR UAV flights to generate surface models for construction pay application verification.

FIRM EMPLOYED BY	**Forte and Tablada, Inc.**			
NAME	**Ross Wilson, PLS**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**13**
TITLE	**Senior Professional Land Surveyor**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2010 | Geomatics**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PLS No. 5148 | LA | 03/31/2026**			
YEAR REGISTERED	**2015**	DISCIPLINE	**Land Surveying**	

Contract role(s) / brief description of responsibilities	Ross will provide **SURVEY** services for this project. Ross has 13+ years of experience of managing field crews and office work on on-system LADOTD Topographic Surveys, with 9 years being the Professional Surveyor in Charge on these projects. Ross has managed 37 task orders under 3 separate Topographic IDIQ Contracts with LADOTD. **Ross meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 24**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/23 – Ongoing	**CONTRACT 4400025029- H.015547, H.015548, H.015549, H.015341, H.015551, H.015552, H.015545, H.015550, H.015544, H.015553- INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OFF-SYSTEM BRIDGE PROGRAM- 10 STATE PROJECT NUMBERS (13 BRIDGE SITES) | East Baton Rouge Parish, LA** **Surveyor-in-Charge** for topographic surveying and right-of-way mapping services for 13 bridge sites on 2 lane roadways.
12/21 - Ongoing	**IDIQ CONTRACT NO. 4400021974 FOR PROFESSIONAL SURVEYING SERVICES – STATEWIDE WITH MAJORITY OF WORK IN DISTRICTS 03 AND 07, LA** **Surveyor-in-Charge** performing Topographic Surveys for LA DOTD. This contract showcases Ross's familiarity with the process of managing LADOTD Survey IDIQ Task Orders from beginning to end. To date, this IDIQ contract has included a total of 9 separate Task Orders for 7 State Highway Projects. Survey tasks included establishing deep rod control monuments, Conventional Topo, Hydrographic Survey, terrestrial and mobile LiDAR Survey, and producing Existing Drainage Maps.
06/21 – Ongoing	**CONTRACT 4400019336- H.014219, H.014222, H.014228, H.014231 AND H.014236 – RURAL BRIDGE REPLACEMENT INITIATIVE PHASE II; 5 STATE PROJECT NUMBERS (20 BRIDGE SITES) IN DISTRICTS 04 AND 05, LA** **Surveyor-in-Charge** for topographic surveying and right-of-way mapping services for 20 bridge sites on 2 lane rural roadways.
08/19 - Ongoing	**H.011670- I-10/LOYOLA INTERCHANGE IMPROVEMENTS | Kenner, LA** **Survey-in-Charge** providing Topographic Survey, Right- of-Way Survey, Drainage Survey, and Right-of-Way Monument Mapping. The project stretches along I-10, from the levee in Kenner to the Williams Blvd. off ramp, as well as Loyola Avenue and portions of Veterans Blvd for approximately 3.2 miles of roadway. The Survey was part of a Design-Build Project, which required weekly data updates, to allow the Design team to begin working and stay on schedule.
08/15 - Ongoing	**H.004273.5 – I-49 CONNECTOR | LADOTD | Lafayette Parish, LA** **Survey Manager / Surveyor-in-Charge** for this project providing topographic survey, Mobile LiDAR, and drainage mapping. This project is in a dense urban area and includes approximately 4 miles of a 4 lane highway. The purpose of the project is to complete a road overlay and drainage improvements.
05/21 – 12/22	**CONTRACTS 4400010587- TASK ORDER 18; 4400015237- TASK ORDER 1; 4400021974- TASK ORDERS 1, 3, AND 4- H.003931- CALCASIEU RIVER BRIDGE (HBI) | Calcasieu Parish, LA** **Surveyor-in-Charge** for this project providing topographic survey, Mobile and Terrestrial LiDAR, Multibeam Hydrographic survey of Lake Charles, and drainage mapping. This project is in a high-traffic industrial area along I-210 and is approximately 7 miles long. This Survey included four Phases of work, which were completed within a condensed timeline, requiring up to 6 Survey Crews being mobilized in order to meet deadlines for each Phase.

06/17-06/22	**RETAINER CONTRACT NO. 4400010587 FOR PROFESSIONAL SURVEYING SERVICES – STATEWIDE WITH MAJORITY OF WORK IN DISTRICTS 02, 03, 07, 61 AND 62, LA** **Surveyor-in-Charge** performing Topographic Surveys for LA DOTD. This contract showcases Ross's familiarity with the process of managing LADOTD Survey IDIQ Task Orders from beginning to end. This Retainer contract included a total of 18 separate Task Orders for 11 State Highway Projects. Survey tasks included establishing deep rod control monuments, Conventional Topo, Hydrographic Survey, terrestrial and mobile LiDAR Survey, and producing Existing Drainage Maps.
06/20-03/22	**CONTRACT 4400017598- H.013979, H.013995, H.013992, H.013994, H.013985, H.013954, H.013990- RURAL BRIDGE REPLACEMENT INITIATIVE PHASE I; 7 STATE PROJECT NUMBERS (22 BRIDGE SITES) IN DISTRICTS 04, 05, 08 AND 58, LA** **Surveyor-in-Charge** for topographic surveying and right-of-way mapping services for 22 bridge sites on 2 lane rural roadways.
01/20-10/20	**CONTRACT 4400010587- TASK ORDERS 6, 7, AND 8- H.012588, H.012169, H.012587 I-10: ATCH BASIN BR-W. BATON ROUGE P/L, I-10: IBERVILLE P/L-W END MISS BR, I-10: W END OF BR 290-W END OF LA 415 | West Baton Rouge & Iberville Parishes, LA** **Surveyor-in-Charge** for complete topographic survey and Mobile LiDAR of approximately 18.3 miles along I-10, from the East end of the Atchafalaya Bridge to the West end of the I-10/LA 415 Interchange.
12/16-12/19	**RETAINER CONTRACT NO. 4400009387 FOR PROFESSIONAL SURVEYING SERVICES – STATEWIDE WITH MAJORITY OF WORK IN DISTRICTS 03 AND 07, LA** **Surveyor** performing Topographic Surveys for LA DOTD. This contract showcases Mr. Wilson's familiarity with the process of managing LADOTD Survey IDIQ Task Orders from beginning to end. This Retainer contract included a total of 5 separate Task Orders for 3 State Highway Projects. Survey tasks included Conventional Topo, Hydrographic Survey, LiDAR Survey, and producing Existing Drainage Maps.
01/18-06/19	**CONTRACT 4400012323- H.004100- I-10: LA 415 TO ESSEN LANE TO I-10 AND I-12 | East and West Baton Rouge Parishes** **Survey Manager** for topographic survey, and terrestrial LiDAR survey of approximately 5 miles of roadway along I-10 and I-12 between LSU lakes and Essen Lane. Project required Forte and Tablada, Inc. to mobilize up to 5 Survey Crews to meet phased deadlines.
10/18-02/19	**CONTRACT 4400010587- TASK ORDERS 2, 3, 4, 5, AND 10- H.012343 SUNSHINE BRIDGE REPAIR | St. James Parish, LA** **Surveyor-in-Charge** responsible for establishing survey control on and near the Sunshine Bridge to use conventional and terrestrial LiDAR scanning methods to monitor the damage on the bridge. This project showcases Forte and Tablada's capability of quick response to an emergency task order.

FIRM EMPLOYED BY	**Forte and Tablada, Inc.**			
NAME	**Gerald "Jerry" Middleton, PLS**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**	
TITLE	**Senior Professional Land Surveyor**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**37**	
DEGREE(S) / YEARS / SPECIALIZATION	**N/A**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PLS No. 4846 | LA | 09/30/2025**			
YEAR REGISTERED	**1999**	DISCIPLINE	**Land Surveying**	

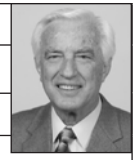
Contract role(s) / brief description of responsibilities	Jerry will serve as **SURVEY QA/QC** during this contract, and in that role he will review field and office methodology, assist in initial project planning, and perform an extra layer of review for completed task orders. He will also assist in any additional planning required, in order to meet tight deadlines. He has 11.5 years of experience as a supervising Survey Manager over field crews and office work on on-system LADOTD Topographic and Right-of-Way Surveys, with 2.5 years being the Professional Surveyor-in-Charge on these projects. Jerry has successfully served as QA/QC Manager on over 16 separate On-system Topographic and Right-of-Way Surveys for LADOTD..
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/23 – Ongoing	**CONTRACT 4400025029- H.015547, H.015548, H.015549, H.015341, H.015551, H.015552, H.015545, H.015550, H.015544, H.015553- INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OFF-SYSTEM BRIDGE PROGRAM- 10 STATE PROJECT NUMBERS (13 BRIDGE SITES) | East Baton Rouge Parish, LA** **QC Reviewer** for topographic surveying and right-of-way mapping services for 13 bridge sites on 2 lane roadways.
08/19 - Ongoing	**IH.011670- I-10/LOYOLA INTERCHANGE IMPROVEMENTS | Kenner, LA** **QC Reviewer** providing Topographic Survey, Right- of-Way Survey, Drainage Survey, and Right-of-Way Monument Mapping. The project stretches along I-10, from the levee in Kenner to the Williams Blvd. off ramp, as well as Loyola Avenue and portions of Veterans Blvd for approximately 3.2 miles of roadway. The Survey was part of a Design-Build Project, which required weekly data updates, to allow the Design team to begin working and stay on schedule.
08/14 – Ongoing	**H.004273.5 – I-49 CONNECTOR | LADOTD | Lafayette Parish, LA** **QC Reviewer** responsible for providing topographic, terrestrial LiDAR scanning, and property surveying services for the I-49 Connector. The project is in a dense urban area and is approximately 5 miles long.
01/23 - 01/24	**CONTRACT 4400021974- TASK ORDER 2- H.014218 US190-LIVINGSTON PARISH LINE | East Baton Rouge Parish, LA** **QC Reviewer** for this project providing `. This project is in a dense urban area and includes approximately 4 miles of a 4 lane highway. The purpose of the project is to complete a road overlay and drainage improvements.
10/22 - 12/22	**LAFAYETTE STREETSCAPE SURVEY- CONGRESS STREET | Lafayette Parish, LA** **QC Reviewer** providing topographic survey and property work to establish existing right-of-way for approximately a mile along a 3 lane roadway in an urban area along Congress Street.
05/21 - 12/22	**CONTRACTS 4400010587- TASK ORDER 18; 4400015237- TASK ORDER 1; 4400021974- TASK ORDERS 1, 3, AND 4- H.003931- CALCASIEU RIVER BRIDGE (HBI) | Calcasieu Parish, LA** **QC Reviewer** for this project providing topographic survey, Mobile and Terrestrial LiDAR, Multibeam Hydrographic survey of Lake Charles, and drainage mapping. This project is in a high-traffic industrial area along I-210 and is approximately 7 miles long.
06/20 - 03/22	**CONTRACT 4400017598- H.013979, H.013995, H.013992, H.013994, H.013985, H.013954, H.013990- RURAL BRIDGE REPLACEMENT INITIATIVE PHASE I; 7 STATE PROJECT NUMBERS (22 BRIDGE SITES) IN DISTRICTS 04, 05, 08 AND 58, LA** **QC Reviewer** for topographic surveying and right-of-way mapping services for 22 bridge sites on 2 lane rural roadways.
07/12 - 12/20	**H.012308 - COOK ROAD IMPROVEMENTS | Livingston Parish, LA** **QC Reviewer** for Topographic and Right-of-Way surveys for this project that designed a four lane boulevard section from LA Hwy 16 to LA Hwy 1026, including multiple bridges.

FIRM EMPLOYED BY	**GeoEngineers, Inc.**		
NAME	**Larry Sant, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**23**
TITLE	**Associate Geotechnical Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**M.S. | 2001 | Civil Engineering // B.S. | 2001 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 35625 | LA | 9/30/2026**		
YEAR REGISTERED: **2010**	DISCIPLINE: **Civil Engineer**		

Contract role(s) / brief description of responsibilities	Larry will provide **ALTERNATIVES ANALYSIS and GEOTECHNICAL/GEOLOGY** services for this project. Larry Sant is a senior geotechnical engineer with two decades of experience managing geotechnical engineering projects. His experience includes project planning and technical direction during exploration, laboratory testing, engineering design analyses, report preparation and construction monitoring. Larry has been involved in hundreds of projects including roadways ranging from highways to private access drives, airports, bridges, dams, university and K-12 schools, wastewater treatment plants, drainage facilities, utility projects, and other structures ranging from private residences to large public and private facilities. Larry has acquired extensive experience with the planning and execution of geotechnical investigations for bridge structure foundation design and construction involving LA DOTD projects specifically. **Larry meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 16, 17**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
04/24 - Ongoing	**LADOTD, P3 I-10 CALCASIEU RIVER BRIDGE GEOTECHNICAL ENGINEERING SERVICES | Lake Charles, LA** **Lead Geotechnical Engineer.** Larry is the Lead Geotechnical Engineer for this historic public-private partnership (P3) project that will redesign and renovate a six-mile stretch of I-10 running through Lake Charles—including the Calcasieu River Bridge itself. As of today, GeoEngineers has completed the provide the lab testing, engineering design, and drilling services for the project.
10/21 - 11/22	**LADOTD, JIMMY DAVIS BRIDGE GEOTECHNICAL INVESTIGATION | Bossier and Caddo Parishes, LA** **Project Manager.** GeoEngineers conducted bridge borings, including deep borings in the river channel, and lab testing for this project that involved building a new four- lane Jimmie Davis Bridge, which crosses the Red River, and improving LA 511 in Bossier Parish and Caddo Parish. In addition to the replacement bridge, the roadways on the sides will be widened and redeveloped; this project aims to improve traffic flow, congestion, and safety. Larry served as the Project Manager for this project. GeoEngineers drilled 38 soil borings utilizing multiple drill rigs to meet the accelerated project timeline and analyzed soil properties during testing..
01/19 - 11/24	**S.P. H.011670: LADOTD, I-10/LOYOLA INTERCHANGE DESIGN BUILD | Kenner, LA** **Project Manager.** Larry served as the project manager for this high-profile project in Kenner that will ultimately improve the Loyola Drive interchange to increase operational efficiency and traffic capacity. He was responsible for all geotechnical exploration, testing and engineering design, including over 600 piles and several drilled shafts.
02/13 – 04/13	**S.P. H.010620: LADOTD, I-49/US90 WIDENING OVER LA182 AND BNSF RAILROAD | Lafayette, LA** **Project Manager.** A Louisiana DOTD widening project in preparation for upgrading US90 to I-49 from Albertson Road to Ambassador Caffery where Larry was the project manager in conducting bridge and roadway borings, and laboratory tests in support of design of this design build widening project located just south of Lafayette. GeoEngineers completed 119 borings for the project on a fast-track schedule utilizing multiple drill rigs to meet the deadline.
08/12 – 07/15	**S.P. H.010151: LADOTD, I-210 AT COVE LANE INTERCHANGE | Lake Charles, LA** **Project Manager.** Larry was the project manager during this fast-track design and construction project in support of the proposed Interchange on I-210 at Cove Lane. GeoEngineers' completed engineering analyses and provided recommendations for design and construction of about 8,000 driven pile foundations including modeling driving in the wave equation analyses (WEAP), MSE walls, and wick-drain/surcharge design to reduce post-construction embankment settlement, in accordance with AASHTO LRFD specifications for highway bridges. In addition, the GeoEngineers' team monitored MSE wall construction, provided PDA/CAPWAP evaluation of the piles during installation, and installed liquid settlement sensors to monitor embankment settlement.

01/10 – 12/11	**S.P. 454-02-0071: LADOTD, I-12 WIDENING (AMITE RIVER TO JUBAN ROAD) DESIGN BUILD | Denham Springs, LA** **Project Manager.** Larry was project manager during this design build project. GeoEngineers completed engineering analyses and provided recommendations for design and construction of driven pile foundations for four bridge structures in accordance with AASHTO LRFD specifications for highway bridges, which included PDA/CAPWAP monitoring.
09/09 - 07/11	**LADOTD,US90 AT LA85 INTERCHANGE DESIGN BUILD | Iberia Parish, LA** **Project Manager.** Larry was the project manager during a design- build project in support of the proposed Interchange on US90 at LA85. GeoEngineers completed engineering analyses and provided recommendations for design and construction of driven pile foundations in accordance with AASHTO LRFD specifications for highway bridges and PDA/CAPWAP monitoring. In addition, the GeoEngineers team analyzed embankment settlement and provided design recommendations for wick drains and surcharge loading to reduce post construction settlement and prevent down drag loads on the proposed adjacent bridge foundations.
05/18 - Ongoing	**S.P. H.003370: LADOTD, I-20/I-220 (BARKSDALE AFB) DESIGN BUILD, OV/QA | Bossier Parish, LA** **Project Manager.** Larry is the project manager for GeoEngineers' OV/QA role in this design-build project which involves interchange improvements that will increase access to the Barksdale Air Force Base in Bossier Parish.
08/17 – 11/20	**S.P. H.009250: LADOTD, I-10 WIDENING (HIGHLAND TO LA-73) DESIGN BUILD, OV/QA | Baton Rouge, LA** **Project Manager.** Larry is the project manager for GeoEngineers' OV/QA role in this highly-anticipated I-10 project that involves widening a 6.5-mile segment of I-10 from four lanes to six lanes between Highland Road and LA-73.
04/15 – 11/17	**S.P. H.004932: LADOTD, US-90/LA-318 INTERCHANGE DESIGN BUILD | St. Mary Parish, LA** **Project Manager.** Larry was the project manager during this design-build project in support of the proposed Interchange on US90 at LA318. He lead the geotechnical design including drilling, log review, test assignments, pile design, settlement analysis, embankment monitoring, and embankment design. We also conducted extensive settlement modeling to demonstrate that the aggressive schedule for this project can be met along with modeling driving in the wave equation analyses (WEAP). During construction we conducted PDA/CAPWAP testing to keep the schedule progressing.

FIRM EMPLOYED BY	**GeoEngineers, Inc.**			
NAME	**James "Jim" Aronstein Jr., PE, PLS**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**55**
TITLE	**Senior Geotechnical Advisor**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**5**
DEGREE(S) / YEARS / SPECIALIZATION	**B.S. | 1965 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 11794 | LA | 3/31/27** **PLS No. 458 | LA | 3/31/2027**			
YEAR REGISTERED	**1969 (PE)** **1970 (PLS)**	DISCIPLINE	**Civil Engineer, Environmental Engineer** **Professional Land Surveyor**	



Contract role(s) / brief description of responsibilities	Jim will provide **GEOTECHNICAL/GEOLOGY** services for this project. James "Jim" Aronstein has provided geotechnical services on private, industrial, and public facilities since 1969, with extensive, significant expertise in the transportation industry. He has been the engineer of record for the majority of GeoEngineers' Louisiana road and bridge projects over the past 30 years, including LADOTD statewide retainer contracts for geotechnical investigations and project-specific programs. His projects include the I-210 at Cove Lane Interchange; I-49/US90 Widening over LA182 and BNSF Railroad Design-Build; 37-mile extension of I-49 North through Louisiana, I-220 to the Arkansas state line; Rigolets Pass Bridge project on US 90; numerous off-system bridge sites for LADOTD through local consultants; and work on the East Baton Rouge Parish Green Light roads and streets improvements plan. Jim's role has involved managing and executing engineering analyses and reports, field exploration, site access, drilling technology evaluation, exploration conduct, laboratory test assignments, and quality control of the generated work product. **Jim meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 16, 17**

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/19 - 11/24	**S.P. H.011670: LADOTD, I-10/LOYOLA INTERCHANGE DESIGN BUILD | Kenner, LA** **Principal-in-Charge.** GeoEngineers completed the geotechnical exploration, testing and engineering for this high-profile project in Kenner that will ultimately improve the Loyola Drive interchange to increase operational efficiency and traffic capacity.
10/21 - 11/22	**LADOTD, JIMMY DAVIS BRIDGE GEOTECHNICAL INVESTIGATION | Bossier and Caddo Parishes, LA** **Principal-in-Charge.** GeoEngineers conducted bridge borings, including deep borings in the river channel, and lab testing for this project that involved building a new four- lane Jimmie Davis Bridge, which crosses the Red River, and improving LA 511 in Bossier Parish and Caddo Parish. In addition to the replacement bridge, the roadways on the sides will be widened and redeveloped; this project aims to improve traffic flow, congestion, and safety. Larry served as the Principal-In-Charge for this project. GeoEngineers drilled 38 soil borings utilizing multiple drill rigs to meet the accelerated project timeline and analyzed soil properties during testing.
04/15 – 11/17	**S.P. H.004932: LADOTD, US-90/LA-318 INTERCHANGE DESIGN BUILD | St. Mary Parish, LA** **Principal-in-Charge.** Jim was the Principal-in-Charge during this design-build project in support of the proposed Interchange on US90 at LA318. GeoEngineers performed the geotechnical design including drilling, log review, test assignments, pile design, settlement analysis, embankment monitoring, and embankment design. We also conducted extensive settlement modeling to demonstrate that the aggressive schedule for this project can be met along with modeling driving in the wave equation analyses (WEAP). During construction we conducted PDA/CAPWAP testing to keep the schedule progressing.
01/06 - 04/09	**CITY OF BATON ROUGE AND EAST BATON ROUGE PARISH, GREEN LIGHT PLAN | City of Baton Rouge and East Baton Rouge Parish, LA** **Geotechnical Lead.** Jim led the geotechnical investigations on 12 projects in the Green Light program. GeoEngineers' drill crews took deep borings for bridges and shallow borings for roadway pavements. Results from tests performed in our soil mechanics laboratory provided the basis for engineering recommendations. Geotechnical engineering recommendations for roadways included site preparation, subgrade and embankments, settlement magnitudes and time rates for embankments up to 10 feet high, pavement base, geotextile fabric, and pavement design sections for concrete and asphalt. The bridge engineering analyses included precast concrete pile capacities, settlement magnitudes and time rates for embankments up to 14 feet high, and slope stability for embankments and channel slopes.

08/12 – 04/15	**S.P. H.010151: LADOTD, I-210 AT COVE LANE INTERCHANGE | Lake Charles, LA** **Principal-in-Charge.** Jim was the principal-in-charge during this fast-track design and construction project in support of the proposed Interchange on I-210 at Cove Lane. GeoEngineers' completed engineering analyses and provided recommendations for design and construction of about 8,000 driven pile foundations, MSE walls, and wick-drain/surcharge design to reduce post-construction embankment settlement, in accordance with AASHTO LRFD specifications for highway bridges. In addition, the GeoEngineers' team monitored MSE wall construction, provided PDA evaluation of the piles during installation, and installed liquid settlement sensors to monitor embankment settlement.
04/07 - 04/09	**LADOTD, I-49 NORTH | Caddo Parish, LA** **Geotechnical Lead.** Jim led the GeoEngineers team in conducting bridge and roadway borings and laboratory tests before bridges were constructed and pavement was laid on the 36-mile northward extension in Louisiana. GeoEngineers completed 166 borings for the project. At some sites, the team had to overcome the challenge of drilling exploratory borings at the same time LA DOTD cleared the area for construction, disturbing the site where samples were taken.
03/04 - 09/05	**LADOTD, MISSISSIPPI RIVER AUDUBON BRIDGE; ST. FRANCISVILLE; ROUTE LA 10 | West Feliciana Parish, LA** **Principal-in-Charge.** The Audubon Bridge has the second longest cable-stayed span in the Western Hemisphere. The bridge, which opened in 2011, replaced the ferry between communities of New Roads and St. Francisville in Louisiana. GeoEngineers' Geotechnical engineering services included work on the east approaches and main span of a new Mississippi River Bridge. GeoEngineers provided geotechnical engineering, exploration for deep foundations, and lab testing services under retainer for the LADOTD, including: 80 deep borings, 130 to 200 feet in depth, seven in-river borings, drilled to elevation–350 feet; three on land borings, drilled to elevation –350 feet; with water depths ranged from three to 51 feet. Jim served as the Principal-In-Charge.
07/01 - 03/02	**LADOTD, RIGOLETS PASS BRIDGE | Orleans and St. Tammany Parishes, LA** **Principal-in-Charge.** GeoEngineers provided a complete geotechnical investigation, including borings and laboratory testing for the LADOTD's $50 million high-rise bridge connecting New Orleans with southeastern St. Tammany Parish. The bridge runs over a very crowded utility corridor providing major communication and fiber optic cables to New Orleans, which made it challenging to conduct the borings that were up to 340 feet in depth in up to 50 feet of water. Jim led the GeoEngineers team as they used an elevated barge instead of floating barge to avoid the risk of a boat's anchors damaging the cables below. Divers and surveying equipment were also utilized. The GeoEngineers team lived on the barge during the project and worked extra hours which saved LADOTD $60,000 by completing the geotechnical investigation ahead of schedule.
02/13 – 04/13	**S.P. H.010620: LADOTD, I-49/US90 WIDENING OVER LA182 AND BNSF RAILROAD | Lafayette, LA** **Principal-in-Charge.** A Louisiana DOTD widening project in preparation for upgrading US90 to I-49 from Albertson Road to Ambassador Caffery where Jim was the Principal-in-Charge in conducting bridge and roadway borings, and laboratory tests in support of design of this bridge and roadway widening project located just south of Lafayette. GeoEngineers completed 119 borings for the project on a fast-track schedule utilizing multiple drill rigs to meet the deadline.

FIRM EMPLOYED BY	**GeoEngineers, Inc.**			
NAME	**Andrew "Andy" Caneday, LG**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**
TITLE	**Associate Engineering Geologist**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**19**
DEGREE(S) / YEARS / SPECIALIZATION	**BA | 1999 | Geology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Licensed Geologist No. 2555 | WA | 07/18/2025**			
YEAR REGISTERED	**2005**	DISCIPLINE	**Geology**	

Contract role(s) / brief description of responsibilities	Andy will provide **GEOTECHNICAL/GEOLOGY** services for this project. Andy has more than 25 years of experience as an engineering geologist and technical expert, responsible for diverse geotechnical and geological projects including bridges, highways, tunnels, dams, and rail line corridors. He fields reconnaissance and detailed engineering geological mapping, evaluation of landslides, aerial photo interpretation, subsurface explorations to evaluate geotechnical conditions, soil and rock slope stability, geotechnical laboratory testing, and instrumentation data acquisition and evaluation. He has worked closely with local agencies, transportation departments, and railways on multiple transportation-related projects throughout the U.S. He works closely with GeoEngineers' geotechnical engineers to provide cost-effective and safe solutions to challenging engineering projects. **Andy meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 19**
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).
03/11 - 01/12	**WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, US 2/BICKFORD AVENUE – INTERSECTION IMPROVEMENTS MP 3.24 TO MP 4.51 (XL 3611) | Snohomish County, WA** **Project Manager.** Andy was the Project Manager for this project. Andy lead the effort to provide PS&E level geotechnical recommendations to WSDOT for the design of the US2/Bickford Avenue intersection improvements. Andy managed subsurface explorations, engineering analysis, and provided recommendations for seismic design considerations, MSE retaining walls, soil nail walls, WSDOT standard plan barrier walls, steep slopes and reinforced soil slopes.
09/09 - 09/17	**SNOHOMISH COUNTY, GRANITE FALLS BRIDGE 102 REPLACEMENT | Granite Falls, WA** **Geologist.** Project involved replacing a 340-long bridge built in 1934 with a new steel girder bridge. As the Geologist, Andy supported the preliminary (30%) design effort by performing geologic reconnaissance and detailed engineering geological mapping, rock discontinuity mapping, and interpretation of subsurface explorations.
08/09 - 09/17	**SNOHOMISH COUNTY, GEOTECHNICAL STUDY FOR INDEX-GALENA ROAD MILEPOST 6.4 TO 6.9 FLOOD REPAIRS PROJECT | Near Index, WA** **Project Manager.** Andy was the Project Manager for this project. The project involved geotechnical studies to provide final design recommendations and PS&E for the preferred alternative to reestablish a portion of the Index-Galena Road after it was washed-out in 2006. The proposed roadway alignment traverses steep, forested ground underlain by talus colluvium and competent rock. Two debris flow-prone drainages cross the proposed alignment. Andy lead the study to assess the risk to the roadway from future debris flow events, including estimating the recurrence interval, velocity and potential volume. Using the calculated debris flow parameters, mitigation measures were designed at each location included a concrete-armored crossing and a debris flow training (diversion) berm.
01/09 - 09/12	**SOUND TRANSIT, NORTH LINK FINAL DESIGN | Seattle, WA** **Project Geologist.** The North Link project will consist of twin light rail lines that will extend 4.1 miles from the underground University of Washington (UW) Station to the proposed elevated Northgate Station. The project includes about 3.3 miles of twin tunnel, two underground passenger stations, a portal structure, 0.8 mile of at- grade and elevated track, and an elevated station. As the Project Geologist, Andy was responsible for the generation and review of all boring logs and subsurface geologic profiles for the project. Andy was also coordinating the geotechnical laboratory testing for the project.
02/07 - 05/17	**WSDOT, SR99, ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT Seattle, WA** **Project Geologist.** After the 2001 Nisqually Earthquake, concerns arose about the safety of the aging Alaskan Way Viaduct which bypasses the City of Seattle along the downtown waterfront. Provided geotechnical expertise in a study to develop alternatives that will improve safety, including the ability to resist earthquakes, in a reliable, cost-effective way. Andy was Project Geologist leading the geotechnical study of subsurface conditions associated with the Holgate to King at-grade and mined tunnel sections of the proposed alignment. He was responsible for the generation and review of all boring logs, subsurface geologic profiles, and surficial geologic maps for the project. Andy also coordinated the geotechnical laboratory testing for the project.

01/03 - 04/09	**SOUND TRANSIT, CENTRAL LINK, BEACON HILL STATION AND TUNNEL	Seattle, WA** **Project Geologist / Instrumentation Field Manager.** The Beacon Hill Tunnel and Station project was conducted by Sound Transit for the Central Puget Sound Light Rail transit system. As Project Geologist, Andy was responsible for overseeing the subsurface exploration program, including the generation and review of all boring logs, subsurface geologic profiles, and surficial geologic maps for the project. Andy was also responsible for reviewing instrumentation data used to assess ground deformations related to tunnel construction. Instrumentation included settlement points, inclinometers, tape and borehole extensometers, and observation wells. Andy had the responsibility of organizing and coordinating data collection efforts, and reducing, analyzing, interpreting, and presenting data from the instrumentation program.

FIRM EMPLOYED BY	**GeoEngineers, Inc.**			
NAME	**J. Robert Gordon, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**38**
TITLE	**Senior Principal Geotechnical Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**10**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1979 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 22151 | WA | 12/8/2026**			
YEAR REGISTERED	**1984**	DISCIPLINE	**Civil**	

Contract role(s) / brief description of responsibilities	J. will serve as **GEOTECHNICAL QA/QC** for this project. J. has more than 40 years of experience managing geotechnical engineering and environmental projects, including a wide range of transit- and transportation-related ones related to building support, roadway and pavement design, bridges and retaining structures. His range of project experience spans peer reviews; geotechnical studies; feasibility studies with alternatives analysis; slope stability analyses, landslide analysis, alternatives analysis, geohazard assessments; foundation studies; levee embankment static and seismic analysis and designs; waterfront facilities; culvert replacement assessment with design for various trenchless technologies; bridge design and replacements; various kinds of retaining walls and slope stabilization techniques. His broad range of experience has allowed him to bring unique and cost-effective solutions to the various agencies. He knows when to use robust solutions, and when simple solutions will work. He works well in team environments and manages many on-call contracts with local and state level public agencies for geotechnical and environmental services.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
05/10 - 08/10	**CITY OF BELLINGHAM, WEST ILLINOIS STREET EXTENSION GEOTECHNICAL ENGINEERING SERVICES | Bellingham, WA** **Principal-in-Charge.** J. was the Principal-in-Charge, providing geotechnical engineering services for design of the West Illinois Street Extension project, in Bellingham, Washington. This road is located directly above Little Squalicum Creek. The project involves extending the existing West Illinois Street approximately 1,500 feet toward the west and connecting the new roadway to the existing Marine Drive. The south edge of the right-of-way crosses over two areas of steep slopes above Little Squalicum Park. The original design concept evaluated for the southern roadway lanes include pile supported bridges. After completing our own site specific and slope stability analyses, we concluded that use of mechanically stabilized earth (MSE) walls across the steep areas is not only a more cost-effective solution but will provide better long-term performance.
03/09 - 06/10	**RAILROAD RELOCATION & WATERFRONT REDEVELOPMENT PROJECT | Bellingham, WA** **Principal-in-Charge.** J. served as Principal-in-Charge providing geotechnical engineering and environmental (hazardous waste) services related to a proposed realignment of the existing BNSF railroad tracks for the Port and City of Bellingham Waterfront Redevelopment project. The site is an intertidal fill zone, with saturated fill overlying some soft clay in some areas and a sloping bedrock surface. A historical coal mine is located in the immediate vicinity. GeoEngineers performed historical research regarding the coal mine, the original bluff line, filling operations, performed slope stability reconnaissance, and project specific subsurface exploration with environmental.
02/09 - 01/13	**CENTRAL AVENUE BRIDGE AND SHORELINE IMPROVEMENTS | Bellingham, WA** **Principal-in-Charge.** J. served as Principal-in-Charge providing geotechnical engineering, environmental site assessment and permitting services for the design and construction of over-water structures along Central Avenue at the intersection of Central and Roeder Avenues in Bellingham. The project design included removal of old creosote-treated piles from within the Whatcom Waterway, and design and installation of new overwater piles and decking to expand the existing bridge deck for vehicle and pedestrian traffic. The project is immediately adjacent to an old building of historical interest, resulting in additional permitting considerations.
01/09 - 07/10	**CITY OF BELLINGHAM, CORNWALL BRIDGE REPLACEMENT | Bellingham, WA** **Principal-in-Charge.** The City replaced the existing Cornwall Avenue bridge, in part to accommodate the relocation of the BNSF mainline rail track through this area. The project included a new bridge span and 20-foot tall MSE wall approach embankments over uncontrolled fill and loose, liquefiable intertidal deposits.
07/08 - 11/08	**WHATCOM COUNTY, PROPOSED BRIDGE NO. 245 REPLACEMENT, HANNEGAN ROAD AT SCOTT DITCH | Whatcom County, WA** **Principal-in-Charge.** GeoEngineers provided geotechnical engineering services for the replacement of this bridge along Hannegan Road for Whatcom County Public Works. The new bridge is approximately 80 feet long and supported on deep friction piles. The pile design was provided in accordance with LRFD design procedures. Recommendations were also provided for the abutments and road widening where the embankment is supported on soft clays. GeoEngineers provided installation recommendations based on local experience so that WCPW crews could monitor the piles.

FIRM EMPLOYED BY	**Gulf South Research Corporation**			
NAME	**Howard Nass**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**24**
TITLE	**Senior Biologist / NEPA**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**11**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1990 | Forest and Wildlife Management**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Howard will provide **WETLANDS, STREAMS & PERMITTING** services for this project. Howard has over 31 years of experience managing and implementing NEPA and NEPA-related studies for various federal, state, and private entities. He has participated in EAs, BAs, EIS, wetland determinations and delineations, wetland mitigation bank development, water resources permitting, and natural resources projects throughout the U.S. Howard has managed the completion of over a dozen BAs in various states. He has taken the NHI Course No. 142005, "National Environmental Policy Act (NEPA) and Transportation Decision Making". Certifications: U.S. Fish and Wildlife Service (USFWS) Interagency Consultation for Endangered Species, 2006; Basic Wetland Delineation Course, Wetland Training Institute, 1992; Nationwide Wetland Permits, Wetland Training Institute, 1997. **Howard meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 7** 
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/24 - Ongoing	**EA FOR LOUISIANA GREEN FUELS BIO-REFINERY PROJECT | STRATEGIC BIOFUELS, LLC. | Caldwell Parish, LA** **Project Manager.** GSRC is currently contracted by Strategic Biofuels, LLC. (Strategic) to prepare an EA analyzing the potential effects on the natural and human environment resulting from the construction, operation, and maintenance of a renewable fuels bio-refinery in Caldwell Parish, Louisiana. Strategic is proposing to construct, operate, and maintain the Louisiana Green Fuels (LGF) refinery, a renewable fuels bio-refinery with an ultra-low carbon footprint in northeast Louisiana powered by onsite-generated "green" power that would use forestry residue as a feedstock and include Carbon Capture and Sequestration of the carbon dioxide produced from all processes. The project would also include two approximately 1-mile pipelines, two CO2 injection wells located offsite, and an approximately 1-mile natural gas pipeline. The majority of the project area is agricultural land used for crop production. Howard is responsible for the preparation of the EA; oversight of associated studies (wetlands, cultural resources, and biological resources); schedule; budget; and agency, tribal, and public coordination.
09/20 - 09/23	**EA FOR FACILITY ENHANCEMENTS AND LAND USE MODIFICATION PROJECTS AT COLUMBUS AIR FORCE BASE (CAFB) | USACE MOBILE DISTRICT | Mississippi** **Senior Reviewer.** Howard served as the Senior Reviewer for the EA to address the potential effects, beneficial and adverse, resulting from the proposed construction, demolition, and land use modifications of multiple planned actions at CAFB, Mississippi. The 14th Civil Engineer Squadron (CES)/Civil Engineering Environmental Installation (CEIE) plans the replacement and construction of the Physical Fitness Center, replacement and construction of the Water Storage Tank, and the permanent fill in of Strategic Air Command (SAC) Lake. The Region of Influence (ROI) of the Proposed Action (projects) is the land area within the boundaries of the CAFB. In support of the permanent fill in of the SAC Lake, GSRC staff biologists conducted a biological resources survey of flora and fauna species in the vicinity of the proposed project. CAFB is also planning for the acquisition of 118.2 acres of land abutting the East/South-East property line of Columbus AFB from a private individual to the United States Air Force (USAF).
11/20 - 09/21	**EA FOR THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF THE NEW LAREDO AIR BRANCH FACILITY U.S. BORDER PATROL, LAREDO SECTOR, TEXAS | U.S CUSTOMS AND BORDER PROTECTION, LAREDO SECTOR | TX** **Project Manager.** GSRC was contracted by U.S Customs and Border Protection (CBP) to prepare an EA for a new Air and Marine Operations (AMO) Air Branch Facility at the Laredo International Airport in Laredo, Texas. The current facility is overcrowded and does not meet CBP facility standards. The overcrowded conditions do not provide the safest, most secure working environment for personnel. Currently, the CBP AMO is unable to expand operations or support surge capacity to meet mission requirements at the current facility. The purpose of the project is to alleviate overcrowded conditions and to allow room for current and planned future growth. As a part of the contract, GSRC was responsible for conducting a biological resources survey, cultural resources survey, Waters of the U.S. survey, and preparing a Phase I Environmental Site Assessment on the 13-acre project site. Howard supervised, directed, and participated in the preparation of the EA and FONSI and associated studies. He was also responsible for all agency, tribal, and public coordination concerning the EA. All functions of the current AMO leased facility at the Laredo Airport would be transferred to the new Air Branch Facility.

02/21 - 04/23	**ST. TAMMANY PARISH WETLAND PLANNING MAP AND POLICY | RESILIENT DEVELOPMENT AND MANAGEMENT, LLC** **Project Manager.** GSRC was contracted to develop a wetland planning map for St. Tammany Parish, Louisiana. GSRC developed a color-coded wetland planning map using existing data such as National Wetland Inventory, hydric soils, digital elevation data, drainage data, and field verification surveys. The map was color-coded based on the potential to develop in a specific area and the degree of difficulty obtaining a permit. GSRC also participated in the development of a wetland policy manual for St. Tammany Parish. The purpose of the project was to develop policy for development resiliency. Howard supervised and oversaw the development of the color-coded wetland map and wetland policy.
06/13 - 08/15	**INTERSTATE 12 (I-12) TO BUSH MITIGATION PLAN, LA 3241 | LADOTD | St. Tammany Parish, Louisiana** **Project Manager.** GSRC has been contracted by LADOTD to prepare a mitigation plan for unavoidable impacts on jurisdictional wetlands associated with the construction of the I-12 to Bush Highway in St. Tammany Parish, LA. The mitigation of unavoidable impacts on jurisdictional wetlands is required by Section 404 of the Clean Water Act (CWA). As part of the contract, GSRC researched the best methods for identifying mitigation measures for projects similar in scale to the I-12 to Bush Highway project. This report provides the methodology used by GSRC to identify the best methods for identifying mitigation measures for projects similar in scale, research findings, and recommended best practices for wetland mitigation. Howard researched current mitigation practices used by other States' Departments of Transportation to streamline the USACE 404 permitting process and mitigation requirements associated with the approval of a Department of the Army individual permit and to reduce costs and liability. Additionally, GSRC identified numerous potential mitigation providers and assisted LADOTD during the selection and negotiation process. Howard was responsible for scheduling, budget, project coordination with LADOTD and private mitigation banks and landowners, preparation of all necessary project documents, and negotiating with the selected mitigation bank provider.
10/95 - 06/96	**WETLAND DELINEATION, U.S. 61 FROM BAINS, LOUISIANA TO THE LOUISIANA/MISSISSIPPI STATE LINE | LADOTD | LA and MS** **Project Manager.** Howard conducted wetland delineations along an approximately 12-mile by 200-foot (290.9 acres) proposed highway expansion corridor from Bains, Louisiana, to the Louisiana/Mississippi State Line. A preliminary investigation using color infrared photography was conducted and potential wetlands were delineated and mapped. Potential wetlands were ground-truthed during a transect survey of the proposed highway expansion corridor. Howard was responsible for field data collection, delineation of the wetland/non-wetland boundary, mapping, and the preparation of wetland finding reports. A formal jurisdiction determination was received from the USACE (New Orleans District) for the surveyed area. A map indicating wetland boundaries was provided to LADOTD for future planning strategies.
09/18 - 04/23	**WETLAND JURISDICTIONAL DETERMINATION AT FOUR STRATEGIC PETROLEUM RESERVE FACILITY | FEDERAL PETROLEUM OPERATIONS, LLC** **Project Manager.** GSRC was contracted to conduct wetland surveys at four Strategic Petroleum Reserve Facilities (1,861 acres) in Louisiana and Texas as part of Phase I of the contract. Phase II included the delineation of wetlands for crude oil and raw water pipeline rights-of-way (2,823 acres) associated with these facilities. GSRC was also responsible for preparing a wetland delineation report for each facility under each phase and obtaining a Preliminary Jurisdictional Determination from the respective USACE District (New Orleans or Galveston). The project was initiated in 2018, and all facilities were delineated and the PJD requests submitted in 2019. The project was then delayed for approximately 2 years due to the COVID pandemic and damage associated with Hurricane Laura. Howard is responsible for supervising and overseeing all aspects of the project, including budget, schedule, quality control and quality assurance of deliverables. He was also responsible for coordinating and obtaining the PJDs.
03/01 - Ongoing	**WETLAND PERMITS, MULTIPLE SITES IN LOUISIANA | VARIOUS PRIVATE CLIENTS** **Project Manager.** Howard has prepared and submitted Department of the Army Section 404 and Nationwide permit applications for multiple projects throughout Louisiana. Projects have ranged in size from 0.5 acres to several hundred acres. Projects have included road crossings, residential developments, industrial sites, and private residences. Howard was responsible for determining wetland impacts, preparing Department of the Army permit applications, transmitting preconstruction notifications, developing mitigation measures, preparing need and alternative analyses, and coordinating with the proper USACE District.
03/01 - Ongoing	**WETLAND DELINEATIONS, LOUISIANA, MISSISSIPPI, TEXAS, GEORGIA, AND ARKANSAS | VARIOUS PRIVATE CLIENTS** **Project Manager.** Howard has over 30 years of experience managing wetland delineations for numerous private landowners and land developers. Projects have included residential developments, industrial sites, and private residences and have ranged in size from 0.5 acres to 1,300 acres. Howard was responsible for field data collection, delineation of the wetland/non-wetland boundary, mapping, and the preparation of wetlands finding reports. Formal jurisdictional determinations, based on Howard's data, were received from the appropriate USACE Districts.

FIRM EMPLOYED BY	**Gulf South Research Corporation**			
NAME	**Beau Rapier**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**
TITLE	**Wetland Biologist**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2018 | Science in Biology // BA | 2016 | Forestry Wildlife Management and Habitat Conservation**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**38-Hour USACE Delineation Training Program**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Beau will provide **WETLANDS, STREAMS & PERMITTING** services for this project. Beau has 10 years of experience working in 28 states, predominately focused on mammals of conservation concern, but he has also held positions monitoring birds, vegetation, herpetofauna, and parasite/disease dynamics. Beau has led field crews to conduct point count surveys for Neotropic migratory birds of conservation priority, as well as identifying and buffering active bird nests in ROWs. In addition, he has aided in reporting cases of white-nose syndrome in Indiana bats, northern long-eared bats, and gray bats in Illinois and Tennessee. Beau has managed and performed a range of field-related tasks, wrote NEPA documents, and acquired permitting for various project components. **Beau meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 7**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
10/24 - Ongoing	**PLAQUEMINES WETLAND DESKTOP SURVEY | LA** **Project Manager.** GSRC is under contract by Principal Engineering on behalf of the Coastal Protection Restoration Authority to perform a desktop wetland delineation for eight separate project areas. Beau will collect data from USFWS, USDA, and FEMA, create and digitize polygons to delineate the perceived jurisdictional wetland/upland boundary, submit findings reports and budgets, and coordinate with multiple teams and stakeholders.
10/23 - Ongoing	**CENTRAL WETLAND DELINEATION | LA** **Project Manager.** GSRC is under contract by Forte and Tablada to perform a wetland delineation on an approximately 50-acre parcel of land and 17 separate ditch segments. Beau will conduct the delineations, write the wetland findings reports, and submit findings to the USACE. After receiving the Preliminary Jurisdictional Determination, GSRC will assist the client in determining the next steps to take in the permitting process.
04/20 - 11/23	**GOPHER TORTOISE POPULATION SURVEYS | Mayport, FL** **Project Manager.** GSRC was contracted by NAFVAC SE to conduct gopher tortoise burrow surveys. Field surveys were conducted in two phases. During the first phase, Beau walked parallel transects through suitable gopher tortoise habitat and recorded transects using a Trimble GeoXT™ global positioning system (GPS) unit. Each burrow observed was photographed, recorded with the GPS unit, and temporarily marked with flagging. Each burrow was then classified by size and noted as active, inactive, or abandoned. During the second phase, Beau used a specially designed gopher tortoise burrow camera to verify the presence or absence of gopher tortoise in all burrows over 3 inches in diameter. Beau also documented vegetation characteristics at each gopher tortoise survey site and if other animals were unitizing the gopher tortoise burrows. Beau handled the preparation and execution of all project deliverables, including data analysis and technical reports.
09/20 - 11/23	**EASTERN INDIGO SNAKE AND GOPHER TORTOISE SURVEYS | Kings Bay, GA** **Project Manager.** GSRC was contracted by NAFVAC SE to conduct surveys for the presence of gopher tortoise and eastern indigo snake at Naval Submarine Base (NSB) Kings Bay in Camden County, Georgia. In total, six drift fence arrays were established in areas that appeared suitable for eastern indigo snakes. Drift arrays were fixed with automatic cameras pointed towards the ground to passively detect animals that traversed the array. For the gopher tortoise burrow surveys, Beau walked parallel transects through suitable gopher tortoise habitat and recorded transects using a Trimble GeoXT™ GPS unit. Each observed burrow was photographed, recorded with the GPS unit, and temporarily marked with flagging. Burrows were classified by size and noted as active, inactive, or abandoned. Beau handled the preparation and execution of all project deliverables, including data analysis and technical reports.
06/21 - 10/21	**WHARTON WETLAND DELINEATION | LA** **Project Manager.** GSRC was contracted by a private landowner to perform a wetland delineation on an approximately 17-acre parcel of land. Beau conducted the delineation, wrote the wetland findings report, and submitted the report to the USACE. After receiving the Preliminary Jurisdictional Determination, GSRC aided the client in determining the next steps to take in the permitting process.

MEETS MINIMUM LADOTD PERSONNEL REQ.

04/20 - 06/20	**MORRISON HILL WETLAND DELINEATION | MORRISON ENTERPRISES LLC | LA** **Project Manager.** GSRC was contracted by Morrison Enterprises, LLC to perform a wetland delineation on an approximately 9-acre parcel of land. Beau conducted the delineation, wrote the wetland findings report, and served as a liaison between the client and the USACE until a Preliminary Jurisdictional Determination was issued.
09/18 - 09/19	**MIGRATORY BIRD AND RARE AND THREATENED SPECIES SURVEYS, MAMMAL SURVEYS, HERPETOFAUNA SURVEYS | MS** **Field Crew Lead.** GSRC was contracted by NAVFAC SE to survey the Stennis Western Maneuver Area (WMA) for migratory bird species with a special focus on documenting any federally or state threatened or endangered species that may be present. Beau conducted point counts, meandering or opportunistic surveys, and call playback surveys for secretive marsh birds on a quarterly basis to record, to the best extent possible, all bird species on the installation. Mammal surveys consisted of Tomahawk trapping and deploying trail cameras with scent lures. Herpetofauna surveys consisted of deploying cover boards, floating turtle traps, submerged trashcan traps, hoop nets, and glow-stick-baited funnel traps.
02/19 - 10/19	**WETLAND DELINEATION FOR THE EAST JACKSON COUNTY WASTEWATER TREATMENT PLANT | Jackson County, MS** **Project Manager.** GSRC was contracted by Arcadis, on behalf of the East Jackson County Wastewater Treatment Plant, to perform a wetland delineation on a proposed pipeline ROW and adjoining parcel of land encompassing a total area of 203 acres. Habitat within the project area included pine and pine-hardwood forests, bottomland hardwood forest, and periodically maintained pipeline and powerline ROWs. Beau served as a biologist during all field surveys, wetland delineations, and Phase 1 ESAs. Beau was responsible for project management and preparation of all deliverables.
04/19 - 08/19	**TRIMCANE WETLAND DELINEATION | TRIMCANE, LLC | MS** **Project Manager.** GSRC was contracted by Trimcane, LLC to perform a wetland delineation on an approximately 35-acre parcel of land. Beau conducted the delineation, wrote the wetland findings report, and submitted this to the U.S. Army Corps of Engineers (USACE). After receiving the Preliminary Jurisdictional Determination, GSRC aided the client in determining the next steps to take in the permitting process, including an alternatives analysis and Department of the Army Permit.
06/18 - 09/18	**PREPARATION OF WETLAND JURISDICTIONAL DETERMINATIONS FOR FOUR STRATEGIC PETROLEUM RESERVES, DEPARTMENT OF ENERGY, STRATEGIC PETROLEUM RESERVE | FFPO, LLC | TX and LA** **Field Biologist.** GSRC was contracted by Fluor Federal Petroleum Operations, LLC, to conduct wetland delineation surveys at four separate Strategic Petroleum Reserve (SPR) sites operated by the Department of Energy. These sites have been proposed for maintenance and expansion to existing infrastructure. Beau served as a field biologist during wetland delineations conducted at the Bayou Choctaw SPR in Iberville Parish, Louisiana, and the Bryan Mound SPR in Brazoria County, Texas. In addition to determining the presence of potential wetlands and Waters of the U.S., Beau was responsible for preparing the final summary reports at Bayou Choctaw.

FIRM EMPLOYED BY	**Gulf South Research Corporation**		
NAME	**Allen Fuller**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**13**
TITLE	**Wetland Biologist**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2008 | Plant and Soil Systems**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Wetland Training Institute // Wetland Plant Species Identification**		
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**

Contract role(s) / brief description of responsibilities	Allen will provide **WETLANDS, STREAMS & PERMITTING** services for this project. Allen has participated in restoration projects in multiple states and for clients including USACE, DoD, and various private companies. Allen has conducted numerous wetland delineations and biological surveys. He has also assisted in wetland mitigation banking projects. Allen currently manages multiple ongoing restoration projects for these clients. He has conducted plant propagation, pesticide applications, and implemented various revegetation methods on many species in a variety of settings and has designed and installed irrigation systems for restoration projects in numerous states. **Allen meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 7**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/09 - Ongoing	**WETLAND DELINEATIONS FOR PRIVATE CLIENTS | LA** **Biologist.** Allen has assisted in the field surveys, report preparation, and permitting processes for wetland delineations within several parishes in Louisiana. Field surveys, plant identification, and report preparation were required to be submitted to the USACE for verification of wetland boundaries and permitting of dredge and fill operations for property development.
02/20 - 02/21	**WETLAND DELINEATIONS FOR A PROPOSED WIND FARM IN QUITMAN AND TUNICA COUNTIES | MS** **Biologist.** GSRC was contracted by CSRS to determine the extent of potential jurisdictional Waters of the U.S., including wetlands on approximately 43,000 acres near Tunica, Mississippi. The Area of Interest (AOI) consisted primarily of private agricultural lands interspersed with wooded streams and forested hunting lands. Allen served as a field biologist for the wetland delineations, which were conducted both on foot and with the use of ATV's over the course of several months. Threatened and endangered species surveys were conducted concurrently with the wetland delineation surveys.
09/17 - 10/18	**MULTIPLE WETLAND DELINEATIONS OF SEPARATE PROJECT AREAS FOR THE JOINT READINESS TRAINING CENTER AND FORT JOHNSON | Vernon Parish, LA** **Biologist.** GSRC was contracted by the USACE, Fort Worth District, to perform wetland delineations for various construction projects as part of a larger effort to manage newly acquired lands within the jurisdiction of Fort Johnson. These lands contain large expanses of bottomland hardwood that offer potential as future mitigation credit sites. Allen has participated in two wetland delineations for separate construction projects that have or will take place on the newly acquired property. The wetland delineation project areas were 18 acres and 87 acres in size and predominantly were located in areas containing upland loblolly pine plantations, mixed hardwood-loblolly pine forests, and bottomland hardwood forests. Allen conducted the wetland delineation mapping and preparation of the final summary report.

MEETS MINIMUM LADOTD PERSONNEL REQ.

FIRM EMPLOYED BY	**Gulf South Research Corporation**			
NAME	**Logan Mccardle**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**10**
TITLE	**Biologist**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**4**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2013 | Biology // BS | 2009 | Ecology, Environmental Science and Evolutionary Biology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**USFW Sea Turtle, Shore/Seabird and Marine Mammal Observer Course // USACE Regulatory IV, Wetland Identification and Delination Course**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Logan will provide **T&E SPECIES / ECOSYSTEM** services for this project. Logan has over 14 years of experience in conducting ecological field studies. He has participated in wildlife surveys and monitoring efforts in southeastern Louisiana; the Lower Rio Grande Valley in Texas; and throughout the northern coast of the Gulf of Mexico. His field experience includes population monitoring and survey work with Federally listed and candidate species including the Pacific fisher (Pekania penanti), giant garter snake (Thamnophis gigas), loggerhead sea turtle (Caretta caretta), Kemp's Ridley sea turtle, piping plover (Charadrius melodus), arroyo toad (Anaxyrus californicus), Yosemite toad (Anaxyrus canorus), Sierra Nevada yellow-legged frog (Rana sierrae), interior least tern (Sternula antillarum), Brand's phacelia (Phacelia stellaris), saltmarsh bird's beak (Cordylanthus maritimus ssp. palsutris), Zapata bladderpod (Physaria thamnophila), and Tamaulipan kidneypetal (Ayenia limitaris). **Logan meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 8**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
09/22 - Ongoing	**MISSION GORGE RECREATIONAL FACILITY AND NAVY HOUSING AREAS RARE PLANT SURVEYS AND VEGETATION MANAGEMENT | Naval Base San Diego, California** **Project Manager/Field Biologist.** Logan organized and conducted rare plant surveys on the Mission Gorge Recreational Facility, as well as areas of California Sage Scrub habitat associated four Navy Housing Areas in San Diego, California. Rare plant species included San Diego mesa mint (Pogogyne abramsii), San Diego button celery (Eryngium aristulatum var. parishii), and San Diego barrel cactus (Ferocactus viridescens). Logan is also mapping vegetation communities in all project locations and developing vegetation and invasive plant management plans for the project areas.
01/22 - 01/23	**RED KNOT AND PIPING PLOVER MONITORING | Grand Isle, LA** **Environmental Monitor.** GSRC was contracted to perform environmental monitoring, specifically for red knot and piping plover, on the barrier island Grand Isle. Construction crews were reconstructing the dune system on the barrier island, and GSRC was tasked with monitoring the construction crew. Logan spent multiple weeks monitoring the crew and documenting bird species within the vicinity of the project.
10/19 - 12/22	**PLANNING LEVEL VEGETATION SURVEYS AT PINE BLUFF ARSENAL | ARKANSAS** **Field Biologist/Technical Author.** Logan organized and conducted planning level vegetation surveys in pine and hardwood forests as well as wetland ecosystems on the Pine Bluff Arsenal installation in Jefferson County, Arkansas. Logan was responsible for compiling and analyzing survey data and authoring the final project report.
06/19 - 10/21	**RTE AND INVASIVE PLANT SURVEYS AT NAVAL CONSTRUCTION BATTALION CENTER WESTERN MANEUVER AREA | Hancock County, MS** **Project Manager/Field Biologist.** Logan organized and conducted surveys for Federally and state-listed, as well as rarity ranked wildlife, and invasive plants at the NCBC WMA in Hancock County, MS. These surveys involve aquatic and terrestrial sampling techniques for various species of herpetofauna, mammals, birds, and rare and invasive plants. Targeted species include alligator snapping turtle (Macrochelys temminckii), Pearl River map turtle (Graptemys pearlensis), rainbow snake (Farancia erytogramma), Louisiana black bear (Ursus americanus), long-tailed weasel (Mustela frenata), and Louisiana quillwort (Isoetes louisiananesis). Logan is responsible for planning and organizing field efforts, compiling and analyzing data, and drafting the project report. This report will be used in support of the installation's INRMP.
02/19 - 12/19	**RIO GRANDE VALLEY NEW WALL CONSTRUCTION ENVIRONMENTAL PLANNING AND SUPPORT | TX** **Field Biologist.** GSRC was contracted to prepare an Environmental Stewardship Plan (ESP) in support of 50 miles of new bollard border wall in Starr County and a portion of Hidalgo County, Texas. Logan surveyed the proposed wall alignment for threatened and endangered plants and animals. In addition, Logan made a complete inventory of plants and animals within the survey area, delineated and surveyed for jurisdictional Waters of the U.S., and performed a transaction screen for hazardous waste materials. Logan also aided in report preparation and technical editing.

MEETS MINIMUM LADOTD PERSONNEL REQ.

04/18 - 10/18	**ENVIRONMENTAL PLANNING AND SUPPORT FOR THE CONSTRUCTION OF A NEW LEVEE WALL IN HIDALGO COUNTY	TX** **Field Biologist.** GSRC was contracted by CBP to provide the required environmental surveys and reports for the planned construction of approximately 26 miles of bollard fence near the U.S.-Mexico Border in Hidalgo County, Texas. Logan helped conduct pre-construction surveys of the planned project area for sensitive natural resources, potential wetlands, and Waters of the U.S. The survey team performed meandering transects along the 200-foot-wide project corridor and recorded pertinent floral, faunal, and wetland data, including sensitive species and vegetation communities. This data was used to determine if any mitigation or other responsive measures are necessary due to the loss of natural resources from the planned construction. Texas state-listed species observed during the surveys included the Texas horned lizard (Phrynosoma cornutum), Texas tortoise (Gopherus berlandieri), and Texas indigo snake (Drymarchon melanurus).
09/17 - 05/18	**RETICULATED FLATWOODS SALAMANDER (AMBYSTOMA BISHOPI) SURVEY AND HABITAT ASSESSMENT AT NAVAL OUTLYING LANDING FIELD (NOLF) HOLLEY SANTA ROSA COUNTY	FL** **Project Manager/Field Biologist.** Logan organized and conducted surveys for reticulated flatwoods salamanders and suitable breeding habitat at NOLF Holley. Upon completion of the field data collection, Logan will be responsible for compiling and analyzing data and drafting the project report. This report will be used in support of the Naval Air Station Whiting Field Integrated Natural Resources Plan (INRMP).
02/15 - 02/16	**BOTTOMLAND HARDWOOD SURVEYS FOR ARMY BASE FORT JOHNSON	Vernon Parish, LA** **Field Biologist.** Logan participated in characterization and delineation of bottomland hardwood forest communities within tracts of land acquired as training areas by Joint Readiness Training Command and Army Base Fort Johnson in Vernon Parish, Louisiana. These tracts of land were originally part of large silviculture operations in which sections of bottomland hardwood forest were converted to loblolly pine (Pinus taeda) plantation. GSRC conducted surveys to delineate the edges of bottomland hardwood communities along riparian areas and to determine the extent of hydric soils within the areas converted to pine plantation. The information from these surveys will be used to guide bottomland hardwood restoration practices that installation natural resources personnel will implement in accordance with the Army Base Fort Johnson INRMP.

FIRM EMPLOYED BY	**Gulf South Research Corporation**			
NAME	**Ross Hackbarth**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**	
TITLE	**Wetland Biologist**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**1**	
DEGREE(S) / YEARS / SPECIALIZATION	**BA | 2014 | Botany**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Wetland Training Institute - Wetland Delineation Training 2017**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Ross will provide **T&E SPECIES / ECOSYSTEM** services for this project. Ross is an ecologist specializing in vegetation assessments, wetland delineations, and floral inventories. Ross has 5 years of experience in habitat analyses, ecological restoration, and NEPA documentation for numerous projects throughout the southern U.S. Ross has provided assistance in the development of NEPA documents including EAs and Section 404 nationwide permits. He has performed field surveys for threatened and endangered species and habitat management planning for invasive species, including mapping seeds collection sites for re-plantings. Additionally, Ross has experience in native plant nursery and greenhouse operations, wildlife surveys, wetland delineations, and construction monitoring standards and regulations. **Ross meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 8** 
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
09/22 - 09/23	**ENVIRONMENTAL ASSESSMENT FOR FACILITY ENHANCEMENTS AND LAND USE MODIFICATION PROJECTS AT COLUMBUS AIR FORCE BASE | MS** **Biologist.** SRC was contracted by USACE, Mobile District, to complete an EA and supporting environmental studies for proposed construction, demolition, and land use modification actions at Columbus Air Force Base in Lowndes County, Mississippi. The proposed projects were the replacement and construction of a physical fitness center, replacement and construction of a water storage tank, and permanent placement of fill material into and onto the water bottom of a man-made lake. Ross served as a technical preparer for sections of the EA and provided quality assurance for supporting documents including a biological report and Environmental Baseline Survey (EBS). Additionally, Ross served as a GIS analyst and assisted with map creation for the various documents required under the contract.
09/19 - 10/21	**RARE, THREATENED, AND ENDANGERED SPECIES, BIRD, AND INVASIVE PLANT INVENTORY AT NAVAL CONSTRUCTION BATTALION CENTER WESTERN MANEUVER AREA | Hancock County, MS** **Field Biologist.** Naval Facilities Engineering Systems Command Southeast (NAVFAC SE) contracted JESCO Environmental and Geotechnical Services, Inc. and GSRC to conduct an inventory of rare, threatened, and endangered species, birds, and invasive plants on approximately 1,477 acres of land newly acquired by the U.S. Navy at the Naval Construction Battalion Western Maneuver Area (NCBC WMA) in Hancock County, Mississippi. Knowledge of the site occupancy and seasonal use of the survey area by these species supports the long-term sustainment and planning of NCBC WMA actions. Ross participated in fall field surveys, which included live trapping (e.g., hoop nets, cover boards, trash can traps), bird point count stations, and pedestrian transects. One species documented in 2019 during point-count surveys, the little blue heron (Egretta caerulea), is considered a Tier II species of concern in the state of Mississippi. Survey activities will continue through 2021.
02/20 - 02/21	**WETLAND DELINEATIONS FOR A PROPOSED WIND FARM IN QUITMAN AND TUNICA COUNTIES | MS** **Field Biologist.** GSRC was contracted by CSRS to determine the extent of potential jurisdictional Waters of the U.S., including wetlands on approximately 43,000 acres near Tunica, Mississippi. The Area of Interest (AOI) consisted of primarily private agricultural lands interspersed with wooded streams and forested hunting lands. Ross served as a field biologist for the wetland delineations, which were conducted both on foot and with the use of ATVs over the course of several months. Threatened and endangered species surveys were conducted concurrently with the wetland delineation surveys.
09/17 - 10/18	**WETLAND DELINEATIONS, STREAM BIOMONITORING SUPPORT, AND VITAL RATE SUPPORT FOR FORT JOHNSON | Vernon Parish, LA** **Field Biologist.** GSRC was contracted by the USACE, Fort Worth District, to provide various environmental services at Fort Polk, including stream biomonitoring. Stream fish assemblages and macro-invertebrate surveys are used at Fort Polk to monitor water quality and assess potential effects of training activities on aquatic ecosystem health. GSRC helped conduct studies to quantify the relative health of a limited number of streams on Fort Polk in primary training lands. These studies can be used to address questions regarding potential training effects that may arise during NEPA analyses. Ross took part in the stream biomonitoring of six Fort Polk streams, which included: 1) electroshocking to collect fish samples; 2) scoop net sampling for macroinvertebrates; and 3) a qualitative analysis of stream appearance, structure, and condition.

02/19 - 10/19	**WETLAND DELINEATION FOR THE EAST JACKSON COUNTY WASTEWATER TREATMENT PLANT | Jackson County, MS** **Field Biologist.** GSRC was contracted by Arcadis, on behalf of the East Jackson County Wastewater Treatment Plant, to perform a wetland delineation on a proposed pipeline right-of-way (ROW) and adjoining parcel of land encompassing a total area of 203 acres. Habitat within the project area included pine and mixed pine-hardwood forests, bottomland hardwood forest, and periodically maintained pipeline and powerline ROWs. Ross served as a biologist during all field survey activities. The project area was found to contain approximately 166 acres of potentially jurisdictional wetlands and 16,534 linear feet (3.13 miles) of potential jurisdictional Waters of the U.S.
01/19 - 11/19	**BIOLOGICAL RESOURCES SURVEY AND WETLANDS DELINEATION FOR THE RIO GRANDE VALLEY 50-MILE NEW WALL CONSTRUCTION PROJECT | Starr and Hidalgo Counties, TX** **Field Biologist.** CBP contracted GSRC to provide environmental planning support for the proposed construction of approximately 50 miles of new border wall. Ross served as a biologist for all natural resources survey activities including threatened and endangered species surveys, comprehensive floral and faunal documentation, and wetlands delineations. GSRC biologists conducted meandering pedestrian transects through the 200-foot-wide project corridor. Species lists were recorded for distinct vegetation communities. Threatened or endangered species observed included Zapata bladderpod (Physaria thamnophila), Texas tortoise (Gopherus berlandieri), and Texas horned lizard (Phrynosoma cornutum). Wetland delineations were conducted in accordance with the Technical Report Y-87-1, Corps of Engineers Wetlands Delineation Manual and the 2010 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region.
04/18 - 09/18	**PREPARATION OF CLEAN WATER ACT SECTION 404 NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION FOR RGV-WSL-SOUTH ROAD AND RGV-FTB-GALLINAS RVSS TOWER LOCATIONS | TX** **Technical Preparer.** GSRC was contracted by CBP to prepare separate Clean Water Act (CWA) Section 404 permit applications for the alteration of jurisdictional wetlands from planned construction activities. CBP is constructing approximately 72 new Remote Video Surveillance System (RVSS) towers in its RGV sector and two of these tower locations were previously identified as occurring in areas delineated as potentially jurisdictional wetlands. CWA Section 404 permits must be submitted to the proper USACE district in order to construct within these areas. Ross authored the two permit applications that were submitted in order to obtain a Nationwide Permit 39. The permits were structured in a manner that prevented having to conduct off-site mitigation for the proposed tower construction locations.

FIRM EMPLOYED BY	**Burns Cooley Dennis, Inc.**			
NAME	**Bradley "Brad" Campbell, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**15**	
TITLE	**Principal**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**23**	
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 1987 | Civil Engineering // BS | 1984 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 12324 | MS | 12/2026 // PE No. 35421 | LA | 09/2026**			
YEAR REGISTERED	**1990**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Brad will provide **GEOTECHNICAL / GEOLOGY** services for this project. Brad has over 38 years of experience in the geotechnical engineering profession. His advanced education includes a Master's Degree in Geotechnical Engineering from Ohio State University. Prior to joining Burns Cooley Dennis, Inc. in 2009, he served at D'Appolonia Engineers for 23 years. Brad is experienced in a wide variety of engineering projects including bridges, roadways, retaining walls, earth landslide remediation, earth dams, single- and multi-story buildings, rock slopes, industrial facilities, levees, floodwalls, solid waste disposal facilities, towers, and tanks. Brad has considerable experience in geotechnical investigations, analyses of slope stability, and design of remedial designs for slope failures or problematic slope movements. Brad has significant experience with large slope stability projects along the Mississippi River, in the Vicksburg area, and nationwide. **Brad meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 18** 
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
11/10 - 10/11	**AMERISTAR CASINO / SLOPE STABILIZATION WALL FOR THE SOUTHERN PORTION OF THE AMERISTAR CASINO SITE | VICKSBURG, MS** **Geotechnical Engineer.** Supervised a supplemental geotechnical investigation and performed stability analyses to stabilize the northern end of the deep- seated landslide that extends from the flat area above the riverbend into the Forest Hill formation below the river bottom. This landslide extends to the south of the Ameristar site and is the same landslide that has been affecting the piers for the I-20 bridge and the Old Highway 80 bridges. The remedial design consisted of installation of approximately 116 micropiles extending to approximately El. -70 ft, and 110, 12-strand anchors. The anchors were oriented at about 10° from horizontal and extended a maximum length of 240 ft behind the wall into the Glendon formation limestone and marl located east of the scarp. The lock-off load for each anchor was 422 kips. The anchors and micropiles are both connected to a large CIP reinforced concrete wall face that extends between El. 70 ft and El. 107 ft. The wall was designed to provide over 200 kips/ft resistance against the landslide forces.
09/11 - 09/12	**OLD HIGHWAY 80 BRIDGE SLOPE STABILIZATION | VICKSBURG, MS** **Geotechnical Engineer.** Designed two soil nail walls: one to stabilize the loess bluff below the Old Highway 80 bridge over the Mississippi River, and the other to stabilize the loess bluff immediately north of the bridge under the Navy Circle Overlook. Performed slope stability analyses to determine the required nail lengths and spacings. The first wall was a tiered wall with shotcrete facing, and the second wall had a wire mesh facing that allowed vegetation to grow through it. The second wall project was presented with the 2019 Engineering Excellence Grand Conceptor Award by the American Council of Engineering Companies (ACEC) of Mississippi.
11/20 - 06/22	**I-40 WB NEAR MM 343 SLOPE STABILIZATION | ROANE COUNTY, TN** **Geotechnical Engineer.** Brad was the design engineer for a VE slope stabilization system to stabilize a landslide affecting about 0.4 miles of I-40 W.B. The slope movements were deep-seated, over 100-ft deep in places, and were occurring close to the interface of the boulder stream colluvial, and the residual soils. The slope stabilization system consisted of 605, 12-strand tie-back anchors with design loads ranging from 377 to 422 kips. The total tieback loads imported to the landslide was about 235 million pounds. Each tieback reacted against an 8-ft by 10-ft reinforced concrete reaction blocks. Mr. Campbell supervised the slope stability analyses, designed the required anchor bond lengths, designed the reinforced concrete anchor blocks, and supervised the preparation of the shop drawings and specifications. This project was presented with the 2023 Grand Conceptor Award for Engineering Excellence by the American Engineering Council by the ACEC - Tennessee.
2020 - 2021 **2024 - 2025**	**LANDSLIDE STABILIZATION, VICKSBURG NATIONAL CEMETERY | VICKSBURG, MS** **Geotechnical Engineer.** Designed an Anchored Soldier pile and lagging wall and earthen berm to stabilize a landslide that occurred in 2020. Performed stability analyses and structural design of the retaining wall. The landslide occurred in the Byram formation of the Vicksburg Group. Construction of this project was delayed several years due to the archaeological search for skeletal remains of union soldiers that were displaced by the landslide.

07/24 - 08/24	**BIG FILL LANDSLIDE, TETON PASS, TETON COUNTY, WY** **Geotechnical Engineer.** Prepared emergency design for a temporary soil nailed slope to allow for construction of the remediation of the Big Fill Landslide. The temporary 1H:1V nailed slope was 110 ft high, and consisted of 599 hollow bar soil nails and about 60,000 s.f. of wire mesh facing. Brad performed stability analyses, design soil nails and wire mesh facing, and prepared drawings and specifications.
09/97 - 12/99	**HICKMAN BLUFF LANDSLIDE STABILIZATION PROJECT, HICKMAN, KY** **Design Engineer** for stabilization system for a large landslide along the east side of the Mississippi River. The design consisted of an approximately 150,000 s.f. soil-nailed slope to stabilize the landslide. The design also consisted of a row of prestressed anchors to protect against deep-seated failures, horizontal drains to protect against elevated pore water pressures, and a reinforced slope constructed with lightweight fill to allow for reclamation of an area at the top of the bluff. Mr. Campbell performed stability analyses and designed all elements of the stabilization design.
01/16 - 12/20	**NATCHEZ NATIONAL CEMETERY – BLUFF STABILIZATION, NATCHEZ, MS** **Geotechnical Engineer.** Supervised geotechnical investigation, performed stability analyses and developed design concept for stabilizing the bluff at the VA Cemetery in Natchez, MS, which overlooks the Mississippi River. Design concept consisted of a 35-ft to 48-ft high, 1270-ft long soil nail wall constructed in the upper portion of the bluff. The soil nail wall incorporated prestressed anchors to protect against deeper global stability failures. Prepared drawings and specifications for the bluff stabilization. This project was presented with the 2023 Engineering Excellence Grand Conceptor Award by the ACEC - Mississippi.
04/24 - 10/24	**U.S. 61 SOUTH OF REDWOOD RETAINING WALL REMEDIATION, WARRANT COUNTY, MS** **Geotechnical Engineer.** Supervised geotechnical investigation and developed design recommendation for stabilizing an approximately 15-ft high reinforced earth wall (RERW) that was originally constructed near the toe of the bluff in 1986, and has exhibited movement over the years during periods of heavy precipitation. The geotechnical investigation included installation of slope inclinometers and vibrating wire piezometers. The inclinometers indicated that the wall movements were occurring due to a global slide surface located near the interface of colluvial clays and the Glendon formation of the Vicksburg Group. Brad performed stability analyses and developed a stabilization design using two rows of driven stabilization piles in front of the RERW.

FIRM EMPLOYED BY	**Burns Cooley Dennis, Inc.**		
NAME	**James May, PhD, RPG**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**21**
TITLE	**Engineering Geologist**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**34**
DEGREE(S) / YEARS / SPECIALIZATION	**PhD | 1988 | Engineering Geology // MS | 1980 | Geology // BS | 1971 | Geology**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Registered Professional Geologist (RPG) No. 0038 | MS | 12/31/25 // No. 0677 | LA | 5/24/26**		
YEAR REGISTERED	**1988 (MS); 2015 (LA)**	DISCIPLINE	**Geologist**

Contract role(s) / brief description of responsibilities	James will provide **GEOTECHNICAL / GEOLOGY** services for this project. James has 55 years of experience in the geological profession. His advanced education includes a Doctor's degree from Texas A & M University. He served as National President for the Association of Environmental and Engineering Geologists. He started his geological career with the Mississippi Geological Survey (MGS) where he served for 6 years. While at MGS he mapped the geology of large areas of the State. He conducted a subsurface investigation to site a State Lime Quarry in the Vicksburg Formation which runs from Vicksburg, MS, across the State into Alabama. The Vicksburg Formation forms part of the foundation for some of the I-20 bridge piers at Vicksburg. He spent one and a half years with the Wilmington District USACE conducting foundation geologic assessments for critical facilities such dams and reservoirs. He came back to Mississippi and worked at the USACE Waterways Experiment Station (WES) where his work included geologic investigations to site critical facilities such as pump and treat systems and strategic underground facilities. After retiring from WES, he was hired as a professor at Mississippi State University (MSU) where he taught for eight years. While at MSU his courses included Engineering Geology, Environmental Geology, Hydrogeology, Clay Mineralogy, and Siting Critical Facilities. James lives in Vicksburg and has considerable academic and field experience in geotechnical investigations involving the evaluation of embankment stability and landslide mitigation in general and the slide at I-20 bridge in particular. **James meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 19**

MEETS MINIMUM LADOTD PERSONNEL REQ.

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/24 - 10/24	**ANDURIL INCINERATOR PAD (WITH BCD), MCHENRY, MS** **Project Geologist.** The Anduril site is being used for the manufacture and testing of rocket engines. Of particular interest was the geology underlying the proposed incinerator pad. The geologic information needed was consistent with that required for siting critical facilities. Primarily the ground at the site has to remain stable. Any geologic or hydrologic conditions that could cause instability such as faults, slides, subsidence, erosion, flooding and groundwater had to be identified. Literature reviews, borings and lab tests were conducted to obtain needed data to show the site is stable.
06/10 - 10/10	**YAZOO CITY SLUMP (WITH BCD), YAZOO CITY, MS** **Geotechnical Engineer.** A large slump area was moving and causing damages to homes and property. Literature review and field work revealed that the slumps were classic rotational slumps where a scarp was formed at the top of the slump and a bulge formed at the toe. The slumps were in the Yazoo Formation which contains highly expansive clay. The practice by the city or landowner was to remove the material pushed up by the toe and fill in the scarp area of the slump. This practice was keeping the slumps continuously moving and causing damage. Guidance was provided on how to lower pore pressure in the slump and properly distribute the weight along the slump to stop the movement.
04/11 - 06/11	**SMITH COUNTY RESERVOIR (WITH BCD), SMITH COUNTY, MS** **Geotechnical Engineer.** A geotechnical investigation was conducted to determine if a site which was underlain by limestones and marls of the Vicksburg Formation was suitable for the construction a large reservoir. The Vicksburg Formation contains voids and expansive clay. Extensive field and lab testing in the area showed severe weathering of the limestones had created areas of high permeability and expansive clay unsuitable for the construction of a reservoir.
02/05 - 01/06	**SIGNAL HILL LANDSLIDE – HIGHWAY 61 (WITH BCD), VICKSBURG, MS** **Geotechnical Engineer.** A geotechnical investigation was conducted south of Vicksburg, Mississippi. A classic slump had shut down traffic in one lane of the highway. Borings and field studies indicated that the slump had occurred in the upper part of the Vicksburg Formation mostly in the Bucatunna Clay which is expansive. Soil anchors were installed to pin the slump in place along with contouring and drainage to keep pore pressure down. The remediation was successful as the slump has not continued to move.
11/01 - 04/02	**I-20 BRIDGE SLIDE (WITH BCD), VICKSBURG, MS** **Geotechnical Engineer.** Piers moving on the I-20 Bridge at Vicksburg initiated geotechnical investigations to define the cause. The Vicksburg Formation is part of the foundation for some of the piers. Geological mapping was part of the study and included a contour map on the top of the Glendon Limestone a key marker bed in the area. This map indicated an abrupt linear change in elevation and confirmed subsurface structural movement at the site. The details of this movement require clarification.

06/05 - 07/11	**HARD TARGET RESEARCH PROJECT (RAYTHEON)** **Geotechnical Engineer.** Conducted field and laboratory tests to determine rock and soil engineering properties at restricted sites in Russia, China and North Korea. With high resolution imagery the US knows the location of their underground facilities and they know the location of ours as well. What is mostly unknown is the engineering properties of the material these underground facilities are constructed in. Assessing the geology and groundwater was key in understanding the penetrability of a restricted site. This work was conducted at the Top Secret-SCI level.
04/88 - 05/99	**ROCKY MOUNTAIN ARSENAL, ABERDEEN PROVING GROUNDS AND CRANE NAVAL WARFARE CENTER CONTAMINATE MITIGATION PROJECT | Waterways Experiment Station | Vicksburg, MS** **Geotechnical Engineer.** The military was responsible for considerable environmental contamination. The above installations were some of the most contaminated sites in the US. As project geologist / program manager I was responsible for conducting geotechnical applied research including hydrogeological investigations of contaminant migration at Rocky Mountain Arsenal, Aberdeen Proving Grounds and Crane Naval Surface Warfare Center. Geological studies including the interpretation of alluvial and deltaic environments of deposition for various applications for hydrological, engineering , and geologic requirements. Unstable soil conditions were a primary concern.

FIRM EMPLOYED BY	**Burns Cooley Dennis, Inc.**			
NAME	**Mike Wright, RPG**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**5**
TITLE	**Geologist**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**40**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1980 | Geology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Registered Professional Geologist (RPG) No. 0241 | MS | 12/31/25**			
YEAR REGISTERED	**1999**	DISCIPLINE	**Geologist**	
Contract role(s) / brief description of responsibilities	Mike will provide **GEOTECHNICAL / GEOLOGY** services for this project. Mike served as Executive Director for the Mississippi State Board of Registered Professional Geologists; Jackson, Mississippi. He also served as a Geologist IV for the Geotechnical Branch of the Materials Division of the Mississippi Department of Transportation; Jackson, Mississippi.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/16 - 12/20	**EXECUTIVE DIRECTOR FOR THE MISSISSIPPI STATE BOARD OF REGISTERED PROFESSIONAL GEOLOGISTS | Jackson, Mississippi** **Executive Director.** Responsible for the daily operations and management of the functions of the Board, including budget preparation, registration and enrollment of applicants, processing complaints for unlicensed practice, accounting, purchasing, approving applicants for and administering professional licensing exams, conducting Board meetings, and website management.			
01/85 - 12/16	**GEOLOGIST IV FOR THE GEOTECHNICAL BRANCH OF THE MATERIALS DIVISION OF THE MISSISSIPPI DEPARTMENT OF TRANSPORTATION | Jackson, Mississippi** **Geologist IV.** Responsible for the operation and supervision of 2 geotechnical drill crews for the investigations of bridge sites, retaining walls, hydraulic structures, landslides, and cut and fill sections associated with the State's highway system. These responsibilities include the development of drilling plans, design, installation and monitoring of piezometers and slope indicators, lithological characterizations of samples for testing, and review and finalize lithological logs including GPS locations. Administrative responsibilities include preparing budgets, purchasing supplies and equipment, maintaining detailed equipment and personnel records, and developing and maintain geotechnical databases. Additional responsibilities include: seismic monitoring of bridges during explosive demolition; electrical logging of geotechnical borings; investigation of geotechnical problems involving pavement failure, siltation, levee failures, and erosion.			
01/91 - 12/94	**U.S. 61 YOKENA LANDSLIDES, WARREN COUNTY** **Geologist.** The 10+ acre slides were located on the Loess Bluff which borders the Mississippi River. The slides developed after U.S. 61 was 4-laned a few years earlier. Two lanes were added to the Bluff side of U.S. 61 which resulted in the toe of the Bluff being removed. Removal of the toe of the slope, a high water table in the Loess silt (the main component of the Bluff), old slides, and lateral and transverse faults each contributed to the instability of the Bluff both prior to and after the highway construction. Repair of the slide required a combination of slope changes, excavation of the failed material, and interconnected drilled shafts back-filled with sand and gravel to serve as vertical drains. Horizontal drain pipes were used to remove the water from the shafts.			
01/93 - 12/96	**U.S. 90 OVER EAST PASCAGOULA RIVER** **Geologist.** Geotechnical investigation for relocated U.S. 90 over the East Pascagoula River - a structural high rise to replace the existing drawbridge. Design criteria for the bridge warranted additional information to finalize the foundation recommendations. Conceptual plans were developed for a pre-design load test project which included driven pre-stressed piles, multiple sizes of post-tension pipe piles (large diameter), and multiple sizes of drilled shafts. Osterberg load cell load testing was completed for each foundation type.			
01/96 - 12/02	**U.S. 82 OVER THE MISSISSIPPI RIVER AT GREENVILLE, CABLE-STAYED BRIDGE** **Geologist.** Geotechnical borings in the Mississippi River for the river piers and approach piers were supervised by MDOT Geotechnical Branch during the design phase. The drilled shaft construction and load testing for the river piers and approach piers during the early phases of the construction.			
01/04 - 12/07	**U.S. 61 SIGNAL HILL LANDSLIDE | Warren County, MS** **Geologist.** The 15+ acre slide was located on the Loess Bluff which boarders the Mississippi River. The landslide which was first observed in 1977 when it was threatening the newly constructed U.S. 61 bypass. Repairs in 1978 were limited by right-of-way restrictions. Significant movement in 2004 required a detailed geotechnical investigation which included over 50 borings, slope inclinometers, and piezometers. Detailed geological cross-sections were developed for the slide and the failure surfaces were defined. Burns Cooley Dennis was retained by MDOT to develop plans to stabilize the slide within the existing right-of-way. Two hundred fifty-two permanent ground anchors and blocks were used to stabilize the slide. At that time, this was reportedly the largest project of its kind.			

FIRM EMPLOYED BY	**Franklin Associates, LLC**			
NAME	**Johnathan Hill**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**
TITLE	**Vice President of Advisory Services**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**20**
DEGREE(S) / YEARS / SPECIALIZATION	**MA | 2016 | Ministry // BA | 2008 | Business Management**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Johnathan oversees the Advisory Services practice at Franklin Associates as a strategic communications and public engagement expert with over 10 years of experience. He and his team work with clients across Louisiana to bridge the gap between large-scale projects and the impacted communities and businesses. With experience working on four DOTD projects, Hill is adept at disseminating the technical language of large-scale governmental projects in an approachable way that facilitates public engagement. Johnathan will provide **STAKEHOLDER OUTREACH AND PUBLIC INVOLVEMENT** services for this project. Jonathan will coordinate local engagement activities for this project.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
08/24 - Ongoing	**CALCASIEU RIVER BRIDGE REPLACEMENT PROJECT | LADOTD | Lake Charles, LA** **Project Advisor.** Oversees the creation and execution of the public outreach plan to engage residents, business owners, and government leaders concerning project updates and impacts.
02/22 - Ongoing	**I-49 INNER CITY CONNECTOR | NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS (NLCOG)/LADOTD | Shreveport, LA** **Project Advisor.** Manages the execution of the public engagement and stakeholder outreach plan including development and implementation of outreach methods and materials.
02/22 - Ongoing	**I-10 WIDENING DESIGN/BUILD | LADOTD | Baton Rouge, LA** **Project Advisor.** Works closely with program management team to align communications with goals regarding LADOTD's costliest, most complex project in state history; Provides advisory assistance, initiates public engagement processes, and manages workflows to effect forward movement; Oversees public engagement coordination, creation of outreach materials, content development, and survey development and analysis.
08/20 - Ongoing	**MRB SOUTH LA 1 SOUTH PRE-NEPA STUDY | LADOTD | Baton Rouge, LA** **Project Advisor.** Developed public engagement plan and oversees the creation of outreach materials, surveys, and design of all project materials; Provides policy and technical advisory assistance, initiates public engagement processes, and manages workflows with other state contractors to effect forward movement.
07/19 - Ongoing	**MOVEBR PROGRAM MANAGEMENT | East Baton Rouge Parish, LA** **Public Involvement Lead / Project Manager.** Created and implemented a public engagement strategy to inform the scope of work for public engagement and public information coordination on all MOVEBR capacity improvement projects; Works closely with program management team to align communications with goals regarding the city-parish's largest transportation infrastructure program; Facilitates and implements key training sessions for small businesses, enabling higher participation in the program; Coordinates public meetings in person and online and coordinates information dissemination via web, social media, eblasts, direct mail, phone, and in-person.
02/18 - Ongoing	**BELLE CHASSE BRIDGE AND TUNNEL REPLACEMENT MULTI-YEAR COMMUNICATIONS AND ENGAGEMENT PLAN DEVELOPMENT | LADOTD | Belle Chasse, LA** **Project Advisor.** Oversees the creation and execution of the public outreach plan to engage residents, business owners, and government leaders concerning project updates and impacts.
05/23 -10/24	**FLORIDA CORRIDOR MASTER PLAN | BUILD BATON ROUGE | East Baton Rouge Parish, LA** **Project Advisor.** Oversaw the development of the public engagement plan and creation of outreach materials, surveys, and design of all project materials; Provided technical advisory assistance on the formation of an advisory committee, execution of the public engagement plan, including outreach meetings, the development of a branded project website, and the approval of the master plan.

02/20 - 01/23	**EBR STORMWATER MASTER PLAN | EAST BATON ROUGE PARISH | East Baton Rouge City Parish, LA** **Engagement Lead/Project Manager.** Created a public outreach strategy to disseminate information to stakeholders; Developed and implemented project website; Worked closely with program management team to align communications with program goals; Coordinated public meetings in person and online.
02/20 - 04/21	**LOUISIANA WATERSHED INITIATIVE | Louisiana Office of Community Development Disaster Recovery Unit (LA OCD-DRU) | Statewide, LA** **Public Engagement Lead/Outreach Lead.** Assisted with creating and facilitating three regional watershed-based planning committees as the Louisiana Watershed Initiative was built out; Facilitated more than 100 in-person and virtual participant meetings to develop the first-ever governance structures that did not align specifically with municipal and parish boundaries; Assisted in generation of the outreach plan tied to foundational, statewide educational efforts.
03/19 - 10/20	**LSU OPERATIONS AND FACILITY ASSESSMENT | LSU | Baton Rouge, LA** **Program Manager.** Developed engagement plan to obtain input from roughly 500 stakeholders across departments and shifts; Researched best modes of communication to reach the target population; Facilitated small group meetings with stakeholders to gain insight on the organization's operations; Coordinated and facilitated meetings between project leadership and other entities; Developed methodology to quantify human capital data and assisted in the development and refinement of visual graphics.

FIRM EMPLOYED BY	**Franklin Associates, LLC**			
NAME	**Angela Noote**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**
TITLE	**Project Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**23**
DEGREE(S) / YEARS / SPECIALIZATION	**BA | 1991 | Communications - Public Relations**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Angela will provide **DIGITAL & MEDIA MGT. / SECTION 508 COMPLIANCE** services for this project. Angela leads Franklin Associates' project communication efforts with over 30 years of communications experience as a writer, editor, marketer, and lobbyist. She is the Communications Project Manager for the I-49 Inner-City Connector public engagement project, where she has organized public meetings and prepared reports to highlight stakeholder feedback. Her tailored communications plans emphasize increasing engagement through a variety of channels, like social media, traditional media, and the web. She focuses on capturing key engagement metrics to fine tune a project's message while providing data reports to clients.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
01/24 - Ongoing	**BELLE CHASSE BRIDGE AND TUNNEL REPLACEMENT MULTI-YEAR COMMUNICATIONS AND ENGAGEMENT PLAN DEVELOPMENT | LADOTD | Belle Chasse, LA** **Communications Project Manager.** Supports public information and engagement efforts for GeauxPass tolling education.
08/23 - Ongoing	**I-49 INNER CITY CONNECTOR (DOTD STAGE 0 & 1) | NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS (NLCOG)/LA DOTD | Shreveport, LA** **Communications Project Manager.** Led public outreach tied to the final Phase 0 public meeting for the I-49 Inner City Connector in Shreveport, LA, which included stakeholder engagement, media relations, meeting promotion, and all meeting logistics flowed by a detailed report for the LA DOTD that featured a summary of the tone and sentiment of public comments; Maintains and updates the project's website content.
08/23 - Ongoing	**UNIVERSITY LAKES IMPROVEMENT PROJECT | LSU | Baton Rouge, LA** **Communications Project Manager.** Leads media relations efforts, which includes setting up interviews and media tracking.
06/023 - Ongoing	**CALCASIEU RIVER BRIDGE REPLACEMENT PROJECT | LADOTD | Lake Charles, LA** **Public Information Officer**. Writes and disseminates public notices and press releases concerning project updates and impacts to the community; Maintains documentation of and coordinates responses to inquiries related to all aspects of the project from residents, business owners, and government leaders; Presents information to the public via social media, open houses, community education events, and meetings with special interest groups.
08/23 - 05/24	**EAST BATON ROUGE PARISH LIBRARY (EBRPL) OPERATIONS ASSESSMENT | EBRPL | East Baton Rouge Parish, LA** **Communications Project Manager.** Developed a change management plan to impact internal culture and aid in employee retention within the library system; Performed extensive audit encompassing surveys and focus groups, creating a detailed report with recommendations and a move-forward action plan.

FIRM EMPLOYED BY	**The Lakvold Group LLC**				
NAME	**Angela Lemoine-Lakvold, MAI, SRA, R/W-AC**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**25**	
TITLE	**Certified General Real Estate Appraiser**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**14**	
DEGREE(S) / YEARS / SPECIALIZATION	**MBA | 1998 // BS | 1985**				
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**Louisiana State Certified Real Estate Appraiser #G0575**				
YEAR REGISTERED	**1992**	DISCIPLINE	**Louisiana State Certified Real Estate Appraiser**		

Contract role(s) / brief description of responsibilities	Angie will provide **RELOCATIONS AND RIGHT-OF-WAY SERVICES** for this project. Angie has completed the following appraisal courses and seminars: Course 101- Introduction to Appraising Real Property, Society of Real Estate Appraisers; Course 102- Applied Residential Property Valuation, Society of Real Estate Appraisers; Course 201- Principles of Income Property Appraising, Society of Real Estate Appraisers; Course 510 - Advanced Income Capitalization, Appraisal Institute; Principles of Real Estate, Louisiana State University; Louisiana Land Titles, International Right of Way Association; Appraisals Under Eminent Domain, Federal Highway Administration; Litigation Valuation Seminar, American Institute of Real Estate Appraisers; Cash Equivalency Seminar, American Institute of Real Estate Appraisers; Standards of Professional Practice, Part A and B, Appraisal Institute; Demonstration Report for SRA designation, Society of Real Estate Appraisers; Demonstration Report for MAI designation, Appraisal Institute; Comprehensive Appraisal Workshop, Ted Whitmer, MAI; Comprehensive Exam for MAI designation, Appraisal Institute Introduction of the URAR; Appraisal Reporting of Complex Residential Properties Seminar, Appraisal Institute; Experience Review Training Seminar, Appraisal Institute; Attacking and Defending an Appraisal in Litigation, Appraisal Institute; Partial Interest Valuation, Appraisal Institute; Course 102 - Elevating Your Ethical Awareness, International Right-of-Way Association (2022); Course 400- USPAP, Standards and Ethics for Professionals, Appraisal Institute (2003, 2019); Course 420- Business Practices and Ethics, Appraisal Institute; Case Studies in Commercial Highest and Best Use, Appraisal Institute; The Appraisal of Partial Acquisitions, International Right of Way Association; Uniform Appraisal Standards for Federal Land Acquisitions, Appraisal Institute (2010, 2017, 2021); Uniform Standards of Professional Appraisal Practice – 2010, 2013, 2015, 2017, 2018, 2021 and 2024 Updates; Appraisal Procedures, Appraisal Institute, 2013; Fundamentals of Appraising Affordable Housing, Appraisal Institute (2024). **Angie meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 13**

MEETS MINIMUM LADOTD PERSONNEL REQ.

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
09/14 – 01/15	**STATE PROJECT NO. H.002344, CPP NO. 12-CS-HC-0015 | East Baton Rouge Parish, LA** **Appraiser.** Prepared the CSRP for the Perkins Road- Siegen Lane to Highland, Road, East Baton Rouge Parish, Louisiana.
06/15 – 09/15	**STATE PROJECT NO. H.004932 (DESIGN-BUILD) | St. Mary Parish, LA** **Appraiser.** Prepared the CSRP for the US 90 (Future I-49) La 318 Interchange, St. Mary Parish, Louisiana.
12/16 – 02/17	**STATE PROJECT NO. H.007970, CPP NO. 12-CS-HC-0043 | East Baton Rouge Parish, LA** **Appraiser.** Prepared the CSRP for the Old Hammond Highway (LA 426) Segment 1, East Baton Rouge Parish, Louisiana.
05/18 – 08/18	**STATE PROJECT NO. H.005734, F.A.P. NO. H005734 | Livingston Parish, LA** **Appraiser.** Prepared the CSRP for the LA 447 Corridor Study, Route LA 447, Livingston Parish, Louisiana.
06/18 – 12/18	**STATE PROJECT NO. H.001271 | NATCHITOCHES Parish, LA** **Appraiser.** Prepared the CSRP for the Cane River Bridge Church Street, Route LA 1-X, Natchitoches Parish, Louisiana .
06/16 – 10/16	**STATE PROJECT NO. H0012308 | Livingston Parish, LA** **Appraiser.** Prepared the CSRP for the Cook Road Imp: LA 16 to Juban Crossing, Livingston Parish, Louisiana.
07/19 – 09/19	**STATE PROJECT NO. H.000284 AND H.000289, F.A.P. NO. H000284 AND H000286 | St. Tammany Parish, LA & Hancock County, MS** **Appraiser.** Prepared the CSRP for the US 90 Pearl River Bridges, Route US 90, St. Tammany Parish, Louisiana and Hancock County, Mississippi.
05/19 – 08/19	**STATE PROJECT NO. H.009932, F.A.P. NO. H009932 | Ouachita Parish, LA** **Appraiser.** Prepared the CSRP for the US 80 Widening: Vancil Road to Well Road, Ouachita Parish, Louisiana.

01/18 – 08/19	**STATE PROJECT NO. H.011670 (DESIGN-BUILD), F.A.P. NO. H011670 | Jefferspn Parish, LA** **Appraiser.** Prepared the CSRP for the Interstate 10/Loyola Interchange Improvements, Jefferson Parish, Louisiana.
04/24 – 01/25	**STATE PROJECT NO. H.005168 | Jefferson Parish, LA** **Appraiser.** Formerly Legacy State Project No. 700-92-0021, F.A.P. No. DE-9208 (500), New Orleans Gateway Program, Jefferson Highway Rail Crossing Relocation, Jefferson Parish, Louisiana.
12/24 – 01/25	**STATE PROJECT NO. H.003931, F.A.P. NO. 010121, I10 – CALCASIEU RIVER BRIDGE | Calcasieu Parish, LA** **Appraiser.**

FIRM EMPLOYED BY	**Beyond Communication LLC**			
NAME	**Donna Lum Sistrunk**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**9**
TITLE	**Owner**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**30+**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2000 // BS | 1984 | Advertising**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Donna is the a certified Disadvantage Business Enterprise with nine years' experience as a business owner and over 30+ years' experience as a public relations/involvement practitioner. Services include all phases of communications, public relations, and public involvement. Beyond Communications LLC provides public involvement services, including strategic planning and development; marketing services; educational workshops; conference and event planning; media and social media services; web content development; messaging; and crisis communication planning and development. Donna will provide **STAKEHOLDER OUTREACH & PUBLIC INVOLVEMENT SERVICES** for this project.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
06/87 - 06/04	**MDOT Public Affairs Director.** Developed and managed the agency's statewide public affairs operations with a six-member staff. Developed and implemented educational materials and creative communication techniques to inform and engage the public in meaningful decision-making processes for complex, statewide transportation programs and studies. Developed Standard Operating Procedures for the Public Affairs Division, including implementing statewide NEPA standards for the public involvement processes associated with environmental assessments and planning. Developed and managed internal, external and legislative communications, crisis communications and MDOT's media policy. Represented MDOT as company spokesperson during public hearings and meetings, media interviews, conferences and community engagement opportunities. Interacted with and represented dozens of cross-functional teams, including but not limited to the Office of the Governor, Mississippi Emergency Management Agency, Mississippi Department of Environmental Quality, and Federal Highway Administration.
07/04 - 03/16	**Senior Public Involvement Specialists.** Provided public involvement services for individuals, private firms, and federal, state and local governmental agencies. Developed and executed multi-faceted public involvement plans based on each client's specific needs. Responsibilities: Identified stakeholders, formed and facilitated community advisory groups, and developed project partnerships; engaged non–English speaking citizens as well as minority and underserved communities; used marketing principles and community demographics to develop outreach strategies for meeting the public's communication needs; maintained positive working relationships with non-governmental organizations.
03/10 - 06/15	**Public Affairs Subcommittee chair for the Deepwater Horizon Oil Spill Trustee Council.** Following the BP Oil Spill in the Gulf of Mexico, served as the Public Affairs Subcommittee chair for the Deepwater Horizon Oil Spill Trustee Council. Led a team of federal and state public affairs specialists and communicators in providing opportunities for involvement in the Natural Resource Damage Assessment (NRDA). Responsible for adhering to the National Environmental Policy Act (NEPA) regarding public engagement.
04/16 - Ongoing	**Owner of Beyond Communications LLC.** Lead Public Outreach Representative for the Mississippi Department of Transportation's (MDOT) 2040, 2045 and 2050 Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN) Lead Community Engagement Representative for ConnectJXN: Transit Plan Study and Implementation, Jackson, MS Public Involvement Lead for Safe Streets and Roads for All (SS4A) Hattiesburg, MS; Starkville, MS; Yalobusha County, MS; Columbus, MS; Laurel, MS; D'Iberville, MS, and Central MS Planning and Development District Public Involvement Lead, Upper Barataria Basin Marsh Creation Project.

FIRM EMPLOYED BY	**Innovative Contracting and Engineering Professional LLC**			
NAME	**Daniel Bender, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**9**
TITLE	**Principal, ICE Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**24**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1992 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 190095-2202 | UT | 3/31/2025**			
YEAR REGISTERED	**2017**	DISCIPLINE	**Civil**	

Contract role(s) / brief description of responsibilities	Daniel will provide **COST ANALYSIS AND SCHEDULING SERVICES** for this project. He will oversee our team resources, manage deadlines, fulfil contract requirements, and responsible for quality. **Daniel meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 26**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 - Ongoing	**I-10 MOBILE RIVER BRIDGE & BAYWAYS** **Project Manager** for this progressive design-build project. This billion-dollar project includes construction of a new six-lane bridge with 215 feet of Air Draft Clearance across the Mobile River and widening the existing I-10 bridges across Mobile Bay from four to eight lanes. The proposed project will improve the traffic level of service and safety in this corridor, provide a direct interstate route for hazardous materials transport, and minimize adverse impacts to the maritime industry.
11/22 - Ongoing	**WEST ALABAMA HIGHWAY, ALDOT** **Project Manager** for our independent cost estimating team on one of ALDOT's first PD-B projects. This $1.4 Billion project includes constructing a 4-lane divided highway running from Thomasville in Clarke County up to Tuscaloosa. The project will connect Mobile to Tuscaloosa. The project will also construct drainage improvements, bridge structures, intersections, safety improvements, and lighting. ICE Teams is providing independent cost estimating, construction scheduling, risk management and constructability reviews.
12/20 - Ongoing	**I-40/I-55/HWY-77 "WEST MEMPHIS" INTERCHANGE, PD-B, ARDOT** **Project Manager** on ARDOT's first PD-B project. The project includes widening on I-40/I-55 to create a merge lane, a bridge widening, on and off-ramp improvements, realigning Hwy-77, a new bridge over a railroad, and roadway resurfacing, signing, striping, signals, and lighting improvements. Our scope of work includes independent cost estimating, construction scheduling, risk management, constructability reviews, and PD-B consulting.
03/22 - 04/22	**I-49S: AMBASSADOR CAFFERY/US-90, LADOTD** **Project Manager** for this independent cost estimating project, for which, he oversaw and reviewed the cost estimates and schedule. The project includes new two-lane frontage roads and construction of mainline interchange structures at the intersection of US-90 and Ambassador Caffery Blvd and US-90 and Albertson Parkway.
11/20 - 08/22	**COMITE RIVER DIVERSION PROJECT, LADOTD** **Project Manager** on this CMAR project. The project consisted of a 12-mile-long diversion channel from the Comite River to the Mississippi River, three five-span highway structures, and a railroad bridge that will relieve thousands of residents from potential flood threats that have been exacerbated by the flood of 2016.
02/19 - 02/20	**I-30 ARKANSAS RIVER CROSSING, ARDOT** **Project Manager** for this Design-Build project. This project included construction of a new bridge structure for eastbound traffic and reconstruction of the existing bridge for westbound traffic. The project also included major approach construction on I-30 both north and south of the Arkansas River crossing. In addition, there are new flyovers and interchange improvements at I-30 / I-630 Interchange, I-30 / I-40 Interchange, and the I-40 / Hwy 67 Interchange. There are several intersection improvements, including access to Markham Street in Downtown Little Rock.
03/18 - 03/20	**HIGHWAY 10, PLEASANT RIDGE RD. TO PLEASANT VALLEY DR., ARDOT** **Project Manager** for our constructability and independent cost estimating team this CM/GC project. This $70 million project included widening Highway 10 from 5-lane undivided to 6-lane divided highway, constructing a SPUI at the intersection with Rodney Parham Rd, new connection ramps to I- 410, bridge widening over I-410, braided ramps north and south of Highway 10 connecting to I-430, and 4 new bridge structures. The project also built improvements to connecting roads and driveways, improved business access and pedestrian safety, installed new lighting, traffic signals, striping, signage, curb and gutter, sidewalks, and landscaping. ICE Teams helped ARDOT successfully deliver Highway 10, ARDOT's first CM/GC project.

MEETS MINIMUM LADOTD PERSONNEL REQ.

10/14 - 02/16	**SOUTHEAST CONNECTOR PHASE 2; WASHOE RTC** **Project Manager** for this project that included the new alignment of roadway including volumetric mitigation, hazardous material mitigation, construction of roadway cross section and construction of five bridge structures. Services provided by our team included production-based cost estimating, construction scheduling, participation in the risk analysis/risk mitigation meetings, and helping the RTC successfully negotiate a fair market price for the GMP. At the initial GMP bid, the Contractor's bid was $172 million, the engineers' bid was $143 million, and our bid was $148 million. We recommended that the RTC require an audit of the contractor's bid. Our ICE team audited the contractor's bid and found duplications, errors, and inefficiencies. Our audit helped RTC negotiate a final GMP of $152 million, which saved the project over $20 million.
2019 - 2020	**I-95 WILMINGTON VIADUCT, DELDOT** **Project Manager.** Dan managed the ICE team for the rehabilitation of the I-95 Wilmington Viaduct, overseeing the development of accurate and comprehensive cost estimates for all project components. His team provided detailed cost breakdowns for the rehabilitation of 17 bridges, replacement of median barriers, signing and lighting installations, pavement upgrades, retaining walls, utility relocations, and drainage improvements. Dan ensured the estimates accounted for earthwork, capacity enhancements, and safety improvements along the corridor. His leadership in cost estimating was crucial in aligning the project's financial planning with its scope and schedule, contributing to its successful execution within budget.
11/18 - 02/23	**I-25 NORTH EXPRESS LANES, CDOT** **Project Manager** on this CMAR multi-model highway improvement project. This project included complete systems utility relocations, storm drain improvements, and bus lanes and stations. It widened I-25 from a 4-lane freeway to a 6-lane freeway plus bus express lanes. It included five bridge structures, full-depth pavement replacement, new signals, lighting, striping, signage, drainage, ITS, utilities, and surface street improvements. Complex traffic phasing that maintained existing travel lanes maximized stakeholder satisfaction. ICE Teams' scope of work included independent cost estimating, construction scheduling, participation in risk management, and constructability reviews. This project highlighted our ability to successfully execute contracts and reach pricing agreements despite having several iterations of project phasing and funding change requirements that required close communication to understand all the project scope and phase changes.
11/15 - 04/20	**PROJECT NEON, NDOT** **Project Manager** on Project Neon, NDOT's largest project to date. This $900 million project provided a direct HOV connection between HOV lanes on US 95 and the I-15. It also converted the I-15 express lanes to a single HOV lane and a general-purpose lane. The project provides ramp braiding to reduce merge and weave traffic on I-15. It also reconstructed the I-15/Charleston Boulevard interchange, realigned the MLK Boulevard flyover, and reconstructed segments of Grand Central Parkway, Western Avenue, and Industrial Road.
01/17 - 02/20	**I-12 WIDENING (LA 21 TO US 190), LADOTD** **Project Manager** for our ICE team on the I-12 Widening project. This project widened I-12 to the inside, including widening the bridges over the Tchefuncte River and the LA 21 bridges. The widening was accomplished by extending the existing bridge superstructure and modifying its substructure. The project also installed new barrier rail, ramp modifications, new signage and striping. Our team developed estimates and schedules for 3 different alternative scenarios.
2019 - 2020 **2018 - 2019** **2017 - 2018** **2014 - 2016** **2012 - 2013**	Dan's other experience scheduling construction projects includes: • Johnson Lane DDI (MDT) – Project Manager • Val Vista Drive (Town of Gilbert, AZ) – Project Manager • Scioto River Pedestrian Bridge (City of Dublin, Ohio) – Project Manager • Virginia Street RAPID Extension (Washoe County RTC) – Project Manager • I-80 Verdi Bridge Rehab and Scour Protection (NDOT) – Project Manager • Moana Lane Diverging Diamond Interchange (NDOT) – Project Manager

FIRM EMPLOYED BY	**Innovative Contracting and Engineering Professional LLC**			
NAME	**Tom Gott**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**9**
TITLE	**Lead Scheduler**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**40**
DEGREE(S) / YEARS / SPECIALIZATION	**BA | 1971 | Business**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Tom will provide **COST ANALYSIS AND SCHEDULING SERVICES / CONSTRUCTABILITY ANALYSIS** for this project. Tom will create and/or review construction schedules using Primavera P6 scheduling software, and he will assist the team with Phasing, Traffic Control and Constructability Reviews. **Tom meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 26**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 - Ongoing	**I-10 MOBILE RIVER BRIDGE & BAYWAYS | ALDOT** **Lead Scheduler** for this independent cost estimating project. The project includes construction of a new six-lane bridge with 215 feet of Air Draft Clearance across the Mobile River and widening the existing I-10 bridges across Mobile Bay from four to eight lanes. The proposed project will improve the traffic level of service and safety in this corridor, provide a direct interstate route for hazardous materials transport, and minimize adverse impacts to the maritime industry.
11/22 - Ongoing	**WEST ALABAMA HIGHWAY | ALDOT** **Lead Scheduler** for our independent cost estimating team on one of ALDOT's first PD-B projects. This $1.4 Billion project includes constructing a 4-lane divided highway running from Thomasville in Clarke County up to Tuscaloosa. The project will connect Mobile to Tuscaloosa. The project will also construct drainage improvements, bridge structures, intersections, safety improvements, and lighting. ICE Teams is providing independent cost estimating, construction scheduling, risk management and constructability reviews.
12/20 - Ongoing	**I-40/I-55/HWY-77 "WEST MEMPHIS" INTERCHANGE, PD-B | ARDOT** **Lead Scheduler** on ARDOT's first PD-B project. The project includes widening on I-40/I-55 to create a merge lane, a bridge widening, on and off-ramp improvements, realigning Hwy-77, a new bridge over a railroad, and roadway resurfacing, signing, striping, signals, and lighting improvements. Our scope of work includes independent cost estimating, construction scheduling, risk management, constructability reviews, and PD-B consulting.
12/22 - 04/23	**US-167 INTERCHANGE @ WILLOW STREET | LADOTD** **Lead Scheduler** for this independent cost estimating project. The project will replace the existing concrete on US-167 from Donahue Ferry Road to US-165 to lengthen the service life of the roadway. Phase 1 of the project began in March 2023.
03/22 - 04/22	**I-49S: AMBASSADOR CAFFERY/US-90 | LADOTD** **Lead Scheduler** for this independent cost estimating project. The project includes new two-lane frontage roads and construction of mainline interchange structures at the intersection of US-90 and Ambassador Caffery Blvd and US-90 and Albertson Parkway.
11/20 - 08/22	**COMITE RIVER DIVERSION PROJECT | LADOTD** **Lead Scheduler** on this CMAR project. The project consisted of a 12-mile-long diversion channel from the Comite River to the Mississippi River, three five-span highway structures, and a railroad bridge that will relieve thousands of residents from potential flood threats that have been exacerbated by the flood of 2016.
02/19 - 02/20	**I-30 ARKANSAS RIVER CROSSING | ARDOT** **Lead Scheduler** for this Design-Build project. This project included construction of a new bridge structure for eastbound traffic and reconstruction of the existing bridge for westbound traffic. The project also included major approach construction on I-30 both north and south of the Arkansas River crossing. In addition, there are new flyovers and interchange improvements at I-30 / I-630 Interchange, I-30 / I-40 Interchange, and the I-40 / Hwy 67 Interchange. There are several intersection improvements, including access to Markham Street in Downtown Little Rock.

MEETS MINIMUM LADOTD PERSONNEL REQ.

04/18 - 02/20	**I-20 (PINES RD TO I-220)	LADOTD** **Scheduler** for our ICE team on the I-20 project. The scope of this project includes full-depth pavement replacement along I-20 from west of the LA 3 interchange to the Industrial Drive interchange. Concrete patching work from Pines Road to LA 3 and from Industrial Drive to I-220. The project also includes replacement of the existing median barrier with a new concrete 54" barrier, replacement of approach slabs, new roadway lighting system, and upgrades to the on/off ramps at the LA 3/ US 71, Old Minden Road, LA 3105 (Airline Drive), and Industrial Drive interchanges. Our team provided cost estimating and risk management services on this project.
03/18 - 03/20	**HIGHWAY 10, PLEASANT RIDGE RD. TO PLEASANT VALLEY DR.	ARDOT** **Lead Scheduler** of our ICE team on this CMAR project which converted an at grade intersection to a grade separated DDI in Little Rock, Arkansas. The project also widened Highway 10 from the existing 5-lane undivided section to a proposed 6-lane divided section with raised median. It includes reconfiguration of ramps to tie into I-430 to accommodate new interchange configuration. Included difficult rock excavation, utility relocations, retaining walls, 6 bridges and complicated phasing to accommodate commercial/residential developments.
01/17 - 02/20	**I-12 WIDENING (LA 21 TO US 190), LADOTD** **Lead Scheduler** for our ICE team on the I-12 Widening project. This project widened I-12 to the inside, including widening the bridges over the Tchefuncte River and the LA 21 bridges. The widening was accomplished by extending the existing bridge superstructure and modifying its substructure. The project is also installing new barrier rail, ramp modifications, new signage and striping. Our team developed estimates and schedules for 3 different alternative scenarios.
02/16 - 08/17	**SR-28 FLAP PROJECT, NDOT** **Lead Scheduler** on our Constructability Review and cost estimating team. This CMAR project installed safety improvements along SR-28 and constructed 3-miles of 12-wide shared use path/trail. Due to the steep terrain, the trail project included retaining walls along most of the corridor, and multiple bridges.
11/15 - 04/20	**PROJECT NEON, NDOT** **Scheduling Team Leader** on Project Neon, NDOT's largest project to date. This $900 million project provided a direct HOV connection between HOV lanes on US 95 and the I-15. It also converted the I-15 express lanes to a single HOV lane and a general-purpose lane. The project provides ramp braiding to reduce merge and weave traffic on I-15. It also reconstructed the I-15/Charleston Boulevard interchange, realigned the MLK Boulevard flyover, and reconstructed segments of Grand Central Parkway, Western Avenue, and Industrial Road. Tom provided project controls services, construction scheduling and he helped write a project record to document construction progress.
10/14 - 02/16	**SOUTHEAST CONNECTOR, PHASE II, WASHOE COUNTY** **Scheduler** for this CMAR project that included the new alignment of roadway including volumetric mitigation, hazardous material mitigation, roadway cross section, utility relocations, drainage improvements and 5 bridge structures. At the initial GMP bid, the Contractor's bid was $172 million, ICE was $148 million, and the engineer was $143 million. Our team recommended that the RTC require an audit of the contractor's bid. Our estimators audited the contractor's bid and found duplications, errors, and inefficiencies. The audit resulted in a final GMP of $152 million, saving the project over $20 million.
10/14 - 02/16	**USACE LAGRANGE LOCK MAJOR REHABILITATION, ON THE ILLINOIS RIVER AT VERSAILLES, USACE** **Lead Scheduler** provided pre-construction planning, to include constructability studies, and developing a construction schedule with multiple options to determine the most efficient method to construct repairs and rehabilitation improvements on the LaGrange Lock.
2019 - 2020 **2019 - 2020** **2018 - 2019** **2017 - 2018** **2017 - 2019** **2014 - 2016** **2012 - 2013**	Tom's other experience scheduling construction projects includes: • Johnson Lane DDI (MDT) – Senior Scheduler • I-95 Wilmington Viaduct (DelDOT) - Senior Scheduler • Val Vista Drive (Town of Gilbert, AZ) – Senior Scheduler • Scioto River Pedestrian Bridge (City of Dublin, Ohio) – Senior Scheduler • Virginia Street RAPID Extension (Washoe County RTC) – Senior Scheduler • I-80 Verdi Bridge Rehab and Scour Protection (NDOT) – Senior Scheduler • Moana Lane Diverging Diamond Interchange (NDOT) – Senior Scheduler

FIRM EMPLOYED BY	**Innovative Contracting and Engineering Professional LLC**			
NAME	**Kyle Norseth**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**4**
TITLE	**Discipline Specific Estimator**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**14**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2009 | Construction Management**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	

Contract role(s) / brief description of responsibilities	Kyle will provide **COST ANALYSIS AND SCHEDULING SERVICES** for this project. Kyle will provide cost estimating for roadway and earthwork, and he will help with risk management and constructability. **Kyle meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 26**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 - Ongoing	**I-10 MOBILE RIVER BRIDGE & BAYWAYS | ALDOT** **Lead Estimator** for this independent cost estimating project. The project includes construction of a new six-lane bridge with 215 feet of Air Draft Clearance across the Mobile River and widening the existing I-10 bridges across Mobile Bay from four to eight lanes. The proposed project will improve the traffic level of service and safety in this corridor, provide a direct interstate route for hazardous materials transport, and minimize adverse impacts to the maritime industry.
11/22 - Ongoing	**WEST ALABAMA HIGHWAY | ALDOT** **Lead Estimator** for our independent cost estimating team on one of ALDOT's first PD-B projects. This $1.4 Billion project includes constructing a 4-lane divided highway running from Thomasville in Clarke County up to Tuscaloosa. The project will connect Mobile to Tuscaloosa. The project will also construct drainage improvements, bridge structures, intersections, safety improvements, and lighting. ICE Teams is providing independent cost estimating, construction scheduling, risk management and constructability reviews.
12/22 - 04/23	**US-167 INTERCHANGE @ WILLOW STREET | LADOTD** **Senior Estimator** for this independent cost estimating project. The project will replace the existing concrete on US-167 from Donahue Ferry Road to US-165 to lengthen the service life of the roadway. Phase 1 of the project began in March 2023.
03/22 - 04/22	**I-49S: AMBASSADOR CAFFERY/US-90 | LADOTD** **Senior Estimator** for this independent cost estimating project. The project includes new two-lane frontage roads and construction of mainline interchange structures at the intersection of US-90 and Ambassador Caffery Blvd and US-90 and Albertson Parkway.
11/20 - 08/22	**COMITE RIVER DIVERSION PROJECT | LADOTD** **Lead Estimator** for this CMAR project. The project consisted of a 12-mile-long diversion channel from the Comite River to the Mississippi River, three five-span highway structures, and a railroad bridge that will relieve thousands of residents from potential flood threats that have been exacerbated by the flood of 2016.
02/19 - 02/20	**I-30 ARKANSAS RIVER CROSSING | ARDOT** **Lead Estimator** for this Design-Build project. This project included construction of a new bridge structure for eastbound traffic and reconstruction of the existing bridge for westbound traffic. The project also included major approach construction on I-30 both north and south of the Arkansas River crossing. In addition, there are new flyovers and interchange improvements at I-30 / I-630 Interchange, I-30 / I-40 Interchange, and the I-40 / Hwy 67 Interchange. There are several intersection improvements, including access to Markham Street in Downtown Little Rock.
07/19 - 11/20	**I-95 WILMINGTON VIADUCT | DELDOT** **Senior Estimator** on this CMGC project. The project included 17 bridges, including a deck replacement for Bridge 1-749, deck patching and replacement of the overlay with a new LMC overlay on 14 bridges, joint replacements including use of ultra-high-performance concrete for the removal of select joints, parapet reconstruction, approach slab replacements, bearing replacements, painting of structural steel, and substructure repairs. Other improvements included median barrier replacement, full depth pavement, signing, striping, and lighting.

MEETS MINIMUM LADOTD PERSONNEL REQ.

11/18 - 02/23	**I-25 NORTH EXPRESS LANES, SEGMENTS 5&6, CDOT** **Lead Estimator.** Colorado DOT used the CMGC delivery method to design and build the I-25 North Express Lanes, Segments 5 and 6. This project includes freeway widening to provide bus express lanes and HOV lanes for almost 10 miles of I-25 north of Denver, Colorado. The project includes 4 interchanges, 14 bridge structures, utility relocations, drainage, grading, retaining walls, park 'n ride lots and pedestrian underpasses, lighting, signage and striping, median barrier upgrades and ITS facilities. Kyle Norseth was a senior cost estimator on this project.
06/17 - 10/18	**I-15 TECHNOLOGY CORRIDOR, UDOT** **Lead Estimator.** I-15 Technology Corridor was a Design-Build project on 5 miles of the largest and busies part of the interstate running through the heart of Salt Lake City. The project required 12 new bridge structures, utilities, widening and re-surfacing of 5 miles of interstate roadway. The project budget for this project was $415 million. Kyle served as the lead cost estimator on this project.
06/15 - 09/17	**I-15/10600 SOUTH INTERCHANGE, UDOT** **Lead Estimator.** 10600 South was a CMGC project to build a safe access off I-15 to the state road adjacent to the South Town Mall. This new roadway required the project to construct and slide a 3-million-pound concrete bridge under 10600 South during and 1 week road closure. Using the Accelerated Bridge Construction (ABC) method developed during the CMGC process allowed the project to have minimal impacts to the traveling public while maintaining a cost effective, safe, and quality structure that will take minimum maintenance over the years. Kyle was the cost estimator on this CMGC project.
04/14 - 08/15	**UPP REPOWERING, KENNECOTT COPPER MINE, MAGNA, UT** **Lead Estimator.** The UPP Repowering project was the first phase of a new gas turbine power plant at Kennecott. This project consisted of 168,000 CY of excavation, 1,800 CY of structural concrete, over 400 anchor bolts/embeds, 200 micropyles, and a mechanically stabilized earth retaining wall. Kyle was a cost estimator and project engineer on this project.
02/13 - 11/14	**ASPHALT OVERLAY PROGRAM PHASE VI, SALT LAKE DEPARTMENT OF AIRPORTS** **Lead Estimator.** Asphalt Overlay Program Phase VI project consisted of a 2-inch mill and overly in 5 locations, paving fabric and 2-inch overlay in 2 locations, PCCP reconstruction in 1 location and the addition of 2 new parking lots. The job received the ACPA Award for Concrete Paving. Kyle was a cost estimator and project engineer on this project.
04/12 - 08/13	**CORNERSTONE FLOTATION CONCRETE, PHASE 2, RTKC, SALT LAKE CITY, UT** **Lead Estimator.** Rough Flotation Expansion project concrete consisted of an intricate concrete structure with more than 10,000 CY of concrete. This project demanded detailed 24-hour scheduling with crews larger than 60 members and interfaced with steel, masonry, mechanical and electric contractors. Kyle provided cost estimating and scheduling services on this project.
04/10 - 10/12	**DE-ICING PAD TAXIWAY L, SALT LAKE DEPARTMENT OF AIRPORTS** **Lead Estimator.** This project included 98,260 SY of 16-inch-thick PCCP, 98,400 SY of 7.5-inch-thick Econocrete and 29 inches of engineered fill material. All the construction activity was located within the secured limits of the airport and was subject to rigorous security inspections. Phasing and constructability were significant challenges for the project. The location of this project was the most challenging because it was between two active runways and two active taxiways. Kyle served as a cost estimator and scheduler on this project.
02/09 - 09/10	**SR-108 SYRACUSE ROAD NORTHERLY, UDOT** **Lead Estimator.** SR-108 was a roadway widening project with areas of construction, mill and overlay and added traffic signaling. This 'Price + Time Project' finished 14 days ahead of schedule receiving $140,000 in time incentive bonuses. This project required partnering with UDOT and several cities to negotiate through major utility conflicts.

FIRM EMPLOYED BY	**Innovative Contracting and Engineering Professional LLC**			
NAME	**Abdi Fatemi**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**9**
TITLE	**Constructability Lead**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**40**
DEGREE(S) / YEARS / SPECIALIZATION	**BA | 1979 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
Contract role(s) / brief description of responsibilities	Abdi will provide **CONSTRUCTABILITY ANALYSIS** for this project. TAbdi will lead our constructability reviews and provide cost estimating. **Abdi meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement: 26**			

MEETS MINIMUM LADOTD PERSONNEL REQ.

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/23 - Ongoing	**I-10 MOBILE RIVER BRIDGE & BAYWAYS | ALDOT** **Constructability Lead and Senior Estimator** for this independent cost estimating project. The project includes construction of a new six-lane bridge with 215 feet of Air Draft Clearance across the Mobile River and widening the existing I-10 bridges across Mobile Bay from four to eight lanes. The proposed project will improve the traffic level of service and safety in this corridor, provide a direct interstate route for hazardous materials transport, and minimize adverse impacts to the maritime industry.
12/22 - 04/23	**US-167 INTERCHANGE @ WILLOW STREET | LADOTD** **Senior Estimator** for this independent cost estimating project. He oversaw the development and provided quality reviews for the cost estimate and schedule. The project will replace the existing concrete on US-167 from Donahue Ferry Road to US-165 to lengthen the service life of the roadway. Phase 1 of the project began in March 2023.
03/22 - 04/22	**I-49S: AMBASSADOR CAFFERY/US-90 | LADOTD** **Senior Estimator** for this independent cost estimating project, for which, he oversaw and reviewed the cost estimates and schedule. The project includes new two-lane frontage roads and construction of mainline interchange structures at the intersection of US-90 and Ambassador Caffery Blvd and US-90 and Albertson Parkway.
11/20 - 08/22	**COMITE RIVER DIVERSION PROJECT | LADOTD** **Senior Estimator** on this CMAR project. He oversaw development of our cost estimates in HCSS, and estimated highway and earthwork bid items. The project consisted of a 12-mile-long diversion channel from the Comite River to the Mississippi River, three five-span highway structures, and a railroad bridge that will relieve thousands of residents from potential flood threats that have been exacerbated by the flood of 2016.
02/19 - 02/20	**I-30 ARKANSAS RIVER CROSSING | ARDOT** **Constructability Lead and Senior Estimator** for this Design-Build project. This project included construction of a new bridge structure for eastbound traffic and reconstruction of the existing bridge for westbound traffic. The project also included major approach construction on I-30 both north and south of the Arkansas River crossing. In addition, there are new flyovers and interchange improvements at I-30 / I-630 Interchange, I-30 / I-40 Interchange, and the I-40 / Hwy 67 Interchange. There are several intersection improvements, including access to Markham Street in Downtown Little Rock.
01/17 - 02/20	**I-12 WIDENING (LA-21 TO US-190), LADOTD** **Lead Estimator** for the highway and earthwork items on the I-12 Widening project. This project widened I-12 to the inside, including widening the bridges over the Tchefuncte River and the LA 21 bridges. The widening was accomplished by extending the existing bridge superstructure and modifying its substructure. The project is also installing new barrier rail, ramp modifications, new signage and striping. Abdi developed independent cost estimates for 3 different alternative scheduling scenarios.

04/18 - 02/20	**I-20 (PINES RD TO I-220), LADOTD** **Senior Estimator** provided cost estimating and risk management services on this project. The scope of this project includes full-depth pavement replacement along I-20 from west of the LA 3 interchange to the Industrial Drive interchange. Concrete patching work from Pines Road to LA 3 and from Industrial Drive to I-220. The project also includes replacement of the existing median barrier with a new concrete 54" barrier, replacement of approach slabs, new roadway lighting system, and upgrades to the on/off ramps at the LA 3/US 71, Old Minden Road, LA 3105 (Airline Drive), and Industrial Drive interchanges.
03/18 - 03/20	**HIGHWAY 10, PLEASANT RIDGE RD. TO PLEASANT VALLEY DR., ARDOT** **Estimator.** This CMAR project constructed a complicated interchange with an at-grade intersection converted to a grade separated DDI in Little Rock, Arkansas. Widening Highway 10 from the existing 5-lane undivided section to a proposed 6-lane divided section with raised median. Includes reconfiguration of ramps to tie into I-430 to accommodate new interchange configuration. Included difficult rock excavation, utility relocations, retaining walls, 6 bridges and complicated phasing to accommodate commercial/residential developments. Abdi was the lead estimator and constructability reviewer on this project.
10/14 - 02/16	**SOUTHEAST CONNECTOR, PHASE II, WASHOE** **Lead Estimator and Constructability Review Team Leader** on the Southeast Connector Phase II CMAR project. This project included the new alignment of roadway including volumetric mitigation, hazardous material mitigation, roadway cross section, utility relocations, drainage improvements and 5 bridge structures. At the initial GMP bid, the Contractor's bid was $172 million, ICE was $148 million, and the engineer was $143 million. Our team recommended that the RTC require an audit of the contractor's bid. Abdi audited the contractor's bid and found duplications, errors, and inefficiencies. Abdi's audit helped RTC negotiate a final GMP of $152 million, saving the project over $20 million.
02/13 - 11/14	**I-80 CARLIN TUNNELS, NDOT** **Lead Estimator** on the I-80 Carlin Tunnels CMAR project. This project included the seismic retrofit of 8 bridge structures, replacement of the deck and rails, rehabilitation of the pavement on approximately 12 lane miles of pavement on I-80, and upgrades to the eastbound and westbound tunnels. This project was a perfect example of how partnering should work. From the first meeting, the contractor and the ICE worked as a team to solve project problems. The first innovation we came up with was to rubbilize the existing concrete roadway that saved the project several hundred thousand dollars and two months of schedule. The next was the early procurement of the tunnel lighting system. We identified, discussed, negotiated, and resolved traffic maintenance issues that compressed schedule while maintaining a competitive construction cost. These and other innovations that the project team identified and developed through the CMAR process received national recognition from FHWA that the process "shaved a year off the schedule".
04/09 - 08/16	**UDOT COST ESTIMATING SUPPORT** **Lead Estimator on the UDOT Independent Cost Estimating support team. While working on this project, Abdi's team estimated between 180 and 200 projects each year. All their estimates were performed using contractor-style cost estimating software. Abdi's team dramatically improved the efficiency of funds (use of funds) from 72% up to 98.4%. UDOT had a goal for project cost estimates to be within 10% of actual bids 50% of the time. More than 60% of the time our estimates were within 10%, substantially beating UDOT's goal. The services provided by his team provided cost savings that averaged $8.5 million annually over 6 years, adding over $50,000,000 to the Department's budget over that timeframe.**
2001 - 2005 **1999 - 2000** **1997 - 1999** **1996 – 1997** **1995 – 1996** **1994 – 1995** **1992 – 1993** **1991 – 1992** **1990 – 1991**	Other projects that Abdi provided cost estimating services for include: • I-80 Echo Canyon (UDOT) – Cost Estimator and Sr. Project Manager • I-70 Glenwood Canyon/I-70 (UDOT) - Estimator and Sr. Project Manager • State Street/700 East/Redwood Road Reconstruction (UDOT) – Estimator / PM • I-80 Lambs Canyon to Kimball Jct./I-80 & I-15 Bridge (UDOT) - Estimator / PM • I-80 MP 20 to MP 30 Reconstruction (UDOT) – Estimator / Project Manager • I-80 Kimball Jct. to Silver Creek Jct. (UDOT) – Estimator/Project Manager • I-15 from Provo to Spanish Fork Reconstruction (UDOT) - Estimator/Project Manager • I-80 MP 40 to MP 30 Reconstruction (UDOT) - Estimator/Project Manager • I-80 MP 60 to MP 40 Reconstruction (UDOT) - Estimator/Project Manager

Section

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I-20 Mississippi River Bridge Pier Movements, Vicksburg, Mississippi - Burns Cooley Dennis, Inc

17. **Firm Experience:**

FIRM NAME	**Stantec Consulting Services Inc.**		DISCIPLINE(S)*		**Planning, Environmental, Traffic, Road, Bridge, Geotech, Data Collection**
PROJECT NAME	**I-94 GRANT MARSH BRIDGE PEL STUDY**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**North Dakota Department of Transportation**		
PROJECT LOCATION	**Bismark, North Dakota**			OWNER'S PROJECT MANAGER	**Michael Johnson**
OWNER'S ADDRESS, PHONE, EMAIL	**608 East Boulevard Avenue, Bismarck, ND 58505 | 701-328-4927 | rjpeck@nd.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**10/23**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$3.6M**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$2.6M**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

The Grant Marsh Bridge spans the Missouri River, serving as the only major river crossing in 165 miles, while also providing a crucial link between Bismarck and Mandan, North Dakota.

The Grant Marsh Bridge over the Missouri River was constructed in 1965 and has not seen significant upgrades since. The structure spans 1,125 feet and carries an average of 34,000 vehicles per day on I-94, and is reaching the end of its service life and must be replaced by 2030. As the only major river crossing within a 165-mile stretch, the bridge is vital to maintaining regional mobility and freight movement. Nearby interchanges also present numerous non-standard entrances and exits which introduce confusion and weaving areas; thus the project also proposes to improve connections to meet current design standards, driver expectations, and enhance safety.

Stantec leads the Planning and Environmental Linkages (PEL) study for the North Dakota Department of Transportation (NDDOT) to evaluate feasible alternatives for replacement of the Grant Marsh Bridge and associated operational improvements to I-94 and I-194. Our team serves as the prime consultant, providing comprehensive planning, environmental, engineering, and stakeholder engagement services to guide early and NEPA-compliant alternative development and decision-making that facilitates a seamless transition into NEPA and preliminary design.

Stantec developed and evaluated a full range of alternatives including no-build, Transportation Demand Management (TDM), Transportation System Management (TSM), mass transit, improvements to the existing alignment, and Section 4(f) avoidance alternatives such as a tunnel. These high-level options were developed pursuant to FHWA guidance (23 CFR 450) and U.S. Code 23 USC §139 and §168(d)(4) to facilitate their adoption into the environmental review process.

The study integrates several technical tasks:

- Traffic and Safety Analysis: Forecasting, operational modeling, and safety reviews of I-94, I-194, and local interchanges.
- Geometric Refinement: Addressing non-standard configurations such as back-to-back left-hand exits and tight merge conditions.
- Environmental Screening: Identification of existing conditions including wetlands, parks, community features, and constraints under Section 4(f) and 6(f).
- Public, Agency, Tribe, and Stakeholder Engagement: Three public input meetings, stakeholder workshops, agency and tribe meetings, an interactive project website, virtual comment mapping, and a transparent outreach process.
- PEL Documentation: All findings and decisions are being documented to directly inform the future NEPA process, consistent with FHWA PEL guidance.

TASK RELEVANCE:

- ☑ PEL study for a major interstate river crossing to support future NEPA
- ☑ Bridge and interchange alternatives in a constrained corridor with complex operational and safety issues
- ☑ Developed Purpose and Need, range of alternatives, and screening methodology consistent with FHWA PEL guidance
- ☑ Identified environmental "showstoppers" through early screening of wetlands, displacements, cultural resources, and Section 4(f)
- ☑ Facilitating agency coordination and stakeholder engagement using virtual tools and in-person public meetings
- ☑ Traffic operations and safety analysis to inform preliminary design of river crossings and interchanges
- ☑ Documentation and planning products structured for direct use in future NEPA environmental review
- ☑ Mapping, visualization, and GIS tools to support alternatives evaluation and public communication

TEAM MEMBERS INVOLVED: **T. DEVENS, A. SACKAROFF, S. WATKINS, N. LANG, M. MARTIN**

FIRM NAME	**Stantec Consulting Services Inc.**	DISCIPLINE(S)*	**Environmental, Data Collection, Planning, Road, Bridge, Traffic**
PROJECT NAME	**APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (ADHS) CORRIDOR K IMPROVEMENTS: ROBBINSVILLE TO STECOAH**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**STIP No. A-0009**	OWNER'S NAME	**North Carolina Department of Transportation**
PROJECT LOCATION	**Graham County, North Carolina**	OWNER'S PROJECT MANAGER	**Jeanette White**
OWNER'S ADDRESS, PHONE, EMAIL	**253 Webster Road Sylva, NC 28779 | 828-331-5209 | jlwhite5@ncdot.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**09/15**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$2.7M**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**03/21**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$1.6M**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

Stantec assisted the North Carolina DOT develop roadway improvements for Appalachian Development Highway System (ADHS) Corridor K, undoubtedly one of the most complex transportation studies in the southeast United States.

The ADHS Corridor K Improvements project involved the development of a 10-mile new location and improvement corridor to enhance regional mobility and safety along US 74/NC 28, serving a critical link in the Appalachian Development Highway System (ADHS). The project corridor traverses some of the most environmentally and culturally sensitive landscapes in the Southeast, including steep mountainous terrain, jurisdictional streams and wetlands, the Nantahala National Forest, critical habitat for federally protected species such as the Northern long-eared bat and bog turtle, and several sites of significant Native American cultural importance.

TASK RELEVANCE:

- ☑ Early alternatives development, fatal flaw screening, and scope refinement to focus NEPA efforts
- ☑ Accelerated project delivery through pre-NEPA planning, early agency consensus, and risk mitigation
- ☑ Compliance with FHWA Appendix A and 23 CFR 450 guidance to support seamless PEL-NEPA linkage
- ☑ Proactive stakeholder engagement and consensus-building for controversial, environmentally sensitive corridors
- ☑ Integrated planning to maintain NEPA defensibility, permitting readiness, and community support

Stantec was engaged by NCDOT to conduct a PEL study under a modernized approach emphasizing early risk screening, alternatives refinement, and proactive stakeholder engagement. Our team structured the project in full compliance with FHWA's PEL guidance in 23 CFR 450 Appendix A, integrating planning and NEPA requirements to streamline the environmental review process and reduce project delivery risks.

Through a structured agency coordination plan, our team built consensus among FHWA, U.S. Army Corps of Engineers, U.S. Forest Service, U.S. Fish and Wildlife Service, Eastern Band of Cherokee Indians, and other cooperating agencies. A parallel stakeholder engagement process involved local governments, community organizations, and environmental advocates, helping shape a refined range of alternatives for detailed study.

We initiated extensive technical analyses including geotechnical constraints identification, landslide risk assessments, habitat and wetland field surveys, visual impact analyses, and preliminary hydrologic studies to inform early alternatives development. Initial desktop and field investigations were used to screen a broad range of corridor options, identifying fatal flaws such as unstable slopes, major environmental conflicts, and unacceptable community impacts. Viable corridors were then refined through iterative technical, agency, and stakeholder workshops.

Stantec guided this project through an accelerated NEPA environmental review process with a duration of approximately two years to complete natural and cultural resource field surveys, traffic analyses, preliminary roadway designs, stakeholder coordination, public outreach, indirect and cumulative effects assessment, visual impact analysis, community studies, Section 4(f) evaluation, and NEPA environmental documents (Environmental Assessment and Finding of No Significant Impact). This streamlined schedule was made possible largely by the integrated planning efforts conducted prior to initiating formal NEPA studies.

TEAM MEMBERS INVOLVED: **A. SACKAROFF, A. DVORAK-GRANTZ, M. MARTIN**

FIRM NAME	**Stantec Consulting Services Inc.**		DISCIPLINE(S)*		**Environmental, ITS, Traffic, Other (Safety), Other (Toll Feasibility)**
PROJECT NAME	**I-40 PRIORITY CORRIDOR PEL STUDY**			FIRM RESPONSIBILITY (prime or sub?)	**Sub-consultant**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Tennessee Department of Transportation**		
PROJECT LOCATION	**Knoxville, Tennessee**			OWNER'S PROJECT MANAGER	**Dexter Justis**
OWNER'S ADDRESS, PHONE, EMAIL	**505 Deaderick Street, Suite 700, Nashville, TN 37243 | 865-594-2400X | Dexter.Justis@tn.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**09/24**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$12M (est)**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$3.5M**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

Our team's work on the Knoxville I-40/I-75 Corridor PEL demonstrates a proven approach to integrating traffic, safety, environmental, and stakeholder input into a defensible, FHWA-compliant planning product that reduces risks and accelerates project delivery.

The Knoxville I-40/I-75 Corridor Priority Investment PEL Study addresses one of Tennessee's most critical and congested freeway segments, extending through West Knoxville. The corridor serves a mix of heavy commuter, freight, and regional traffic and faces operational challenges tied to closely spaced interchanges, limited auxiliary lanes, and recurring safety hotspots.

Stantec is serving as a subconsultant supporting STV and TDOT in completing a comprehensive PEL Study that integrates transportation planning, environmental screening, agency and stakeholder coordination, and NEPA-readiness documentation. Our work emphasizes early identification of risks, environmental constraints, and public and agency input to streamline future NEPA compliance and project delivery.

TASK RELEVANCE:

- ☑ Early integration of planning, engineering, environmental, and agency coordination to streamline NEPA transition
- ☑ Data-driven narrowing of alternatives informed by both technical performance and environmental feasibility
- ☑ Early agency and tribal engagement to identify constraints, risks, and potential permitting challenges
- ☑ Public outreach strategies tailored to reach corridor users, traditionally underserved communities, and key institutions
- ☑ Full compliance with FHWA PEL guidance (23 CFR 450, Appendix A) to preserve defensibility and accelerate NEPA clearance
- ☑ Development of structured documentation and stakeholder record to support seamless NEPA advancement

Scope elements include providing PEL and NEPA guidance and quality assurance reviews; supporting development of screening criteria and fatal flaw identification; completing early environmental field work to identify ecological boundaries, historic properties, archaeology potential, Section 4(f)/6(f) sites, and hazardous materials constraints; and initiating agency and tribal coordination to support early regulatory engagement. Stantec is also supporting agency coordination with the development of PEL framework agreements and public involvement efforts by helping preparing content for public meetings, strategic outreach events, and online engagement tools.

All findings and engagement outcomes are being synthesized into a structured PEL report to document planning decisions, technical analyses, agency coordination, and public feedback—providing TDOT and FHWA with a defensible foundation for future NEPA review and project delivery.

TEAM MEMBERS INVOLVED: **A. SACKAROFF, S. WATKINS, N. LANG**

FIRM NAME	**Stantec Consulting Services Inc.**		DISCIPLINE(S)*		**Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, CPM**
PROJECT NAME	**CTDOT: I-95 PLANNING & ENVIRONMENT LINKAGES (PEL) STUDY**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**Project No. 0135-0347**	OWNER'S NAME	**Connecticut Department of Transportation**		
PROJECT LOCATION	**Stamford, Connecticut**			OWNER'S PROJECT MANAGER	**Jonathan Dean**
OWNER'S ADDRESS, PHONE, EMAIL	**2800 Berlin Turnpike, Newington, CT 06131-7546 | 860-594-3211 | jonathan.dean@ct.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**05/21**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$8.1M**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$5.9M**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

Project No. 0135-0347 includes professional services related to the pre-NEPA work tasks for the Improvement of I-95, replacement of Bridge No. 00032 which carries Interstate 95 (I-95) over the Metro-North Railroad (MNRR), and local streets in the City of Stamford.

The I-95 Exits 7–9 Priority Corridor PEL Study addresses aging infrastructure and severe congestion within one of Connecticut's most heavily traveled and operationally constrained freeway segments. The corridor includes the replacement of Bridge No. 00032, which carries I-95 over the Metro-North Railroad and local streets in downtown Stamford, alongside the reconstruction and reconfiguration of adjacent interchanges.

Stantec serves as the prime consultant for this FHWA-compliant PEL Study, providing integrated services in planning, traffic operations, preliminary engineering, environmental screening, stakeholder engagement, and NEPA readiness documentation. Our team's work focuses on identifying root causes of congestion, developing feasible replacement and corridor improvement alternatives, and minimizing future permitting and environmental challenges.

The PEL Study seeks to credibly develop an entire range of alternatives and then advance to the NEPA Study with a small number of alternatives. A sideline goal is to determine interim and long-term solutions for local Stamford roads in the vicinity of I-95.

TASK RELEVANCE:

- ☑ Planning and environmental screening integrated to identify fatal flaws and permitting risks early in alternatives development
- ☑ Structured public and agency engagement strategy to build consensus on Purpose and Need and preliminary alternatives
- ☑ Early identification of environmental, cultural, and community resource constraints to guide alternatives refinement and impact avoidance
- ☑ Iterative technical analysis of traffic operations, access, constructability, and environmental feasibility to narrow reasonable alternatives
- ☑ Draft Preliminary Purpose and Need and Alternatives Screening Report developed in full compliance with FHWA PEL guidance and 23 CFR 450
- ☑ Preparation of a structured PEL Report to provide a defensible basis for streamlining future NEPA review and bridge replacement strategies

Scope elements include traffic, roadway, and structure improvement studies, and determining environmental resources in the project study area (natural, cultural, and community assets). Stantec led preparation of the Preliminary Purpose and Need Statement, guiding alternatives development through a Universe of Alternatives, to conceptual and then preliminary alternatives - through a progression of iterative technical analyses, environmental study, and agency coordination processes. Alternatives are being evaluated based on traffic and roadway parameters, safety, access management, environmental impact avoidance, constructability, and consistency with local development plans.

Stantec is also leading a comprehensive public and agency outreach effort, engaging local stakeholders, conservation organizations, regional planners, and federal and state agencies to build early consensus. Findings from the study will be incorporated into a structured PEL Report, developed in full compliance with 23 CFR 450.318 and Appendix A requirements for Planning and NEPA linkages. This document will provide CTDOT and FHWA with a credible basis to accelerate project delivery through the NEPA and Design Phases, deliver smaller and interim local road projects, advance bridge replacement strategies, and position the corridor for phased implementation aligned with TIP and STIP updates.

TEAM MEMBERS INVOLVED: **T. DEVENS, A. SACKAROFF, H. CLEMENTS**

FIRM NAME	**Stantec Consulting Services Inc.**		DISCIPLINE(S)*		**Environmental, Planning, Data Collection, Road, Bridge, Traffic**
PROJECT NAME	**US 70 HAVELOCK BYPASS FEIS & ROD**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**STIP No. R-1015**	OWNER'S NAME	**North Carolina Department of Transportation**		
PROJECT LOCATION	**Craven County, NC**			OWNER'S PROJECT MANAGER	**John Conforti**
OWNER'S ADDRESS, PHONE, EMAIL	**1 S Wilmington St, Raleigh, NC 27601 | 919-707-6015 | jgconforti@ncdot.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/12**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$1.2M**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**12/16**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$1.2M**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

Our team's proactive, risk-driven approach helped maintain schedule momentum, achieve NEPA clearance under an accelerated timeline, and deliver a complex, environmentally-sensitive project through permitting and design without litigation.

The Havelock Bypass is a proposed 10-mile, four-lane divided highway around the City of Havelock in eastern North Carolina. Designed to improve regional mobility along US 70, the corridor traverses the Croatan National Forest and federally protected red-cockaded woodpecker habitat, requiring a highly complex and closely coordinated NEPA process.

Stantec was selected to lead alternatives development, agency coordination, and preparation of a NEPA Reevaluation, Final Environmental Impact Statement (FEIS), and Record of Decision (ROD) under an accelerated schedule. Our early focus on fatal flaw screening, environmental constraints identification, and structured stakeholder engagement enabled risk-informed refinement of the project alternatives, avoiding costly delays later in the process.

Throughout the project, our team facilitated intensive agency coordination, successfully guiding the project through Concurrence Points 3 and 4 of North Carolina's NEPA/Section 404 Merger Process. We worked closely with the U.S. Forest Service (USFS), a cooperating agency, to expedite review and comment resolution and to secure land transfer approvals needed for future permitting.

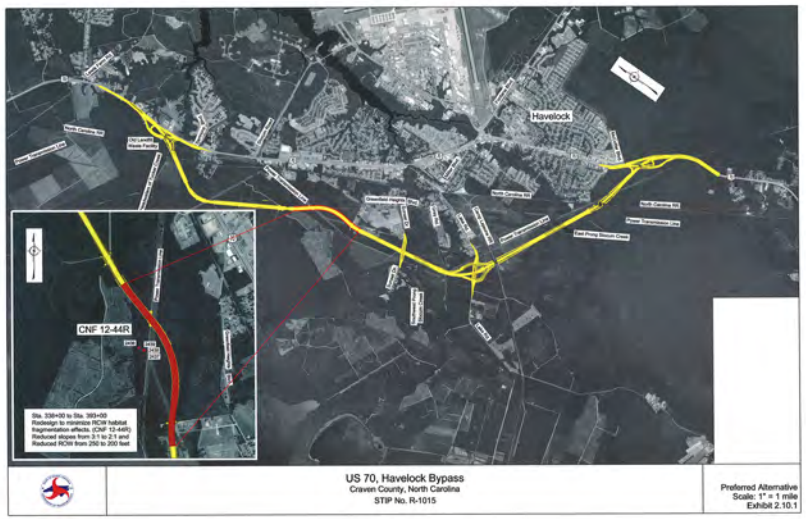
In parallel with NEPA documentation, our team developed enforceable environmental commitments, including seasonal bypass closures to support USFS habitat management goals, and tracked these commitments through final design. Our work maintained project transparency, strengthened stakeholder trust, and minimized permitting risks by addressing key environmental issues early.

Stantec also supported tribal consultation with the Tuscarora Nation and protected significant archaeological sites. We completed a Water Quality Indirect and Cumulative Impact analysis using watershed modeling and land use forecasting, conducted noise modeling using FHWA TNM 2.5, and prepared public hearing materials to support broad-based community engagement and legal defensibility.

TEAM MEMBERS INVOLVED: **A. SACKAROFF, M. MARTIN, T. DEVENS**

TASK RELEVANCE:

- ☑ Accelerated NEPA schedule through proactive risk identification, early agency consensus, and continuous issue resolution
- ☑ Accelerated NEPA schedule through proactive risk identification, early agency consensus, and continuous issue resolution
- ☑ Complex coordination with US Forest Service, expediting land transfer and permitting pathways
- ☑ Environmental commitments developed, documented, and tracked through ROD reduce permitting risks
- ☑ Public hearing preparation and engagement strategies that strengthened legal defensibility and minimized controversy
- ☑ Tribal consultation support and preservation of significant archaeological and cultural resources



FIRM NAME	**T. Y. Lin International, Incorporated**		DISCIPLINE(S)*		**Bridge**
PROJECT NAME	**BATAAN-CAVITE INTERLINK BRIDGE OVER MANILA BAY**			FIRM RESPONSIBILITY (prime or sub?)	**Managing Partner of DJV & EOR**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Department of Public Works and Highways**		
PROJECT LOCATION	**Manila, Philippines**			OWNER'S PROJECT MANAGER	**Teresita Bauzon**
OWNER'S ADDRESS, PHONE, EMAIL	**Bonifacio Drive Port Area, 652 Zone 068, Manila, 1018 Manila, PHL | +63-917.143.4591 | bauzon.tere@gmail.com**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**11/20**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$59,000**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**12/24**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$18,900**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ Design Alternatives Analysis & Project Impact Analysis
- ☑ Deep Water Bridge Foundations in Challenging Conditions
- ☑ Vessel Collision Mitigation Plan & Structural Design
- ☑ Erection Engineering & Sequencing
- ☑ Cable-Stayed Bridge Design

TYLin provided complete preliminary through final design services on a $5.8B infrastructure improvement mega-project. The team performed in-depth project analysis focused on mitigating both environmental and social project impact.

TYLin, as managing partner in a joint venture was selected to prepare and deliver conceptual design alternatives through detailed engineering design and bid documents. Project impact and alternatives studies that were performed across a wide range of disciplines provided essential inputs to the project's design criteria and engineering framework. Special consideration was given to environmental and social factors, ensuring comprehensive planning and sustainable outcomes. An Environmental Impact Assessment was performed that resulted in the implementation of a Environmental Management Plan, a Critical Habitat Assessment, and a Preliminary Biodiversity Action Plan that is managing project impact for the duration of the project. These plans are comparable to the NEPA process in the US.

TYLin's concept for the BCIB includes a marine bridge comprising two cable-stayed bridges and 25 kilometers of marine viaducts, with an additional five kilometers of approach roads and land viaducts. The bridge will carry a four-lane roadway with two travel lanes in each direction, with shoulders to the outside and a barrier or separation in the median.

The cable-stayed bridges constitute the most prominent architectural features. The South Channel Bridge is the larger of the two structures with a main span of 900 meters and two 450-meter-long back spans. It will have a total length of 1,800 meters with a 650-meternavigation channel. The North Channel Bridge will provide a 300-meter navigation channel. It will be a 736-meter-long bridge with a 400-meter-long main span and two 168-meter-long back spans.

Built for site-specific hazards, the BCIB is designed for heavy seismic activity with special focus on natural hazards such as tsunamis, typhoons that cause excessive scour and other geotechnical issues. The piers are also designed with collision projection, designed by Robert Barton, rated for ocean freighter marine traffic.

As the EOR, Marwan Nader, PhD, PE successfully delivered all structural elements of the final design by leading and coordinating with a large interdisciplinary design team of more than 150 staff from 10 countries. James Duxbury, PE served as the Senior Project Planner/Coordinator. James performed on-site project management, project progress and performance monitoring, and logistics management.

TEAM MEMBERS INVOLVED: **M. NADER, J. DUXBURY, R. BARTON, N. SHAMBLE**

FIRM NAME	**T. Y. Lin International, Incorporated**	DISCIPLINE(S)*	**Bridge**
PROJECT NAME	**GREENVILLE BRIDGE OVER THE MISSISSIPPI**	FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Mississippi Department of Transportation and Development**
PROJECT LOCATION	**Chicot County, Arkansas and Washington County, Mississippi**	OWNER'S PROJECT MANAGER	**Scott Westerfield**
OWNER'S ADDRESS, PHONE, EMAIL	**401 North West Street, Jackson, MS 39201 | 601-359-7176 | swesterfield@mdot.state.ms.us**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**08/01**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$7,338**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**08/10**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$4,110**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

In 2001, TYLin served as the erection engineer for the new US 82 Mississippi River Bridge (US 82 Greenville Bridge), supporting superstructure erection and caisson sinking in challenging riverbed conditions—similar to those at the Vicksburg Bridge site.

TASK RELEVANCE:

- ☑ Design Alternatives Analysis
- ☑ Bridge Foundation Design in Challenging Conditions
- ☑ Understanding of Mississippi Riverbed Characteristics
- ☑ Erection Engineering & Sequencing
- ☑ Cable-Stayed Bridge Design

The bridge features a 1,378-foot cable-stayed main span, two 591-foot side spans, and a 98-foot-wide composite concrete/steel deck. Twin concrete towers rise 427 feet above the river, anchored by caissons extending 118 feet into the Mississippi riverbed. The bridge opened to traffic in August 2010. In the years since, the structure has exhibited several performance concerns, including visible edge girder distortion, pot bearing degradation, foundation cracking, and deck distress. In 2015, MDOT completed post-tensioned strengthening of the river piers (Piers 37 and 38) to address cracking in tension zones compromising structural integrity.

In 2024, MDOT re-engaged TYLin to lead an independent structural evaluation of the bridge. Leveraging its deep cable-stayed bridge expertise, TYLin developed a global 3D finite element model using LARSA 4D to simulate theoretical and as-surveyed geometries. The analysis included permanent loads, cable forces, staged construction effects, wind, thermal variation, and creep. Fieldwork was supplemented by an extensive review of historical erection records, inspection reports, and prior construction data.

Key Findings

• The edge girder kink was determined to have no adverse effect on structural performance. It was attributed to construction-induced geometry, with contributing factors including fabrication camber and ballast placement during midspan closure by the contractor.

• Pot bearing degradation was likely exacerbated by deviations in permanent load assumptions and cable force distributions by the original engineer of record (EOR). A sensitivity analysis of cable forces revealed measurable changes in loads due to the bridge's flexibility.

• Deck overhang cracking and spalling were linked to localized issues such as poor concrete consolidation, coating failure, and environmental exposure—not systemic design deficiencies.

Next Steps

TYLin is currently assisting MDOT under a new task order to design and implement bridge repairs, including pot bearing replacements and concrete deck rehabilitation.

TEAM MEMBERS INVOLVED: **J. GREGG, K. SAINDON**

FIRM NAME	**T. Y. Lin International, Incorporated**		DISCIPLINE(S)*		**Bridge**
PROJECT NAME	**SELLWOOD BRIDGE OVER THE WILLAMETTE RIVER**			FIRM RESPONSIBILITY (prime or sub?)	**Lead Designer - CM/GC & NEPA**
PROJECT NUMBER	**4600008654**	OWNER'S NAME	**Multnomah County**		
PROJECT LOCATION	**Portland, Oregon**			OWNER'S PROJECT MANAGER	**Jon Henrichsen, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**1403 SE Water Ave., Portland, OR 97214 | 503-988-3757 x2238 | jon.p.henrichsen@multco.us**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**05/06**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$23,877**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**05/16**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$17,092**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TYLin provided end-to-end engineering services starting at the NEPA phase, through preliminary engineering to final design using an alternative delivery model. The bridge site had serious embankment stabilization issues — similar to those found at the Vicksburg Bridge site.

The existing 85-year-old two-lane Sellwood Bridge was experiencing deterioration in the reinforced concrete deck girder approach spans and the concrete deck over the steel truss. Between 2006 and 2009, the County led a NEPA planning process to develop alternatives and select a preferred alternative. TYLin served as the Lead Structural Engineer to analyze and fully investigate bridge design alternatives to support the selection of a locally preferred alternative to submit to FHWA. TYLin's services included preliminary bridge engineering analysis and cost estimates, and extensive interaction with community advisory committees, as well as political and government stakeholder groups. TYLin's Chief Bridge Engineer and Senior Bridge staff participated in project team meetings, citizen task force meetings, senior agency staff meetings, and policy team meetings, as well as participation in public involvement events.

TASK RELEVANCE:

- ☑ NEPA Phase Alternatives Analysis, Preliminary Design
- ☑ Bridge Foundation Design in Unstable Conditions
- ☑ Maintenance of Traffic, Shoofly, Temporary Works Design
- ☑ Lateral Shifting of 3,400-Ton Steel Truss Bridge
- ☑ Open Spandrel Arch Deck Bridge Design

For final design, TYLin served as the Prime Consultant and Lead Bridge Engineer. The structure is a 1,976-footlong bridge with a 1,275-foot open spandrel steel deck arch, featuring three arch spans that support the 63- to 90-foot-wide deck of the main river spans. The new, seismically resilient bridge was designed to mitigate geotechnical challenges associated with potential landslide destabilization at the west embankment. The main foundations are drilled shafts into the hard Troutdale formation, with concrete piers and arch springing raising the level of steel arch connections well above the high-water level for the river. TYLin performed vessel collision and fender system studies for the project.

The client and community demanded that the existng bridge remain open during construction but also wanted the new bridge on the existing alignment. The TYLin team used the advantages of Alternative Delivery (GM/GC) to work with the contractor early in the process to design a shoofly alignment that shifted the existing bridge laterally to both maintain traffic and access open up the existing the alignment for the new bridge construction.

The sliding operation is one of the longest bridge parts ever to be moved and was completed in only 14 hours and opened to traffic the next day. Locally known as 'The Big Move', the 1,100-foot-long, 3,400-ton, four-span truss bridge was successfully slid onto the temporary piers (pictured right with inset). The level of service for the shoofly condition was maintained at the preconstruction level, which allowed for simple ramp connections to the river crossing prior to completion of the new bridge structure.

TEAM MEMBERS INVOLVED:

FIRM NAME	**GeoEngineers, Inc.**	DISCIPLINE(S)*	**Geotech**
PROJECT NAME	**I-210 AT COVE LANE INTERCHANGE (DESIGN AND CONSTRUCTION)**	FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**H.010151**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**Route I-210, Lake Charles, LA**	OWNER'S PROJECT MANAGER	**Benjamin Fernandez**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Road, Baton Rouge, LA 70802 | 225.379.1821 | Benjamin.Fernandez@la.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**08/12**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**Unknown**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**07/15**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$2,470**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ Fast-Track Project
- ☑ Use of nationwide crews to supplement capacity
- ☑ Stantec Collaboration
- ☑ Extensive Testing
- ☑ Testing in close proximity of traffic

GeoEngineers completed a geotechnical engineering evaluation, design, and construction monitoring for the new Interstate 210 (I-210) overpass of Cove Lane in Lake Charles, Calcasieu Parish. This fast-track project required our team to mobilize five different drill rigs for explorations and staff from offices across the country in order to meet the schedule requirements. We completed engineering analyses and provided design and construction recommendations for about 8,000 driven pile foundations, MSE walls and wick-drain/surcharge design to reduce post-construction embankment settlement, in accordance with AASHTO LRFD specifications for highway bridges.

GeoEngineers provided a complete geotechnical investigation, including 128 explorations (43 drilled soil borings and 85 CPTs) to depths in the range of 20 to 120 feet and associated soil laboratory testing for the I-210 overpass structure with approach embankments and ramps, which is aligned within a very crowded corridor between Cline Canal and private property. The proposed embankment overpass structure used a tight urban diamond configuration with a roundabout for the new Cove Lane interchange. The team used Pile Driving Analyzer (PDA) equipment to evaluate and monitor installation of one pile every 50 of the 8,000 piles the contractor placed. In addition, our numerous detailed records provided valuable information to the DOTD and team members during the project. The work for this large project had to be performed very close to live traffic. Safety measures were heightened even more to ensure the safety of everyone working on the project and to the ongoing traffic.

TEAM MEMBERS INVOLVED: **J. ARONSTEIN, L. SANT**
STANTEC TEAM: G. HEITMAN, M. BRUCE, J. LEFANTE, S. MENSAH, S. WALLACE, C. HALL, B. JOHNSON, J. CAINS,
S. HOFFELD*(WHILE AT PREVIOUS FIRM)

FIRM NAME	**GeoEngineers, Inc.**	DISCIPLINE(S)*	**Geotech**
PROJECT NAME	**MISSISSIPPI RIVER AUDUBON BRIDGE**	FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**H.010151**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**St. Francisville; Route LA 10; West Feliciana Parish, LA**	OWNER'S PROJECT MANAGER	**Benjamin Fernandez**
OWNER'S ADDRESS, PHONE, EMAIL	**P.O. Box 94245, Baton Rouge, LA 70816 | 225.379.1821 | Benjamin.Fernandez@la.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**03/04**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$409,000**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**09/05**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$875**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ New Mississippi River Bridge
- ☑ East bank focus
- ☑ Deep foundation
- ☑ Lab Testing
- ☑ Stantec collaboration

The Audubon Bridge has the second longest cable-stayed span in the Western Hemisphere. The bridge, which opened in 2011, replaced the ferry between communities of New Roads and St. Francisville in Louisiana. GeoEngineers' Geotechnical engineering services included work on the east approaches and main span of a new Mississippi River Bridge. The east approaches are approximately two miles, including 7,015 feet of main line bridge approach structure and bridges of 670 feet, 1,075 feet, 625 feet, 415 feet and 585 feet.

The main span is 1,400-foot cable-stayed structure with 65 feet of vertical clearance over the Mississippi River. GeoEngineers provided geotechnical engineering, exploration for deep foundations, and lab testing services under retainer for the LADOTD, including: 80 deep borings, 130 to 200 feet in depth, seven in-river borings, drilled to elevation–350 feet; three on land borings, drilled to elevation – 350 feet; with water depths ranged from three to 51 feet.

TEAM MEMBERS INVOLVED: **J. ARONSTEIN**
STANTEC TEAM: S. WALLACE, G. HEITMAN, C. HALL

FIRM NAME	**GeoEngineers, Inc.**		DISCIPLINE(S)*		**Geotech**
PROJECT NAME	**LOYOLA DRIVE/I-10 INTERCHANGE TO NEW AIRPORT TERMINAL DESIGN BUILD**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**H.011670**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**Jefferson Parish, Louisiana**			OWNER'S PROJECT MANAGER	**Tim Nickel, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Road, Baton Rouge, LA 70802 | 225.379.1110 | Timothy.Nickel@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/19**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**~$126,000**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**11/24**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$1,200**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ High-Profile Alt. Project Delivery
- ☑ Fast-Tracked project
- ☑ Focus on early data assembly to guide design approach

GeoEngineers is completing the geotechnical exploration, testing and engineering for this high-profile design build project that will ultimately improve the Loyola Drive interchange to increase operational efficiency and traffic capacity. The existing I-10 interchange is a multi-level, controlled-access interchange consisting of two overpass bridges. The LANOIA Airport opened a new terminal and subsequently moved the I-10 exit from Williams Boulevard to Loyola Drive. To do this, LA DOTD hired our design-build team to:

- Modify the existing ramps and construct a new multi-level interchange, including two one-way elevated flyovers and a diverging diamond on at-grade interchange Loyola Drive.
- Add auxiliary lanes along I-10, including over Duncan Canal.
- Construct noise barriers at various locations throughout the project corridor.
- Upgrade Loyola Drive north and south of I-10 and tie it into the LANOIA corridor Airport Access Road.
- Improve drainage and lighting, relocate utilities, and provide pier protection.

As part of the design build process, GeoEngineers developed a preliminary subsurface conditions evaluation describing local geology, available geotechnical information, and plotted design standards to help refine the team's design approach. Now that our team is in construction, GeoEngineers completed the geotechnical investigations, analyses, design, and construction monitoring including Pile Driving Analyzer (PDA) equipment to evaluate and monitor installation of piles. Our design services included providing foundation, embankment, pile, and pavement design recommendations.

TEAM MEMBERS INVOLVED: **J. ARONSTEIN, L. SANT**
STANTEC TEAM: C. HALL, G. HEITMAN, B. JOHNSON, J. LEFANTE, J. CAINS, S. MENSAH

FIRM NAME	**Burns Cooley Dennis, Inc.**		DISCIPLINE(S)*		**Geotech**
PROJECT NAME	**I-20 MISSISSIPPI RIVER BRIDGE PIER MOVEMENTS**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**110231 & 200484**	OWNER'S NAME	**Louisiana Department of Transportation and Development and Mississippi Department of Transportation**		
PROJECT LOCATION	**Vicksburg, MS**			OWNER'S PROJECT MANAGER	**Zolan Prucz**
OWNER'S ADDRESS, PHONE, EMAIL	**1055 St. Charles Ave, New Orleans, LA | 504-524-4344 | zprucz@modjeski.com**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**11/01**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$27,500**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**04/24**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$840.5**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ Initial I-20 Vicksburg Bridge Geotechnical work
- ☑ Focus on Piers E-1 and E-2
- ☑ Extensive knowledge / understanding of east bank geology
- ☑ Continued work with Ardamann on In-Water sampling/analysis

The I-20 Mississippi River Bridge was built in the late 1960s and early 1970s. Piers E-1 and E-2 experienced approximately 4 inches of lateral movement during the period from March 2000 to March 2002.

The engineering firm Modjeski and Masters, Inc. was retained by the Louisiana Department of Transportation and Development to investigate the cause of the movements and to develop mitigation measures. Burns Cooley Dennis, Inc. (BCD) provided geotechnical and geological support for this effort during the period from 2001 through 2015.

BCD completed a thorough review and compilation of available subsurface data and regional and local geologic information available in the literature. Fourteen additional soil borings were made to better delineate subsurface conditions. Twelve slope inclinometer casings were installed, three in the river and eight along the bank of the river. In-place inclinometers were utilized in the river and data was retrieved via modem. The inclinometers detected movement at depths of ranging from about 100 ft to 130 ft.

Additional field work included detailed mapping of limestone outcrops along the river bank and at Pier E-1. Crack patterns, offsets, dips and strikes provide an indication of the nature of previous movement. The boring data revealed the presence of 40 ft to 50 ft vertical offsets of geologic units in close proximity of the bridge. The boring data along with geologic surface mapping suggest an ancient landslide in the vicinity of the bridge has been reactivated. These data along with the measurements of bridge movement and subsurface displacements were considered in developing an understanding of the mechanisms resulting in movements of the bridge piers and in evaluating alternative mitigation measures.

Since 2011, BCD has drilled and sampled seven (7) borings over the water for Ardaman and Associates, Inc. in the vicinity of Piers E-1 and E-2. Boring depths ranged up to 250 ft. Shape accelerometer arrays (SAA) were installed in most of these borings.

TEAM MEMBERS INVOLVED: **J. MAY**

FIRM NAME	**Burns Cooley Dennis, Inc.**		DISCIPLINE(S)*		**Geotech**
PROJECT NAME	**AMERISTAR CASINO STABILIZATION WALL**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**110169**	OWNER'S NAME	**Pinnacle Entertainment, Inc. (now Penn Entertainment, Inc.)**		
PROJECT LOCATION	**Vicksburg, MS**			OWNER'S PROJECT MANAGER	**Todd Prudhomme**
OWNER'S ADDRESS, PHONE, EMAIL	**Penn Entertainment, 4116 Washington Street, Vicksburg, MS 39180 | 484-336-5023**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**07/11**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$65**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**11/11**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$65**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ East Bank Vicksburg Study in vicinity of I-20 Vicksburg Miss. Bridge
- ☑ Slope stabilization analysis
- ☑ Experience with high river level effects
- ☑ Extensive slope stabilization wall construction

Deep-seated landslide movements have been occurring in the southern portion of the Ameristar Casino site in Vicksburg, Mississippi since construction of the casino in 1994.

The casino is located just upstream of the Hwy and I-20 bridges that cross the Mississippi. Both of these bridges have been impacted by the movement of the ancient landslide that affects the southern portion of the casino site.

In 2011, Pinnacle Entertainment, Inc. (now Penn Entertainment, Inc.) contracted with Hayward Baker Inc. (HBI) to design and construct a slope stabilization wall to protect the southern portion of the site from future landslide movements. HBI subcontracted with Burns Cooley Dennis, Inc. (BCD) to prepare a design for the slope stabilization wall. BCD evaluated alternative methods to stabilize the landslide on the Ameristar property and developed an innovative design for a slope stabilization wall, which incorporated deep micropile and long prestressed anchors to resist the landslide forces. The micropiles and anchors were connected by a cast-in-place concrete wall facing which abuts the original tangent pipe pile wall along the riverbank. More common methods of landslide stabilization were rejected due to the large size of the landslide and site constraints.

BCD prepared drawings for the slope stabilization wall and HBI initiated construction in the Fall of 2011. High river levels interrupted construction between December 2011 and June 2012. Construction resumed in July 2012 and was completed by November 2012. Since completion of construction, survey monuments and inclinometers indicate that the deep-seated movements have ceased, while the land downstream of the stabilization wall still experiences intermittent movement at low river stages.

The slope stabilization wall is unique in that it can resist large landslide forces (i.e., 231,000 lbs per lineal foot of wall length) and could be designed and constructed within a relatively short time frame without significantly affecting casino operations or requiring encroachment into the Mississippi River. The slope stabilization wall is one of the largest, if not the largest, slope stabilization walls ever constructed based on the load resistance provided by the wall.

TEAM MEMBERS INVOLVED: **B. CAMPBELL**

FIRM NAME	**Gulf South Research Corporation**	DISCIPLINE(S)*	**Environmental**
PROJECT NAME	**ENVIRONMENTAL ASSESSMENT (EA) AND ENVIRONMENTAL BASELINE SURVEY (EBS) FOR MULTIPLE PROJECTS AT COLUMBUS AIR FORCE BASE, MS**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**80700311**	OWNER'S NAME	**USACE, Mobile District**
PROJECT LOCATION	**Columbus Air Force Base, Mississippi**	OWNER'S PROJECT MANAGER	**Sandy P. Gibson**
OWNER'S ADDRESS, PHONE, EMAIL	**109 St. Joseph Street, Mobile, AL 36602 | (251) 694-4099 | sandy.p.gibson@usace.army.mil**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**09/20**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$219**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**09/22**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$219**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ Wetlands survey and JD
- ☑ Section 7 ESA Consultation
- ☑ Migratory Bridge Treaty Act Compliance
- ☑ Extensive USACE coordination
- ☑ NEPA EA compliance

GSRC was contracted by the USACE, Mobile District, to complete an EA to evaluate the potential environmental consequences associated with anticipated facility enhancements and land use modification projects at Columbus Air Force Base (CAFB) to provide and maintain infrastructure required to support the needs of the 14th Flying Training Wing (FTW) and its tenants.

The proposed projects included the replacement and construction of the Physical Fitness Center, replacement and construction of the Water Storage Tank, and permanent placement of fill material into the Strategic Air Command (SAC) Lake. An architectural historian from GSRC visited CAFB to evaluate the eligibility potential of Buildings 704, 842, and 9311. After research and analysis, GSRC recommended that none of the evaluated buildings are eligible for listing in the National Register of Historic Places (NRHP). Supporting studies included an analysis of historic architectural resources, wetland delineation, biological resources survey, Phase I EBS for the acquisition of 118.2 acres, and air quality and noise analyses.

The **wetland survey** that GSRC conducted resulted in the concurrence from, the USACE, Mobile District (Regulatory Division) - Birmingham Field Office for a **jurisdictional wetland determination** for the 3-acre mine pit pond. Additionally, in support of the proposed project activities, the Air Force prepared a Phase I environmental baseline survey (EBS) for land acquisition of 118.2 acres abutting the East/South-East property line of CAFB from a private individual to the United States Air Force (USAF). The purpose of this acquisition was to accommodate the necessary lands and setbacks needed to construct a future main security gate into CAFB.

GSRC conducted surveys in compliance with US Fish and Wildlife Service (USFWS) with **Section 7 of the Endangered Species Act (ESA)**, The Migratory Bird Treaty Act, and the Coastal Zone Management Act. Consultation with the USFWS in accordance with Section 7 of the ESA was completed and no further consultation was required.

The air quality analysis evaluated the potential impacts on ambient air quality resulting from pollutant and greenhouse gas emissions from proposed installation construction activities and post-construction installation activities. Similarly, a thorough noise analysis evaluated both range enhancement and new facility construction activities. Impacts on the noise environment would be significant if conflicting with applicable federal, state, interstate, or local noise control regulations; or resulting in continuous and long-term noise levels at 85 dB and above, which is the threshold of hearing damage with prolonged exposure. Impulsive noise levels from munitions are considered significant if emissions exceed 115 dBA, and noise levels from construction are considered significant only if levels exceed 65 dBA. The Finding of No Significant Impacts (FONSI) was signed on September 1, 2022.

TEAM MEMBERS INVOLVED: **H. NASS, B. RAPIER**

FIRM NAME	**Gulf South Research Corporation**		DISCIPLINE(S)*		**Environmental**
PROJECT NAME	**STRATEGIC BIOFUELS EA FOR NEW CONSTRUCTION AND OPERATION OF THE LA GREEN FUELS BIO-REFINERY**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**Signed letter contract**	OWNER'S NAME	**Strategic Biofuels, LLC**		
PROJECT LOCATION	**Caldwell Parish, Louisiana**			OWNER'S PROJECT MANAGER	**Paul Oestermeich**
OWNER'S ADDRESS, PHONE, EMAIL	**303 Wall Street, Columbia, LA 71418 | (314) 250-7157 | pauloesterreich@strategicbiofuels.net**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**03/24**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$35**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$35**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

GSRC was contracted by Strategic Biofuels (Strategic), LLC to prepare an Environmental Assessment (EA) for the construction, operation, and maintenance of the proposed Louisiana Green Fuels (LGF) refinery, including one natural gas pipeline right-of-way (ROW), two carbon dioxide pipeline ROWs, and two injection well pads.

TASK RELEVANCE:

- ☑ Protected spp. surveys for ESA, including bat surveys
- ☑ Wetland survey and JD
- ☑ Extensive USACE coordination
- ☑ NEPA EA compliance

The project area is approximately 420 acres located in Caldwell Parish, Louisiana. As part of the EA process, GSRC was responsible for conducting **wetland surveys** on six individual tracts of land that comprise the refinery facility site as well as the natural gas pipeline ROW, carbon dioxide pipeline ROWs, and well pads. GSRC was responsible for coordinating with the U.S. Army Corps of Engineers (USACE) to obtain a Preliminary Jurisdiction Determination for four of the tracts of land that comprise the refinery facility site. GSRC also conducted vegetation and **protected species surveys**. There is one endangered species (Northern long-eared bat), one proposed endangered species (Tricolored bat), one proposed threatened species (Alligator snapping turtle) and a candidate species (Monarch butterfly) known to occur in the area. In accordance with the **Endangered Species Act (ESA),** critical habitat was researched, however was not found within the project site. GSRC was also responsible for conducting Phase I Cultural Resources surveys for the same areas in which the wetland delineation surveys were performed. GSRC was responsible for conducting Section 106 consultation with the Louisiana State Historic Preservation Officer (SHPO) to obtain concurrence on GSRC findings. The associated studies were performed under separate work orders.

GSRC prepared the Draft EA in compliance with the National Environmental Protection Act (NEPA) and current Council on Environmental Quality's (CEQ) guidelines. As part of the EA process, GSRC was responsible for submitting the coordination letters to federal, state, and local agencies and affected Native American tribes. The purpose of these letters was to obtain any information or data these groups may have on potentially affected resources in the project's Region of Influence. Howard Nass is the project manager for this project and is responsible for project finances, scheduling, project coordination, oversight of associated studies, and preparation of the EA. He is also responsible for coordinating with federal, state, and local agencies during the preparation of the EA. John Lindemuth was the Cultural Resources Principal Investigator for the Cultural Resources investigations.

TEAM MEMBERS INVOLVED: **H. NASS, B. RAPIER, R. HACKBARTH**

FIRM NAME	**Beyond Communication LLC**		DISCIPLINE(S)*		**Environmental, Other (Public Engagement)**
PROJECT NAME	**MULTIPLAN 2050**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Mississippi Department of Transportation**		
PROJECT LOCATION	**Statewide, Mississippi**			OWNER'S PROJECT MANAGER	**Sammy Holcomb, MDOT Planning Division**
OWNER'S ADDRESS, PHONE, EMAIL	**401 North West Street, Jackson, MS 39216 | 601.359.7000 | sholcomb@mdot.ms.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**06/24**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**N/A**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$263,000**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

As a subcontractor, Beyond Communication LLC was selected to lead the public involvement initiative for updating the Mississippi Department of Transportation's (MDOT) long-range transportation plan. Building off the successes of the 2040 and 2045 plan updates, Beyond Communication's owner, Donna Lum Sistrunk, is once again leading efforts to craft and implement a comprehensive statewide public involvement strategy.

Using creative concepts and effective communication tools, Beyond Communication provides stakeholders, agencies, organizations, traditionally underserved communities, and the general public with multiple opportunities to become engaged in updating Mississippi's Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN). MULTIPLAN is a coordinated effort to develop MDOT's statewide long-range plan and the Metropolitan Transportation Plans for three of Mississippi's Metropolitan Planning Organizations (MPOs). Combining the public involvement efforts significantly boosts public understanding of the comprehensive nature of transportation planning that occurs among the MPOs, MDOT, the Federal Highway Administration, and the Federal Transit Administration.

Now in the middle stages of the project, Beyond Communication is leading development of the MULTIPLAN 2050 comprehensive Public Involvement Plan (PIP). The PIP will be used statewide to facilitate meaningful input concerning transportation goals, priorities, and investment strategies. Included will be communication strategies and involvement techniques that span digital and traditional media channels and drive awareness of engagement opportunities. Interested individuals will be invited to participate in listening sessions, meetings, and workshops. Surveys, messaging, graphics, and hands-on activities are also being planned that will help citizens understand the process and provide a means for expressing opinions and desired outcomes.

Beyond Communication will advertise opportunities for the public to be engaged through traditional media outlets, text messaging, and social media platforms including Facebook, Instagram, and LinkedIn. A project-specific web page, video snippets for social media, and graphics that quickly convey information at a glance are being developed to help keep individuals informed. Public opinions will be heard through a random telephone survey, an online survey, meetings, in-person engagement activities during festivals and markets, and electronic correspondence. Beyond Communication remains sensitive to the communication challenges that sometimes surround traditionally underserved populations and is developing strategies to overcome known barriers such as language and age.

TEAM MEMBERS INVOLVED: **D. SISTRUNK**

TASK RELEVANCE:

- ☑ As Ex-MDOT Public Affairs Director, Donna led MDOT Program Public Outreach Efforts
- ☑ Mississippi Statewide outreach and involvement
- ☑ Public Involvement Plan Development/ Maintenance
- ☑ Traditional and non-traditional outreach employed
- ☑ Atypical/"out-of-box" engagement with traditionally underserved populations (social media, text messages, etc.)

FIRM NAME	**Forte and Tablada, Inc.**	DISCIPLINE(S)*	**Survey**
PROJECT NAME	**CALCASIEU RIVER BRIDGE (HBI)**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**H.003931**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**Calcasieu, Louisiana**	OWNER'S PROJECT MANAGER	**Barrett Smith**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1292, Barrett.Smith@la.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**07/23**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$4,282**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$4,282**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

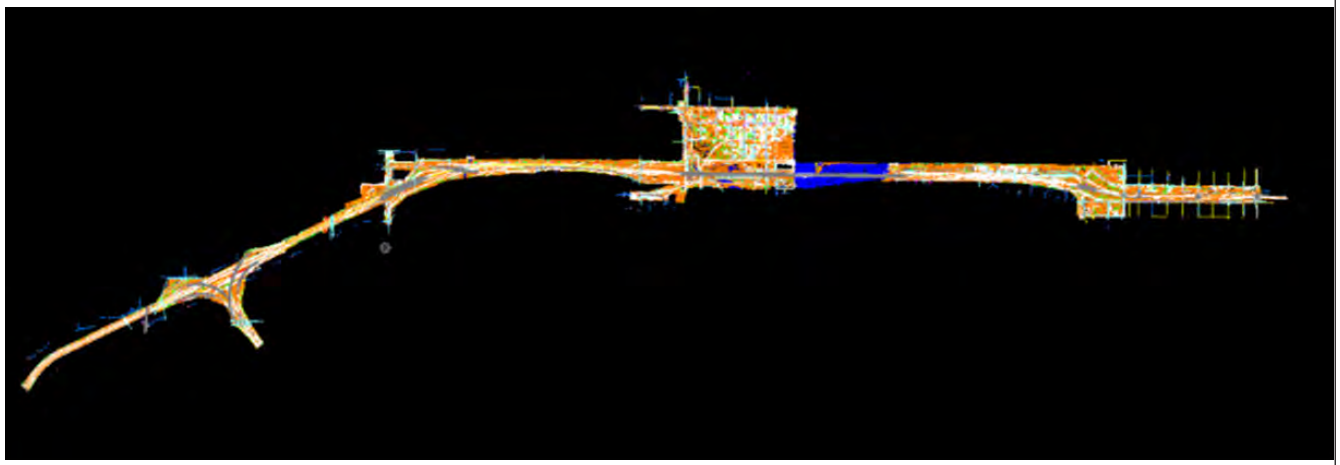
Forte and Tablada completed this survey comprised of four task orders under multiple IDIQ Contracts for Professional Surveying Services for LADOTD.

TASK RELEVANCE:

- ☑ LIDAR and Topographic Survey7-mi interstate and Calcasieu River Bridge/ship channel
- ☑ Hydrographic Survey of ship channel
- ☑ Work in high-traffic area
- ☑ Fast-track schedule, requiring multiple crews

Spanning approximately 7 miles, it involved a comprehensive topographic survey of interstate I-10, the I-10 Bridge over the Calcasieu River, and the Calcasieu River Ship Channel, with much of the work conducted within a high-traffic industrial area. Our team established primary survey control, including deep rod monuments meeting National Geodetic Survey standards, to ensure accurate data collection. We conducted a comprehensive topographic survey that met LADOTD On-System survey standards, utilizing conventional, terrestrial LiDAR, and Mobile LiDAR survey methods to minimize risks to field crews. Particularly, LiDAR survey methods enabled detailed capture of deck and substructure features of multiple bridges. Additionally, we performed a multibeam hydrographic survey of the channel, adjacent water bodies, and canals within the project limits, which included identifying existing bridge substructures, fender systems, and debris, complemented by a magnetometer survey. Services also encompassed producing an existing drainage map covering the survey area and a half-mile perimeter beyond, as well as utility surveys assisted by a Subsurface Utility Engineer's utility locations. The project's magnitude necessitated the mobilization of up to 6 crews, demonstrating Forte and Tablada's capability to efficiently execute large-scale topographic survey tasks within tight project timelines.

TEAM MEMBERS INVOLVED: **B. HOLLEMAN, R. WILSON, J. MIDDLETON**



FIRM NAME	**Forte and Tablada, Inc.**		DISCIPLINE(S)*		**Survey**
PROJECT NAME	**CRESCENT CITY CONNECTION BRIDGES HYDROGRAPHIC SURVEY**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Moffat and Nichol**		
PROJECT LOCATION	**New Orleans, Louisiana**			OWNER'S PROJECT MANAGER	**Garth Presgrave**
OWNER'S ADDRESS, PHONE, EMAIL	**301 Main St #800, Baton Rouge, LA 70802 | 225-610-1944 | gpresgrave@moffattnichol.com**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**06/22**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**N/A**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$19.0**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

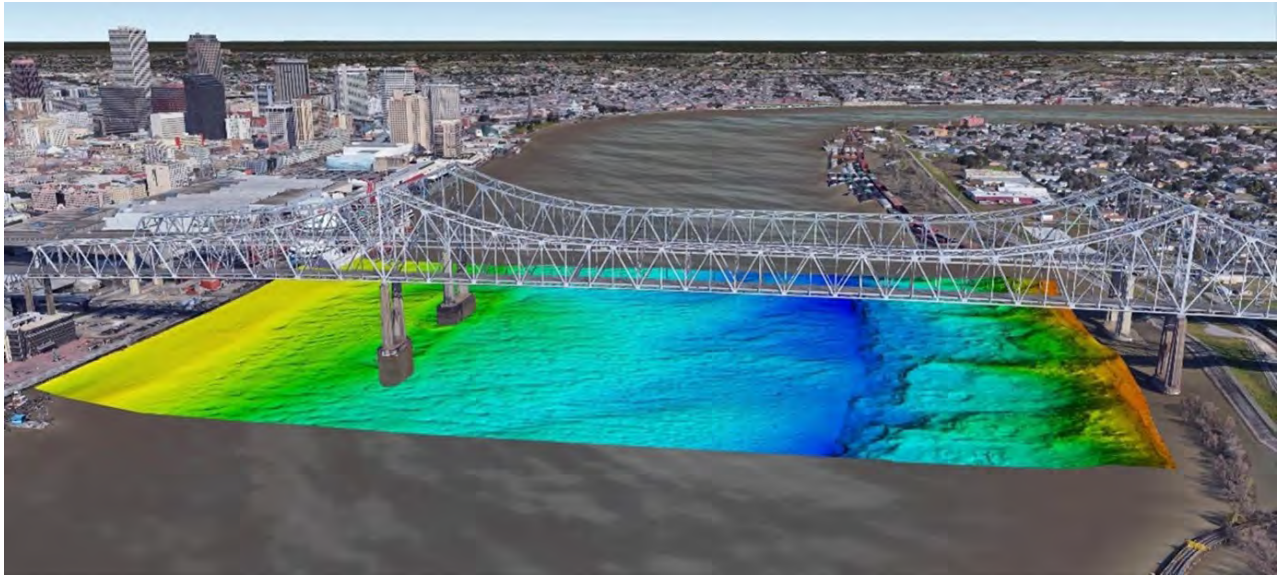
Forte and Tablada performed a multibeam hydrographic survey on the Crescent City Connection bridges in New Orleans, LA.

TASK RELEVANCE:

- ☑ Mississippi River Hydrographic Survey
- ☑ Sour/Debris problem documentation

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

TEAM MEMBERS INVOLVED: **B. HOLLEMAN**



FIRM NAME	**Innovative Contracting and Engineering Professional LLC**		DISCIPLINE(S)*		**Other (ICE)**
PROJECT NAME	**COMITE RIVER DIVERSION PROJECT**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**H.002273.6 & H001352.6**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**Baton Rouge, Louisiana**			OWNER'S PROJECT MANAGER	**Christina Brignac**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Road, Baton Rouge, LA 70802 | (225) 379-3006 | christina.brignac@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**11/20**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$608**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**08/22**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$608**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ Independent Cost Estimating
- ☑ Construction Scheduling
- ☑ Quantity Takeoffs
- ☑ Risk Management
- ☑ Constructability Reviews
- ☑ LADOTD Standards & Processes

The project consists of a 12-mile-long diversion channel from the Comite River to the Mississippi River, a diversion structure at the Comite River, guide levees, Lilly Bayou control structure, four drop structures, three five-span highway structures, and a railroad bridge that will relieve thousands of residents from potential flood threats that have been exacerbated by the flood of 2016. The project will divert flood flows from the Comite River to the Mississippi River north of Baton Rouge, LA.

IC&E provided independent cost estimating services for this project. The project team used the CMAR delivery method due to the complexity of the project phasing, the railroad bridge construction, and they wanted to take advantage of risk mitigation strategies and innovations that the CMAR delivery method invites. IC&E provided independent cost estimating, construction scheduling, risk management, and constructability reviews on this project.

TEAM MEMBERS INVOLVED: **D. BENDER, A. FATEMI, T. GOTT, K. NORSETH**

FIRM NAME	**Innovative Contracting and Engineering Professional LLC**	DISCIPLINE(S)*	**Other (ICE)**
PROJECT NAME	**SUSQUEHANNA RIVER RAIL BRIDGE N/A**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**AMTRAK**
PROJECT LOCATION	**Harford County, Maryland**	OWNER'S PROJECT MANAGER	**Dexter Fordyce**
OWNER'S ADDRESS, PHONE, EMAIL	**1 Massachusetts Ave. NW, Washington, D.C. 20001 / 571-349-6611 / Dexter.Fordyce@amtrak.com**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**12/23**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$5,376 (to date)**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$7,094**

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

TASK RELEVANCE:

- ☑ Independent Cost Estimating
- ☑ Construction Scheduling
- ☑ Quantity Takeoffs
- ☑ Risk Management
- ☑ Constructability Reviews

This project will replace the existing 116-year-old bridge carrying the Northeast Corridor (NEC) over the Susquehanna River. The current bridge needs to be replaced with a new structure to maintain future rail services across the Susquehanna River. The project proposes to replace the current single double-track bridge with two double-track bridges to improve capacity, trip time, and safety for commuters, freight, and passenger rail services on the NEC. The project will also optimize existing and planned infrastructure and accommodate future freight, commuter, intercity and high-speed rail operations and improve the channel for marine users traveling under the bridges.

ICE Teams is providing independent concept-level cost estimates and basis of cost estimates. Our team is participating in workshops, developing independent cost estimates and construction schedules at 60, and 90 percent milestones, tracking innovations, providing constructability reviews, bid reviews and assessments, and participating in price and schedule reconciliation meetings. ICE Teams has already helped AMTRAK save $40 million by discovering that modifying the bridge span lengths would increase manufacturing efficiency and minimize installation conflicts. CJ Barker leads our project team, which includes Tom Gott and Chris Bender as schedulers, and Chuck Brained, Erik Golub, and David Beardsley, as senior estimators.

TEAM MEMBERS INVOLVED: **T. GOTT**

Sections

18-19

I-210 and Cove Lane Interchange, Lake Charles, Louisiana – Stantec and GeoEngineers, Inc

18. **Approach and Methodology:**

1. Management Approach

1.1 Team Selection

DOTD is using a Planning and Environment Linkages (PEL) approach to fast-track this bridge project, and our team is built for that purpose. We bring national PEL leadership, and a tailored approach rooted in a PEL-compliant processes. We have done this before—successfully delivering DOTD's I-210 EA in seven months—and are ready to do it again.

This approach explains how our team . . .

- **Enables rapid DOTD decision-making and consistency with 2025 Strategic Improvement Plan goals.**
- **Provides a National PEL Team with senior NEPA and PEL practitioners, plus proprietary PEL Approach strategies with proven success records.**
- **Greatly reduces risk to DOTD of geotechnical recommendations that might threaten this critical investment.**
- **Provides innovation and reliability in bridge design, constructability and accurate costing.**
- **Improves confidence in DOTD decisions based on construction, maintenance and life-cycle costs.**
- **Provides transparency to Mississippi and Louisiana stakeholders, fostering trust and improving outcome.**
- **Accelerates project delivery while saving budget.**

Our team is strategically assembled to match the complexity, regulatory landscape, and technical demands of the I-20 Mississippi River Bridge at Vicksburg. From the outset, we engaged with DOTD to understand project goals and expectations—resulting in a team purpose-built for this assignment. Each subconsultant was selected for their proven performance on major river crossings, geotechnical skillsets, and analysis of environmentally sensitive corridors. Only the Stantec team combines these specific partners, along with our national PEL leadership, to deliver an integrated, low risk team with unmatched depth in early planning, NEPA, and bridge engineering. Together, we bring the technical excellence, trusted relationships, and regional insight needed to credibly and efficiently advance this critical infrastructure project from PEL into NEPA and beyond.

1.2 Team and DOTD Coordination / Collaboration

Scott Hoffeld, CEP is the proposed Project Manager and main point of contact for Ryan Morvant, PE and the DOTD team. Gary Heitman, PE will serve as the Principal-In-Charge who can marshal any and all unplanned resources to satisfy emerging contract needs. Regular coordination will be established with Ryan and the DOTD task leads, in accordance with DOTD needs and technical milestones. Likewise, Scott will run internal consulting team meetings on a regular basis - covering task activities, schedule adherence, and risk management. Outstanding and new action items will be tracked until addressed, with meeting agendas and other communications documented for the administrative record. Stantec will develop a critical path project schedule to identify, link, and track tasks, highlight streamlining opportunities, and establish reliable project milestones. **(See high-level contract schedule on Page 2.)** Our team will include both a **quality control team** and **niche discipline advisors** with Stantec, TYLin, GeoEngineers, ICE Teams, Burns-Cooley Dennis and the rest of the team.

2. Part I: Enhanced Planning

2.1 Approach Overview & Schedule

The I-20 Mississippi River Bridge project presents an ideal candidate for a PEL study because of its complex alternatives development, critical need for early geotechnical and navigational risk screening, and the opportunity to build agency and stakeholder consensus before entering the NEPA process.

Scott Hoffeld and the designated NEPA and PEL Practitioners represent a collective resume with 15 EISs, 65 EA/FONSIs, and ample Categorical Exclusions – plus over 30 Planning/Feasibility Studies and 16 PEL-compliant initiatives with various state DOTs. **This team knows what to do during PEL activities and in NEPA,** with Scott to guide regarding DOTD process.

Accordingly, **Stantec offers a successful and proprietary approach to developing enhanced PEL Strategies.** PEL authorities offer great flexibility, with multiple pathways to optimize a project-specific PEL Approach leading to NEPA study. From project kick-off through NEPA initiation: We would engage DOTD and FHWA (as lead federal agency) at specific checkpoints - with product and task lookahead discussions that determine the when (and to what degree) specific tasks will occur – whether in the Planning Phase or a NEPA study. Well-timed and credible product deliveries do provide accelerated delivery options; yet "product lifespans" and other risk management considerations will present real and manageable decisions for DOTD. As project work avails more information: DOTD is also empowered to "change paths" to maintain an optimized project approach. In that regard, collaborative strategy or project decision sessions can be held at key milestones - either at DOTD or the Stantec office in Baton Rouge.

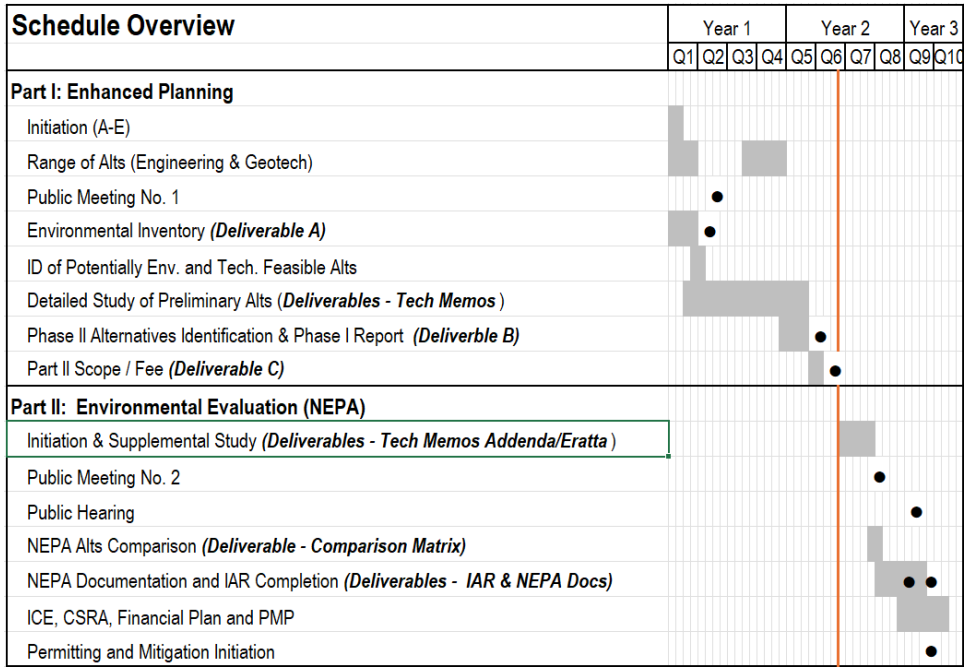
Due to the critical nature of the Vicksburg Bridge Mississippi River crossing, early assessment of critical failure risks will be discussed in the interest of understanding if short-term, interim actions should and could be accomplished independently of the core contract. The Stantec team will collaborate with DOTD to determine if any interim protection measures should be evaluated and permitted prior to the long-term solution.

Key DOTD Concerns and Goals

- ✓ Maintain Critical Connectivity
- ✓ Early Risk Identification
- ✓ Accelerated Project Delivery
- ✓ Regulatory Compliance
- ✓ Feasibility and Constructability
- ✓ Transparency and Consensus
- ✓ Permitting Readiness

18. Approach and Methodology:

The schedule below illustrates the Part I Pre-NEPA PEL Activities and Part II NEPA Study Phase. Part I focuses on developing Purpose and Need, then developing and vetting alternatives, culminating in a consensus for those alternatives advancing into NEPA study – while documenting all activities and establishing a Part II scope and fee. The Part II NEPA Study would then start – and potentially intersect any concluding PEL activities. A number of accelerated delivery options will also emerge during the transition period. Thus, with a well-coordinated NEPA Transition Strategy and streamlined NEPA layout: **NEPA approval could be achieved in as few as 9–10 months.**



2.2 FHWA Agency Coordination

FHWA and "Relevant Agency" coordination will begin at project initiation with project notice, development of an engagement plan, and a permitting schedule. Collaboration will continue as a structured, ongoing process throughout planning, NEPA review, and early permitting tasks. Our team will partner with DOTD and FHWA to facilitate formal and informal coordination with state and federal agencies. Technical findings and submittals will be prepared to enable early resolution of identified issues. We will also engage agencies to identify practicable mitigation strategies which assist alternative development and NEPA commitments. This proactive, transparent coordination will reduce risk, support timely permitting, and maintain alignment with DOTD's strategic delivery goals.

2.3 Public and Stakeholder Engagement Plan

Our team will develop a Public and Stakeholder Engagement Plan that defines goals, communication strategies, and clear protocols for engaging key stakeholders throughout the planning and environmental review process. Leveraging **Franklin Associates'** successful DOTD engagement history and **Donna Lum Sistrunk's leadership in MDOT and Beyond Communications** outreach, we will integrate public input throughout alternatives development, impact assessment, and agency coordination. A comprehensive stakeholder list will be developed with DOTD and FHWA, to identify elected officials, agencies, utilities, tribal representatives, and other pertinent groups. We will also prepare and maintain a public involvement plan outlining engagement methods, meeting strategies, comment tracking, and outreach approaches. Both the stakeholder list and plan will be living documents, hence updated as the project evolves. A project website will serve as a public hub, hosting meeting materials, comment tools, and alternatives updates, with virtual features like interactive maps and surveys to broaden participation. **This adaptive approach supports DOTD's Strategic Improvement Plan goals** for honest, transparent communication.

Project Acceleration Strategies

- ✓ **Targeted Risk Management**
  Proactively mitigate risks related to structure safety, permitting, stakeholder acceptance, and regulatory shifts.
- ✓ **Concurrent Early Technical Studies**
  Launch early-start environmental analyses (e.g., wetlands, T&E, community impacts) to front-load data gathering and reduce analysis durations.
- ✓ **Phased Geotechnical Evaluation**
  Early focus on macro and micro slope instability to eliminate high-risk alignments and potential for late-stage feasibility challenges.
- ✓ **Early Agency and Permitting Coordination**
  Initiate early consultations with USACE, FEMA, USFWS, SHPO, and others to clarify permitting feasibility and build consensus before PEL study is finalized.
- ✓ **Proactive Stakeholder & Public Engagement**
  Maintain transparency and reduce misalignment risk using flexible, responsive engagement tools and techniques.
- ✓ **Administrative Record Readiness**
  Maintain a centralized repository for decisions, meetings, and study data to enable efficient documentation, legal sufficiency, and incorporation by reference.
- ✓ **Constructability and Cost Realism**
  Integrate TYLin and ICE Teams during alternatives screening to evaluate constructability and program cost risks, reducing the likelihood of late-stage redesign.
- ✓ **Combined EA/FONSI Opportunity**
  Explore option of a combined EA and FONSI to compress decision timelines.
- ✓ **Facilitate DOTD Early Design Initiation**
  Assist in identifying early, low-risk design packages for DOTD contracting on the preferred alternative.

18. **Approach and Methodology:**

2.4 Preliminary Purpose and Need

Our team will develop a clear and well-supported Purpose and Need statement in coordination with DOTD and FHWA. The Purpose and Need will focus on the current I-20 Vicksburg Bridge deficiencies, failure risk and the need to maintain connectivity across the Mississippi River.

2.5 Environmental Inventory

The Stantec team will review DOTD studies, GIS data, aerial imagery, and environmental databases to identify areas where reconnaissance-level field verification is needed to confirm data accuracy. This effort involves collaboration with DOTD GIS, Forte and Tablada (LIDAR, SUE et al) and others for available datasets to complete the available base mapping and GIS for the project. Stantec's drone team will supplement the inventory with aerial photography to resolve data gaps. This effort's results will be compiled in GIS-based constraints mapping and a full Environmental Inventory Report for the study area will be prepared, structured in accordance with NEPA's plain language standards.

2.6 Preliminary Range of Alternatives

Identifying and advancing technically feasible alternatives begins with a clear understanding of the critical screening factors affecting engineering viability, environmental impact, stakeholder acceptance, and project cost. Our team has delivered PEL and NEPA studies for complex, constrained river crossings nationwide. For example: Stantec currently manages North Dakota DOT's I-94 PEL Study to modify interchanges and replace Grant Marsh Bridge over the Missouri River. We understand that alternatives must balance environmental impact, cost, constructability, navigation safety, and long-term resilience. Preliminary screening priorities are shown in **Table 1.**

Table 1: Design Considerations

Category	Key Considerations
Marine Navigation Constraints	Sharp river bend, substandard clearance, history of barge strikes; pier placement critical to reduce risk and improve navigability.
Historic Resources	Coordination with SHPO and stakeholders to address potential impacts on Civil War-era and other historic sites under Section 106.
Design Life & Resiliency	Geotechnical risks (low-strength soils, landslides); 100-year design life requires robust foundations and siting sensitivity.
Interaction with Existing Structures	Screening will evaluate construction impacts to I-20 and US 80 bridges, particularly around slope stability and scour-prone zones.
Project Cost & Constructability	Use of ICE and TYLin expertise to screen out alternatives that are not financially or technically viable early in the process.
Utilities Compatibility	Consider existing and planned utilities. Subsurface utility crossings, including a buried cable south of the existing bridge, may conflict with certain alignments; each alternative will be assessed for utility relocation risks and costs.
Permitting Risk	Alignments need to be screened for impacts to wetlands and levees for USACE 401/408 Permit and impacts to marine navigation for USCG Bridge Permit.
Traffic Operations and Connectivity	Safe and functional tie-ins to I-20, US 61, and local roads are essential; alternatives will be evaluated for interchange geometry, turning movements, and traffic management during construction.
Right-of-Way Impacts	ROW needs will influence feasibility and cost. Early identification of ROW constraints will help eliminate impractical alignments during screening and guide the development of context-sensitive interchange layouts.

2.7 Initial Fatal Flaw Screening and Comparison Matrix

Our team will use the Environmental Inventory report and mapping to identify fatal flaws and other major issues such as navigation hazards, protected resources, environmental impacts, regulatory constraints, and constructability issues that may preclude certain alternatives from advancing. These findings will inform a credible Range of Alternatives screening which precedes the development of conceptual alternatives.

The Purpose and Need and screening methodology/results will be coordinated with DOTD, FHWA, agencies, and stakeholders and evaluates each alternative's consistency with Purpose and Need, technical feasibility, environmental and community impacts, cost, and long-term performance. This process will be documented in a transparent, consensus-driven framework; summarized in an Initial Screening Matrix in supporting collaborative decision-making and will be a foundational element of the PEL and NEPA record.

2.8 Environmentally and Technically Feasible Alternatives Analysis

The identification of technically and environmentally feasible alternatives will mark the start of detailed study under Part I. This phase will involve an iterative alternative development and refinement process informed by field and desktop findings, constructability feedback, and input from DOTD, ICE Teams, and others. Preliminary superstructure and substructure concepts will be developed using plan, elevation, and section views to support comparative engineering review.

Due to unique aspects of the project, Stantec has engaged Burns Cooley Dennis (BCD) and GeoEngineers to support geotechnical testing/evaluation, and TYLin to assist with structural assessments. BCD's experience leading geotechnical studies along I-20 and downstream will inform the evaluation of major rehabilitation and potential new alignments. TYLin's international expertise and recent design experience with cable-stayed bridges and truss bridge rehabilitation will contribute to development of cost-effective solutions. For example, TYLin completed the final design of a 2,952-ft cable stayed bridge and will leverage understanding of current technology and limitations to ensure the structure can meet the 100-year design life and stay within DOTD budget.

18. Approach and Methodology:

The Stantec team has conducted several interdisciplinary workshops, including environmental, traffic, structural, and geotechnical, to develop a range of potential alternatives for consideration, as illustrated in **Figures 1 and 2** below and described in **Table 2.** This head start positions the Stantec team to immediately collaborate with DOTD and meet or exceed the project schedule. Developing high-level design considerations enabled the team to rapidly generate six alternatives and efficiently identify those with fatal flaws that should not be advanced.

Similar to the Alternative 1A existing bridge rehabilitation, **TYLin also offers an optional Alternative 1B** which was used at the replacement of Sellwood Bridge outside of Portland, Oregon. There, TYLin designed temporary foundations and laterally slid the existing 1,971-ft Warren deck truss onto the new abutments over a weekend. TYLin was required to design the temporary and permanent foundations around an existing slope stability failure which moved the existing west foundation by 3-feet.

Inset A in **Figure 1** shows a folded diamond interchange option for Alternative 2. **The objective of this alternative was to salvage the US 61 Business overpass at the I-20 interchange.** The existing loop ramps have been relocated to cross under the end spans of the existing US 61 Business overpass to provide adequate space for the mainline lanes under the main span. The I-20 mainline crossing is realigned south of the existing

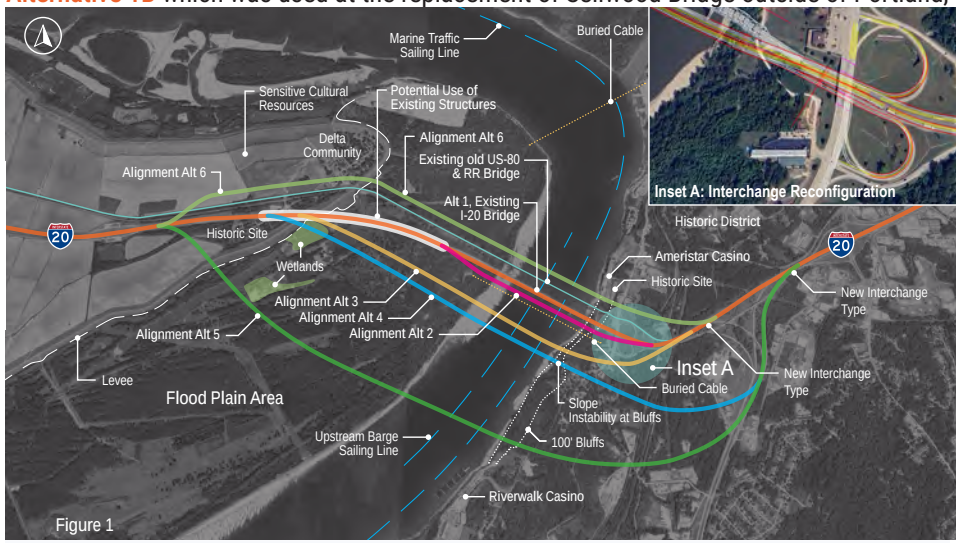


Figure 1

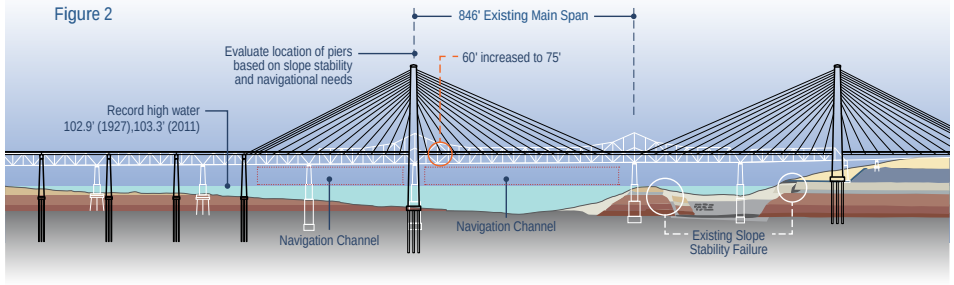


Figure 2

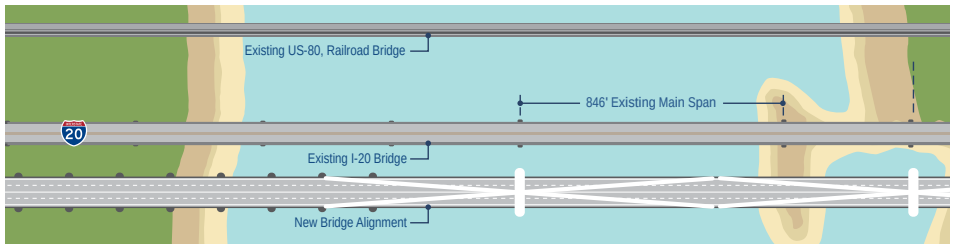


Table 2 Initial Build Alternatives for Consideration

Alternative 1A – No Build (Rehabilitation & Monitoring)
This alternative involves rehabilitating the existing I-20 bridge, focusing on monitoring and stabilization. Key considerations include the condition of Piers E1 and E2, which currently stabilize the slope but remain vulnerable to scour and landslides. A retrofit would assess remaining superstructure life, long-term geotechnical risk, and constructability without major disruption.

Alternative 1B – New Substructure with Superstructure Slide
This option would construct a new substructure south of the existing bridge and slide the current superstructure onto new supports—a technique used on Portland's Sellwood Bridge. It could reduce cost and environmental impact while maintaining the existing corridor but poses complex safety and constructability challenges.

Alternatives 2–6 – New Cable-Stayed Structures on New Alignments
These alternatives evaluate long-span cable-stayed structures along new alignments. Key differentiating factors for each alignment include geotechnical stability, marine navigation constraints, ROW impacts, and environmental considerations.
Key screening criteria include:

- **Marine Navigation:** USCG will require a Navigational Impact Report. Alignments must accommodate barge channel geometry and span lengths. Alternative 6 may require spans too long to be feasible, while Alternative 2—though adjacent to the existing bridge—may still require modifications to meet downstream navigation needs.
- **Geotechnical Stability:** Slope instability along the Vicksburg bluffs extends beyond the current bridge. Relocating the alignment may introduce new risks near limestone features or bluff edges. TYLin has developed conceptual span layouts to reduce exposure by bridging across known failure zones **(see Figure 2).**
- **Right-of-Way:** Alternative 6 may involve high-impact acquisitions (e.g., Ameristar Casino), while Alternatives 3 and 4 may minimize displacement by crossing less-developed areas.
- Cost Savings: Figure 1 illustrates in white a substantial length of the western structure that could be salvaged with Alternative 2 -- along with the low-impact eastern US 61 tie-in (Inset A), saving substantial funding.

18. Approach and Methodology:

river crossing but ties into the existing bridge sooner than all of the other alternatives, salvaging a portion of the existing bridge. This option minimizes environmental and geometric impacts on both the east and west sides of the river.

As indicated in **Table 2:** Other new location replacement bridge location alternatives 2-6 can be developed and analyzed on differing alignments. As a time-saving measure to pre-determine stability: DOTD and MDOT can consider studying a line of geotechnical borings on the Vicksburg bluffs.

Geotechnical Studies

We will conduct a phased geotechnical evaluation in parallel to the alternatives analysis due to the complex geology of the Vicksburg bluff and known instability near the existing I-20 structure. Desktop and field investigations will be led by Burns Cooley Dennis and GeoEngineers, whose site-specific expertise—especially prior stabilization work—will guide focused assessments of ancient landslide features and current slope stability challenges on the east bank. Our team's Vicksburg-specific experience combined with nationwide knowledge provides a well-informed foundation to alternatives development and allows us to quickly focus on the most economical, durable solutions for providing stability and reducing risks. This early-phase work will refine the geologic model, clarify constraints tied to the bluff's failure plane, and help avoid alignments with unmanageable risk. BCD's 2012 stabilization wall near the casino property has remained stable since installation. This will inform our evaluation of whether the existing I-20 alignment can be safely maintained or if alternative corridors offer better long-term viability. Following initial investigations, the team will assess what improvements would be needed to retain the current structure and apply a risk-based framework to evaluate the feasibility of all alternatives. Additional site-specific investigations will support constructability reviews and inform decisions in future design phases.

Sellwood Bridge over the Willlamette River

TEPR Traffic Data, Analysis / IAR | The TEPR/IAR team will initiate early data collection (during school year) and follow-on traffic analysis. Stantec will follow DOTD's TEPR requirements to evaluate corridor impacts of bridge alternatives. Early coordination will define traffic count locations and ensure complete data coverage. Initial assessments will draw from DOTD and MDOT traffic databases and crash history near potential tie-in points. Stantec will then conduct a Tier 1 access evaluation using FHWA tools such as CAP-X, culminating in a stakeholder meeting. A more detailed alternatives analysis will follow to inform lane configurations and intersection control strategies.

LIDAR, Topographic and Bathymetric Survey and SUE | Forte and Tablada will implement a two-phase geospatial and utility survey program. Phase 1 will compile public datasets (e.g., USGS LiDAR, USACE bathymetry) and conduct SUE to Quality Level D to create a composite surface model and utility map. This work will support early planning and be completed within 30 days of notice to proceed. Phase 2 will include UAV-based LiDAR, hydrographic surveys, terrestrial scans, and SUE to Quality Level C for preferred alternatives. All data will be processed and certified by licensed surveyors to support design-grade accuracy and integration into future engineering phases.

Bridge Concept Report | TYLin, in partnership with Stantec, will lead the development of a bridge concept report to inform screening, environmental review, and early design. For each build alternative, the report will define design criteria based on AASHTO LRFD and DOTD BDEM specifications and address key considerations such as barge navigation, geotechnical inputs, span layout, constructability, and aesthetics for replacement alternatives. For major rehabilitation, DOTD BDEM will be followed when comparing rehabilitation vs. replacement. Ultimately a new span arrangement with foundations designed based on geotechnical conditions to be more cost effective and align with the project's purposes and needs.

Line & Grade and MOT | Using our 30+ year proven DOTD and MDOT Roadway Design Team, Stantec will collaborate closely with the structures team to refine alternatives and identify potential tie-in considerations. The development of alternatives will consider traffic analysis, new or modified interchanges, maintenance of traffic, phasing, and constructability concerns as well as access management, complete streets and context sensitivity. Typical sections and conceptual horizontal and vertical alignments will be presented including technically feasible tie-ins to roadways. Independent constructability reviews, cost estimates, and impact analyses will be performed for each alternative to minimizing impacts. The team will collaborate with DOTD while vetting the alternatives and determining which should be carried into Part II.

Environmental Analyses, Technical Reports and Comparison Matrix | NEPA-compliant environmental analysis will begin once technically and environmentally reasonable alternatives are confirmed. Led by Stantec, GSRC, and Lakvold Group, alternative studies will be sequenced with preliminary design and traffic data availability. Early assessment tasks such as wetlands, species, and community impacts - will inform alternative evaluation, agency coordination, and any alternative refinement. Later analyses (e.g., noise, air, hazardous materials, and relocation planning) will follow as design information becomes available. Approach strategies and key activities are summarized in **Table 3.**

Early coordination with USACE and FEMA will address permitting risks tied to wetlands and floodplains. USFWS protocols will guide biological surveys. Section 106 and 4(f) processes will inform cultural resource reviews.

Community impact studies (and Environmental Justice studies as indicated in the RFP) will be led by Stantec, supported by Donna Lum Sistrunk and Franklin Associates, to provide GIS-based demographic analysis and public input. Lakvold Group will prepare a conceptual relocation plan based on ROW needs.

18. Approach and Methodology:

Mitigation strategies will be identified early and may include design refinements, habitat restoration, or connectivity improvements. Technical reports will document findings and support NEPA and permitting. A multi-criteria comparison matrix will summarize environmental, engineering, and community performance metrics to guide alternative eliminations.

Table 3: Environmental Analysis Summary Table

Focus Area	Approach and Key Activities
Study Sequencing	Launch studies upon identifying reasonable alternatives. Prioritize early-start tasks like wetlands, T&E species, and community impacts. Later-stage studies (e.g., noise, air, hazmat) will follow once preliminary design and traffic data are available.
Environmental Constraints	Focus on wetlands and floodplains in Louisiana approach area. Coordinate early with USACE and FEMA to support permitability and impact avoidance.
Biological and Cultural Resources	Conduct habitat surveys per USFWS protocols; assess archaeological and historic resources under Section 106 & 4(f).
Economic and Freight Impacts	Evaluate construction and operational impacts on regional mobility, business access, and freight resilience. Align findings with DOTD's strategic priorities.
Community Impacts & Access	Study effects on cohesion, circulation, & displacement. Use GIS + field input to assess impacts and develop a relocation plan.
Mitigation Strategy Development	Coordinate early with agencies to identify practicable mitigation (e.g., habitat restoration, context-sensitive design, and access improvements.)
Alternatives Comparison Matrix	Compile findings in a matrix comparing alternatives across environmental, engineering, cost, & social metrics. Use as decision-support tool in agency meetings and public engagement.

Stakeholder and Public Meetings | Our team will lead public meetings in Madison Parish and Warren County to present proposed alternatives and screening methodology. Donna Lum Sistrunk (Beyond Communications) will guide Mississippi outreach and apply MDOT-tested strategies to enhance participation alongside DOTD and Franklin Associates. Meetings will communicate the technical basis for alternatives, gather community input, and validate the screening approach. Materials will include GIS maps, narratives, and comparison visuals, with feedback collected via multiple platforms and synthesized to inform agency coordination. Parallel stakeholder meetings with local governments, business groups, and corridor institutions will focus on access, economic impacts, and corridor functionality.

All input will be tracked and summarized for the Administrative Record - in accordance with federal planning and NEPA laws and regulations and DOTD public involvement policies. This integrated engagement strategy will support early consensus, strengthen transparency, and reduce controversy and delay during the NEPA process.

This integrated approach is designed to maximize the value of early planning, reduce rework, and position DOTD and FHWA for a timely NEPA decision, grounded in sound data, documented coordination, and a clear implementation pathway.

Costs and Constructability | For a project of this magnitude: Stantec recognizes the DOTD need for accurate programming costs. To that end: ICE teams will coordinate and lead constructability reviews of remaining alternatives for detailed study, while collaborating with both TYLin and Stantec. Additionally, the Lakvold Group's property appraisal background will likewise play a role in improving cost estimates. Dependable construction and ROW costs, as well as life-cycle maintenance considerations will help DOTD make decisions with greater confidence. For the recent I-49 S. Ambassador Caffery/US 90 Interchange near Broussard in Lafayette Parish, ICE Teams developed an independent, fair-market cost estimate with only 0.35% variance from the low bid. ICE Teams performed 2-yr and $23-35M schedule reduction constructability review for the DOTD Kansas Lane–Garrett Road Connector project. ICE Teams (independent cost estimator) and TYLin (design peer reviewer) are working together on the Amtrak Susquehanna River Bridge Replacement. The current design was found to be twice the estimated budget, so ICE Teams and TYLin developed a $300-400M value engineer alternative.

Alternatives to Carry into Part II (NEPA Study) | Our team will facilitate a structured process to confirm which alternatives advance into NEPA following environmental inventory, screening, and public/agency review. We will present a transparent comparison matrix supported by maps and summary documentation using covering environmental constraints, community impacts, constructability, traffic, and cost.

Working sessions with DOTD, FHWA, cooperating agencies, and stakeholders will guide consensus-building. Structured decision tools and visuals will help evaluate many parameters for each alternative, such as support to Purpose and Need, long-term traffic operations, safety, navigation, and structural performance, while considering environmental impacts and regulatory thresholds. Feedback will inform refinements, and any eliminated alternatives will be supported by a clear technical and regulatory rationale. The final list of alternatives to be carried forward will be published in a comprehensive final report which will serve as the bridge between PEL and NEPA.

Federal, State, and Local Permits & Agreements | Our team will identify all permits and approvals required for the selected and retained alternatives. These include Section 404/401 permits under the Clean Water Act, USGS Section 9 bridge permits, Section 106 consultation, and any necessary programmatic agreements. We will initiate early

coordination with USACE and the US Fish and Wildlife Service. There are several species either listed or proposed to be listed and as such, a Section 7 Biological Assessment will likely be required for the project. No critical habitat is presently identified in the project area. Coordination with NOAA Fisheries will be integrated where required. Each permit or agreement will be summarized by its lead agency, scope, documentation level, and mitigation expectations. The preliminary permitting timetable will be maintained, which shows initiation and approval points relative to NEPA completion, design, and construction. This will also flag any potential permitting risks that could impact project schedule or feasibility.

NEPA Class of Action Recommendation | Based on the findings of the PEL study and the characteristics of the recommended alternative, our team will recommend an environmental document classification type in accordance with NEPA law/regulations and DOTD policy. The recommendation will be supported by an assessment of the project's potential impacts, controversy, and permitting complexity. This determination will consider both the likelihood of environmental impacts and the anticipated level of agency and public concern. Supporting documentation will be provided to justify the most appropriate document type to advance the project through NEPA, and a concise scope of work will be developed for Part II supplement.

Comprehensive PEL-Compliant Report | At the conclusion of the planning study, our team will prepare a comprehensive final report documenting activities, findings, and recommendations developed under Tasks A through M. This report will be in accordance with FHWA's PEL guidance and 23 U.S.C. §168 to be adopted or incorporated by reference in the future NEPA process. The report will summarize mitigation strategies related to environmental, cultural, or community resources. These preliminary mitigation concepts will support future NEPA scoping and provide a foundation for more detailed commitments during permitting and design phases. The final report will include, summarize, or incorporate by reference, all major deliverables, technical memoranda, meeting summaries, alternatives screening documentation, public and agency input, and the full administrative record from the PEL process. The report will be written for clarity, defensibility, and usability by DOTD, FHWA, and future project teams transitioning into NEPA. Mapping products, decision logs, and regulatory coordination summaries will be organized to facilitate document preparation in the next phase.

3. Part II: Environmental Evaluation

We will work with DOTD and FHWA to refine the NEPA Study scope and associated fee schedule based on agency input, technical findings, or regulatory developments. Coordination with DOTD will include execution of the Part II supplemental agreement and discussion of a potential lump sum initiation package to maintain schedule momentum.

3.1 NEPA Initiation and Coordination

We will initiate Part II by confirming the NEPA classification and initiating NEPA action with the FHWA. This phase will formally begin with FHWA engagement, distribution of Solicitation of Views (SOV), presenting the Purpose and Need Statement, Range of Alternatives, and Alternative Development efforts. The Start of NEPA also provides opportunity to reassess project approach and update the Public and Stakeholder Engagement Plan and the Agency Engagement Plan. These updates will reflect insights from Part I and support a seamless transition into environmental review.

3.2 Supplemental Technical Analyses and Alternatives Refinement

Upon initiation, we will launch a focused set of supplementary technical analyses to address issues not fully resolved in Part I, e.g., updated geotechnical investigations, threatened and endangered species surveys, wetlands delineation, noise and traffic modeling refinements, agency or public/stakeholder objections, or other necessary studies. As analyses are completed, they will inform refinements to the build alternatives, with revised line and grade drawings, typical sections, and context-sensitive design elements to support a robust comparison of alternatives.

We don't just plan – we position. By developing PEL products ready for adoption under NEPA, our approach builds a faster, cleaner path to decision-making and gets critical infrastructure moving sooner.

3.3 Public Engagement, Agency Coordination and Permitting

Throughout Part II, our team will maintain structured, ongoing coordination with FHWA, cooperating agencies, and key resource agencies. Regular technical check-ins, issue tracking, and early validation of methodologies and findings will promote transparency, reduce rework, and keep the project aligned with permitting and NEPA requirements. Draft wetland and environmental permit applications will be completed as soon as stable design footprints are available. Similarly, stakeholder and public engagement will continue as initiated under Part I, utilizing the same DOTD/MDOT strategies that proved effective during Part I -- for both an early public meeting and the post-distribution public hearing. Our team will also continue maintenance of the project website compliant with 508 standards.

The NCDOT ADHS Corridor K PEL Study and Environmental Assessment received a 2021 NAEP Environmental Excellence Award for its innovative approach to balancing major infrastructure needs with environmental and community stewardship. Our team brings that same commitment to the I-20 Bridge PEL/NEPA, integrating early risk management, transparent stakeholder engagement, and defensible alternatives development to deliver a resilient, consensus-driven project.

3.4 Identification of the Preferred Alternative

At the earliest practicable point during Part II, our team will facilitate a collaborative DOTD/FHWA event to identify an apparent preferred alternative, using a refined comparison matrix to evaluate trade-offs in operations, impacts, constructability, cost, and stakeholder acceptance. If a preferred alternative is confirmed during early Part II coordination, we would recommend holding early Part II public meetings to present the

PA and coordinate with FHWA to allow distribution of a combined and/or a mitigated EA/FONSI to accelerate project delivery.

Several risk mitigation strategies may include:

- ✓ Measures to prevent a bridge strike before a replacement structure is built.
- ✓ Phased construction to avoid major traffic disruptions during construction.
- ✓ Early utility identification and coordination to reduce utility conflicts.
- ✓ Geotechnical investigation and early testing to reduce increased costs or added time from unanticipated subsurface conditions.

DOTD may also consider advancing preliminary plans following DOTD identification of a preferred alternative – to further accelerate delivery. Our team has used this method to progress critical projects with limited, mitigated risk (e.g., I-49 Connector), understanding modifications may be required because of the environmental documentation and that Final Plans cannot start before the NEPA decision document. Early plans development would also enable refinement of required ROW and utility impacts and improve cost estimating.

3.5 Cost Estimates and Risk Assessment

As discussed for Part I, accurate cost estimates will be updated for all alternatives, including construction, ROW, utilities, mitigation, and long-term maintenance. ICE Teams will conduct quantity validations and constructability reviews, followed by coordination with DOTD and FHWA on cost estimating, schedule adherence, and risk assessment. Risk items and mitigation strategies identified through this process will be added to the risk register and carried forward into design. ICE Teams used the above strategies to help the DOTD navigate complex project phasing and river bridge construction for the Comite River Diversion. Despite the 12-mile river diversion and bridge construction project involving significant risk, ICE Teams leveraged risk mitigation strategies and innovations to allow the DOTD to successfully deliver this CM/GC project.

4. Why Choose the Stantec Team?

The Stantec Team provides a combination of seasoned and highly specific skillsets unavailable with other choices. Our proven record of accomplishment of innovation, extensive expertise, familiarity with DOTD and MDOT processes, and commitment to collaboration make us a trusted partner. We stand ready to provide efficient, high-quality solutions that exceed your expectations.

Differentiating Benefit	Value to DOTD
Nationally recognized PEL Leadership and Approach	Combined PEL and NEPA legal and regulatory knowledge among a core team of seasoned Planning and NEPA practitioners brings confidence, agency credibility, and credible/defensible alternatives development, that empowers rapid DOTD decision-making and consistency with 2025 Strategic Improvement Plan goals
GeoEngineers & Burns-Cooley Dennis Geotechnical team	Unmatched expertise on Vicksburg geotechnical environment with unmatched, national experiences in like geotechnical conditions, greatly reducing risk to DOTD of geotechnical recommendations under-pinning this critical investment.
TYLin's global design leadership of complex and cable-stayed bridges	Structural innovation, plus reliability in constructability and costing based on world-wide experiences in a variety of conditions
ICE's proven rigor and accuracy of schedule, constructability, and cost evaluations and proven DOTD track-record	Added confidence in pre-design costs, enabling improved confidence in DOTD decisions based on construction, maintenance, and life-cycle costs.
Beyond Communication and Franklin Associates Public and Stakeholder Engagement Team	A Mississippi-based engagement lead and DOTD-proven support team illustrates that DOTD under-stands the importance of this project to Mississippi and MDOT, improving transparency, trust, and outcome.
Accomplished, diverse NEPA team	Locally experienced NEPA leadership and specialists coupled with national PEL experts provides DOTD a wide-range of FHWA agency experience, enabling coordination and issues-resolution insight, thus saving schedule time, and budget.
Proven Stantec Design Team	A 30-year DOTD and MDOT relationship led by DOTD-recognized technical team relieves DOTD from guidance on expectations and needs and re-duces DOTD contract management and quality control time.

19. **Workload:**

FIRM(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(S)*	Contract Number and State Project Number	PROJECT NAME	REMAINING UNPAID BALANCE**
Stantec Consulting Services Inc.	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	$1,349,689
		H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; Roadway	N/A
		4400024461 H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Roadway Design; Drainage	$52,213
		4400022901 H.011094.5	LA 3094: Hearne Ave. Bridge: KCS RR Overpass (HBI) [Caddo Parish]; Roadway	$319,802
	Bridge	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Structure & Bridge	$395,135
		H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; Bridge as-built	N/A
		4400022901 H.011094.5	LA 3094: Hearne Ave. Bridge: KCS RR Overpass (HBI) [Caddo Parish]; Bridge	$373,457
		4400023922 H.015636.5	IDIQ Contract for Bridge Preservation; I-10: Trinity Drainage Canal BR Repair [Iberia Parish]	$10,603
		4400023922 H.016311	IDIQ Contract for Bridge Preservation; LA 1123: Creek Bridges [Acadia Parish]	$238,356
		4400023922 H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	$244,368
		4400023922 H.016314	IDIQ Contract for Bridge Preservation; LA 3048: Creek Bridge [Richland Parish]	$120,590
		4400023922 H.016318	IDIQ Contract for Bridge Preservation; LA 3149: Bayou Bridges [Evangeline Parish]	$177,308
		4400023922 H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	$177,308
		4400023922 H.016320	IDIQ Contract for Bridge Preservation; LA 3187: Creek Bridge [Evangeline Parish]	$120,299
		4400023922 H.016325	IDIQ Contract for Bridge Preservation; LA 358: Creek Bridge [St. Landry Parish]	$120,299

FIRM(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(S)*	Contract Number and State Project Number	PROJECT NAME	REMAINING UNPAID BALANCE**
Stantec Consulting Services Inc.	Traffic	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Traffic Engineering	$141,803
		4400024461 H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Traffic Study; Signal Design	$66,035
	Other (Lighting)	4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Roadway & Nav. Lighting	$34,190
		440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Public Relations/Comm.; Lighting; Aviation	$71,212
		H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; Lighting	N/A
		4400020064 H.014286.6	IDIQ Contract for Electrical Services; I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	$67,703
		4400020064 H.014272.6	IDIQ Contract for Electrical Services; I-10: LA 97 (Jennings) Intchg Lighting [Jefferson Davis Parish]	$85,631
		4400020064 H.014287.6	IDIQ Contract for Electrical Services; I-10: LA 99 (Welsh) Intchg Lighting [Jefferson Davis Parish]	$113,726
		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	$5,781
	CE&I/OV	4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; CE&I and Construction Support	$362,057
		H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; CE&I / OV	$49,907
	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	$732,697
	Other (C&AV)	44-17922 H.012845.1	IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services; Connected & Autonomous Vehicles - Team Support [Statewide]	N/A
		44-17922 H.014515.5	IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services; SEA ATMS and 511 System Replacement [Statewide]	N/A
	Environmental	44-23972 H.015026.2	IDIQ Contract for Cultural Resources; LA 3182 – 0.65 MI SE of LA 3182 [Iberia Parish]	$78,625

FIRM(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(S)*	Contract Number and State Project Number	PROJECT NAME	REMAINING UNPAID BALANCE**
Stantec Consulting Services Inc.	Environmental	4400023922 H.016311	IDIQ Contract for Bridge Preservation; LA 1123: Creek Bridges [Acadia Parish]	$62,197
		4400023922 H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	$50,351
		4400023922 H.016314	IDIQ Contract for Bridge Preservation; LA 3048: Creek Bridge [Richland Parish]	$50,954
		4400023922 H.016318	IDIQ Contract for Bridge Preservation; LA 3149: Bayou Bridges [Evangeline Parish]	$ 46,638
		4400023922 H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	$49,629
		4400023922 H.016320	IDIQ Contract for Bridge Preservation; LA 3187: Creek Bridge [Evangeline Parish]	$49,863
		4400023922 H.016325	IDIQ Contract for Bridge Preservation; LA 358: Creek Bridge [St. Landry Parish]	$43,007
	ITS	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ITS	$34,088
		4400020058 H.012374.05	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: Essen Ln to Walker Rd. ITS Ramp Meter Upgrades SA #1 [East Baton Rouge & Livingston Parishes]	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]	$1,162
		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]	$4,796
		4400020058 H.013261.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-110 ITS Deployment [EBR 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]	$21,388
		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]	$14,454
		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]	$17,416
		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]	$5,760
		4400020058 H.015137.1	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Bonnet Carre ITS Upgrades [St. John the Baptist, St. Charles & Jefferson Parishes]	N/A

FIRM(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(S)*	Contract Number and State Project Number	PROJECT NAME	REMAINING UNPAID BALANCE**
Stantec Consulting Services Inc.	ITS	4400020058, T.O. 16	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10 WBR Queue Warning System [Iberville & WBR Parishes]	$49,408
		4400020058, T.O. 17	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; New Orleans Regional Arch Updates [Orleans, St. Tammany & Tangipahoa Parishes]	N/A
		4400020058, T.O. 19	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Monroe Phase 3 SEA [Ouachita Parish]	N/A
T. Y. Lin International, Incorporated	N/A	N/A	N/A	N/A
Gulf South Research Corporation	Environmental	H.013284	Mississippi River Bridge South Central	$44,324
GeoEngineers, Inc.	Geotech	4400019012/ H.001970	LADOTD -LA 561 Boeuf River Bridge near Hebert	$224,405
		H.013821.5	LA DOTD - LA6 Youngs Bayou Bridges - Soil Nail	$1
		H.003931	LADOTD - P3 I-10 Calcasieu River Bridge Geotechnical Engineering Services Geotechnical	$5,245,334
		4400019012/ H.014981.5	LADOTD - Hosston Road Over Kelly Bayou	$56,246
		4400019012/ H.014994.5	LADOTD – Bonne Idee Rd Bridge Geotechnical Explorations & Lab	$4,547
		4400019012/ H.014985.5	LADOTD - Spring Bayou Rd over Bayou Spring Bridge Geotechnical Exploration & Lab	$ 76,915
Franklin Associates, LLC	Other (Public Engagement Services)	H.003915	I-49 Inner City Connector, Stage 0 Environmental Assessment Project (Prime: Providence Engineering)	No current balance
		H.003915	I-49 Inner City Connector, Stage 1 Environmental Assessment Project (Prime: Providence Engineering)	$32,562.46
		H.004100.1	I-10 Widening Baton Rouge Stage 0	No current balance
		H.004100.2	I-10 Widening Baton Rouge Stage 1	No current balance
		H.004100.5	I-10 CMAR RCP Plans – Segment 1 (Prime: Providence Engineering/HUVAL)	No current balance
		H.016075	I-10 Washington Street Exit Canvassing (Prime: Stantec)	$1,781.50
		H.013284	Mississippi River Bridge South GBR: LA 1 to LA 30 – Pre-NEPA (Prime: Atlas)	$1,509.87
		H.013284	Mississippi River Bridge South GBR: LA 1 to LA 30: NEPA EA (Prime: Atlas)	No current balance

FIRM(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(S)*	Contract Number and State Project Number	PROJECT NAME	REMAINING UNPAID BALANCE**
Franklin Associates, LLC	Other (Public Engagement Services)	H.004791	Belle Chasse Bridge pre-project public engagement (Prime: Franklin)	No current balance
		H.004791	Belle Chasse Bridge Replacement Project (Prime: Plenary)	$108,476.74
		H.003931	Calcasieu Bridge Public Engagement	No current balance
		H.003931	Calcasieu Bridge Design/Build Public Engagement (Prime: Plenary)	$16,667.33
		H.009213	LA 3132 Extension – Stage 1 (Prime: Burk Kleinpeter)	No current balance
		H.005121	LA 1 to LA 415 Connector (Prime: Providence Engineering)	$12,396.34
		H.003047	Pecue Lane Environmental Planning (Prime: Providence Engineering)	No current balance
		H.005121	Sugarhouse Road Environmental Assessment (Prime: Meyer, Meyer, Lacroix, & Hixon)	No current balance
		H.001779	Jimmie Davis Bridge Replacement Project (Prime: Reich)	No current balance
The Lakvold Group LLC	Appraiser	H.007811	Comite River Diversion Canal, ERRP, LA	$20, 800
		H.004100	I-10: LA 415 to Essen On I-10 and I-12, EBRP, LA	$20,000
		H.010124	LA 15: Roundabout at LA 447, Livingston Parish, LA	$10,000
Forte and Tablada, Inc.	Bridge, Survey	4400021594/H.011965.6	Task Order No. 2 - IWGO Bridge Rehabilitation (Drone Flyover)	$51,603
	Bridge	4400021594/H.000303.6	Task Order No. 3 - Danziger Bridge Rehabilitation	$4,127
		4400021594/H.009730.5	Task Order No. 4 - In Depth Bridge Inspection T-1 Steel Weld Assessment	$562
		4400021594/H.015228.5	Task Order No. 5 - LA 70: Sunshine Bridge Emer Truss Repair	$254
		4400021594/H.009859.5	Task Order No. 6 - Load Rate Selected Statewide Bridges	$1,408,396
		4400021594/H.009730.5	Task Order No. 7 - In-Depth Bridge Inspections	$68,942
		4400021594/H.009730.5	Task Order No. 8 - In-Depth Bridge Inspections	$158,517
		4400021594/H.015546.6	Task Order No. 9 - Caplis Sligo Road Over Red Chute Bayou	$8,424
	Bridge, Survey	4400024589/H.014990.5	OSBR S. Tiger Bend Rd & East Achord Rd Bridges	$7,428
		4400013387/H.013137.5	OSBR Ouachita	$23,249
		4400019864/H.014318.5	OSBR Gurney Road Bridges	$4,708
	Bridge	4400025037/H.014994.5	OSBR Bonne Idee Rd over Bonne Bayou	$3,487
	CE&I/OV	4400023837/H.013090.6	Gretna Downtown Pedestrian Improvements	$10,577
		4400023837/H.009290.6	LSU Laboratory School SRTS Project	$7,263

FIRM(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(S)*	Contract Number and State Project Number	PROJECT NAME	REMAINING UNPAID BALANCE**
Forte and Tablada, Inc.	Survey	4400021532/H.012068.5	LA 1026: Creek Bridge	$10,719
		4400021532/H.010116.5	LA 1088: Soult & Trinity Roundabouts	$23,987
		4400021532/H.005734.5	LA 447 Corridor Study	$119,475
		4400021532/H.012563.5	LA 73: Bayou Manchac Bridge (HBI)	$461
		4400021974/H.002186.5	UP (Plaquemine)	$90,304
		4400021974/H.012449.5	H.012449.5 KCS Xings Gayosa St. & Louise	$17,107
		4400021974/H.016748.5	US 167: Median Improvements	$134,057
		4400025029/H.015341	D61(EBR) IIJA Off-System Bridge	$69,054
		4400025029/H.015341	D61(EBR) IIJA Off-System Bridge - SA 3	$41,123
		4400004128/H.004273.5	I-49 Connector Additional ROW	$55,766
Innovative Contracting and Engineering Professional LLC	Other (ICE, Construction Scheduling, Constructability Reviews)	Contract No. 4400019581 Task Order No. 4 State Project No. H004774 & H007300	Kansas Lane – Garrett Road Connector and I-20 Improvements	$93,234
Beyond Communications LLC	N/A	N/A	N/A	N/A
Burns Cooley Dennis, Inc.	N/A	N/A	N/A	N/A
(Add rows as needed)				DO NOT SUM

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

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

Sections

20-23

Appalachian Development Highway System (ADHS) Corridor K Improvements: Robbinsville to Stecoah - Stantec (NAEP Excellence Award)

20. **Certifications/Licenses:** If the advertisement requires submission of licenses and/or certificates, include them here. Otherwise, leave this section blank.

Stantec Consulting Services Inc.

U.S. Department
Of Transportation
Federal Highway
Administration

NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

National Highway Institute
Certificate of Training

Scott Hoffeld

has participated in
NEPA and Transportation Decision Making
hosted by
LA DOTD/LTRC

Location: Baton Rouge, LA
Date: September 12-14, 2006
Hours of instruction: 18

J.A. Grange, Deborah Sue Smith
Instructor

Director, National Highway Institute
Federal Highway Administration

Sandra Romero
Coordinator

Director, Office of Professional Development
Federal Highway Administration

THE ACADEMY OF BOARD CERTIFIED ENVIRONMENTAL PROFESSIONALS

ATTESTS THAT

SCOTT HOFFELD

IS HEREBY DECLARED TO BE A

CERTIFIED ENVIRONMENTAL PROFESSIONAL

IN

DOCUMENTATION

BY THE CERTIFICATION REVIEW BOARD
ACTING UNDER THE AUTHORITY OF THE BOARD OF TRUSTEES

Elizabeth R. Johnson
PRESIDENT, ABCEP

CEP

CHAIRPERSON, CERTIFICATION REVIEW BOARD

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CERTIFIED SINCE: 6/19/2002

All CEPs must renew their certification annually by submitting their annual payment and annual maintenance hours each year.

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NATIONAL HIGHWAY INSTITUTE

Certificate of Training

Scott Hoffeld

has participated in

FHWA - NHI Course No. 142073
Applying Section 4(f): Putting Policy into Practice (2 Days)

Hosted by

LA DOTD/LTRC

Date: September 16-17, 2015
Location: Baton Rouge, LA
Hours of Instruction: 14

Instructor

Local Coordinator

Instructor

Valerie Briggs, Director
National Highway Institute

Certificate of Completion

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for completing the

Traffic Engineering Analysis Process & Report
Module 2

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Professional Development Hours (PDHs) Awarded: 3

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for completing the

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

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Module 3

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for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDHs) Awarded: 4

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Baton Rouge, LA
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Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

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Traffic Engineering Analysis Process & Report
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Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

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Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

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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

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

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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

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

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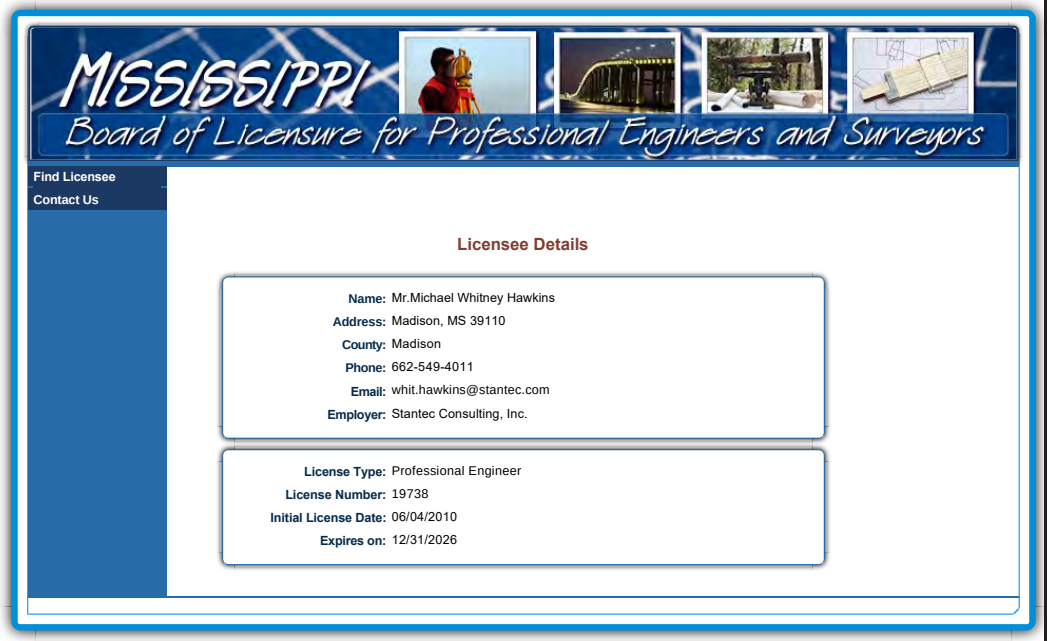

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Phone:	662-549-4011
Email:	whit.hawkins@stantec.com
Employer:	Stantec Consulting, Inc.

License Type:	Professional Engineer
License Number:	19738
Initial License Date:	06/04/2010
Expires on:	12/31/2026

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Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Transportation Professional Certification Board Inc.

certifies that

Joseph Michael Lefante

has 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

Timothy P. Harpst
Chair

PTOE
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Executive Director

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Module 3

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Authorized Instructor *Authorized Instructor* *Authorized instructor*

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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

View

Certification Type	Professional Traffic Operations Engineer®	**TPCB Status**	Active
Certification Number	3560	**Application Status**	
Application Date Received		**Audit**	Yes
Certification Date	11/20/2013	**Expiration Date**	11/20/2025
Agreed to Privacy Policy	No	**Examination Date**	
Ethics Statement of Renewal	No	**Results**	Passed
Signed Obligation Statement	No	**Date of Initial PE**	
Reasonable Testing Accommodati		**PE License Issuing State**	
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		PE License Expiration Date	

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6/24/2022 to 6/24/2026
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Baton Rouge, LA
Location

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Joseph Barker

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

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for completing the

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Module 2

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successfully holds the Professional Traffic Operations Engineer® certification

Original Certification Date: 11/20/2017

Certification Valid Through: 11/20/2026

Steve Kuciemba,
Executive Director and CEO

Joseph C. Balskus, P.E., PTOE, RSP1
TPCB Chair

Certification Number: 4364

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

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

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Transportation Professional Certification Board Inc.

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has 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 3960 issued in Washington, D.C., U.S.A.
November 18, 2015

Chair

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PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

Executive Director

The Transportation Professional Certification Board

Certifies that

Dr. Stephen A. Mensah, PhD, P.E., PTOE,RSP1

successfully holds the Professional Traffic Operations Engineer® certification

Original Certification Date: 11/18/2015

Certification Valid Through: 11/18/2027

Steve Kuciemba,
Executive Director and CEO

Joseph C. Balskus, P.E., PTOE, RSP1
TPCB Chair

Certification Number: 3960

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Stephen Mensah

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Module 1

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Traffic Engineering Analysis Process & Report
Module 3

Date: February 28, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

National Registry of Environmental Professionals®
Operations Manager
P.O. Box 2099
Glenview, IL 60025

Additional information is available by phone or by e-mail:
224-277-8594 and customerservice@nrep.org.

Certificate Number

16946030676240812 Apply Reset

First Name: Matthew
Last Name: Kaller
Certificate: CESCO - Certified Environmental and Safety Compliance Officer®
Certificate #: 16946030676240812
Awarded: 08/12/24
Expiration: 08/12/25
Status: Active

Advisory Council on Historic Preservation

The Section 106 Essentials

April 8-9, 2008, Santa Fe, NM

This will verify that
Scotty B. Moore
has successfully completed the course

Director, Office of Federal Agency Programs

The American Institute of Certified Planners

The Professional Institute of the American Planning Association

hereby qualifies

Elizabeth J. Stalzer

as a member
with all the benefits
of a Certified Planner and
responsibility to the
AICP Code of Ethics
and Professional Conduct.

Certified Planner Number: 013384

October 1, 1997

PRESIDENT EXECUTIVE DIRECTOR

AICP

This certificate hereby qualifies

Amy Sackaroff

as a member with all the benefits of a Certified Planner and a commitment to the AICP Code of Ethics and Professional Conduct.

Certified Planner Number: 021939

Joel Albizo, FASAE, CAE
Chief Executive Director

Mitchell J. Silver, FAICP
President

AICP
American Institute of Certified Planners

https://www.credly.com/go/Q28FMp00

MISSOURI DIVISION OF PROFESSIONAL REGISTRATION

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Licensee Details

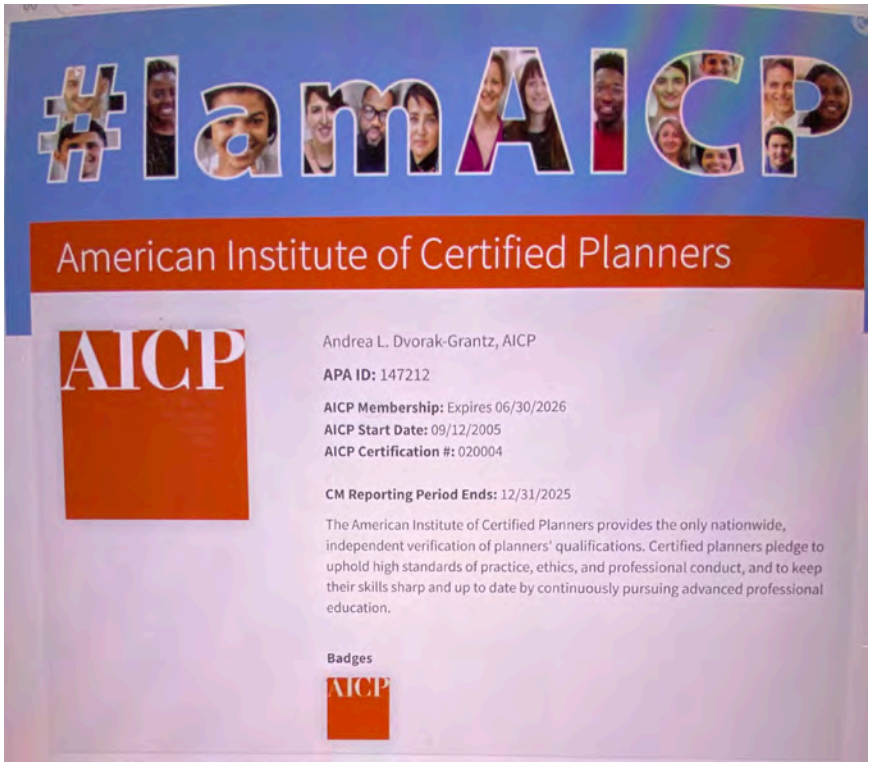
License

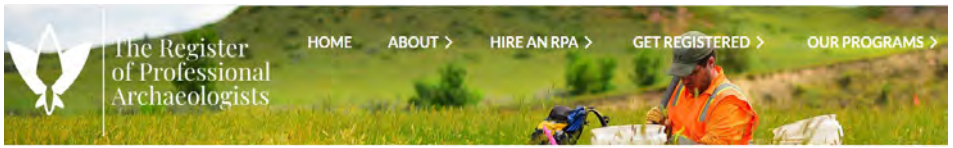
LICENSEE NAME	PROFESSION NAME	LICENSE NUMBER	EXPIRATION DATE
Joshua Creed Cheek	Professional Landscape Architect	2007013275	12/31/2025
ORIGINAL ISSUE DATE	**CURRENT DISCIPLINE STATUS**	**PRACTITIONER DBA NAME**	**PREVIOUSLY DISCIPLINARY ACTIONS**
5/15/2007	None	-	No

Address

STREET	CITY	STATE	POSTALCODE
8913 W 104th Terrace	Overland Park	Kansas	66212

COUNTY
Unknown/Out of State





Scotty Moore SEND MESSAGE

Stantec

Member profile details

Membership level	RPA (Founding)
First name	Scotty
Last name	Moore
Highest Degree	Masters

Preferred Contact Information

Employer	Stantec
Professional Title	Senior Archeologist
City	Houston
US State/Territory or Canadian Province	Texas
Zip Code / Postal Code	77009
Country	United States
RPA Reg Number	13500
I affirm that I will abide by the Register's Code of Conduct and Standards of Research Performance	✔ I agree

ENGINEERING RCEP
REGISTERED CONTINUING EDUCATION PROGRAM

NATIONAL ACADEMIES Sciences Engineering Medicine
TRANSPORTATION RESEARCH BOARD

Transportation Research Board
RCEP Registered Continuing Education Provider

Certificate of Completion

This certificate is presented to

Adrienne Campbell

for successfully completing

TRB Webinar: Section 106 of the National Historic Preservation Act: Update on Case Law

Number of Professional Development Hours (PDHs) Earned: 1.50
Date: Apr 11, 2019

This certificate attests to attendance and participation in the above titled learning activity.

Transportation Research Board
500 Fifth Street NW
Washington, DC 20001

TY Lin International, Inc.

4/21/25, 8:31 AM Print Lookup Details

The Louisiana Professional Engineering and Land Surveying Board has the following information on file:

Name:	Public Address:
T. Y. Lin International	Ms. Krishna S. Sandepudi

License/Certificate Information w/ Supervision

License	Status	First Issuance Date	Expiration Date	Supervisor(s)
EF.0001307	Active	04/03/1986	09/30/2025	Mr. Marwan Nadi Nader # PE.0044147

CALIFORNIA ARCHITECTS BOARD

LICENSING DETAILS FOR: C 39741

NAME: SHAMBLE, ALFRED NOEL

LICENSE TYPE: ARCHITECT

LICENSE STATUS: CURRENT

ADDRESS

500 MONTEREY AVE #A
LOS GATOS CA 95030
SANTA CLARA COUNTY

ISSUANCE DATE

MAY 16, 2022

EXPIRATION DATE

OCTOBER 31, 2025

CURRENT DATE / TIME

APRIL 21, 2025
5:15:50 AM

BOARD FOR PROFESSIONAL ENGINEERS, LAND SURVEYORS, AND GEOLOGISTS

LICENSING DETAILS FOR: 68789

NAME: BARTON, ROBERT

LICENSE TYPE: CIVIL ENGINEER

LICENSE STATUS: CLEAR

ADDRESS

6215 PRIMROSE DRIVE
LA MESA CA 91942
SAN DIEGO COUNTY

ISSUANCE DATE

JUNE 24, 2005

EXPIRATION DATE

SEPTEMBER 30, 2025

CURRENT DATE / TIME

APRIL 21, 2025
5:12:49 AM

Gulf South Research Corporation

RTA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

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

Gulf South Research Corporation

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

NC541620

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

Certificate Eligibility: June 2024 to June 2025

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

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development

Wetland Training Institute

This certifies that

Allen Fuller

has completed training based in part on the U.S. Army Corps of Engineers Wetland Delineation Manual Technical Report Y-87-1 (1987 Manual), as provided for in the training materials developed in conjunction with Section 307(e) of the Water Resources Development Act of 1990 for the Wetland Delineator Certification Program

Given at Covington, Louisiana

On September 19-23, 20 11

Course Coordinator

Certificate of Attendance

presented to

Howard Nass

for attending the

National Environmental Policy Act (NEPA) and Transportation decision Making

and for having been awarded 15 Professional Development Hours

April 30 - May 2, 2003	Baton Rouge, LA	Sandra Romero
Date	**Location**	**Authorized By**

LTRC

Louisiana Transportation Research Center

Richard Chinn Environmental Training, Inc.

certifies that

Beau C. Rapier

has successfully completed a

38 Hour Army Corps of Engineers Wetland Delineation Training Program

September 21 - 24, 2020 in Baton Rouge, Louisiana. Issued Certificate No. 8857 and 3.8 CEUs. This course is pre-approved by the Society of Wetland Scientists Professional Certification Program to provide 2.5 Training Credits and/or Points.

Richard Chinn, SPWS

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

This training has been based in part on the U. S. Army Corps of Engineers Wetlands Delineation Manual Technical Report Y-87-1 (1987 manual), as provided for in the training materials developed in conjunction with Section 307(e) of the Water Resources Development Act of 1990 for the Wetland Delineator Certification Program.

SOCIETY OF WETLAND SCIENTISTS FOR PROFESSIONAL WETLAND SCIENTISTS
SWS
PWS
RICHARD CHINN
001305

Wetland Training Institute

This certifies that

Ross Hackbarth

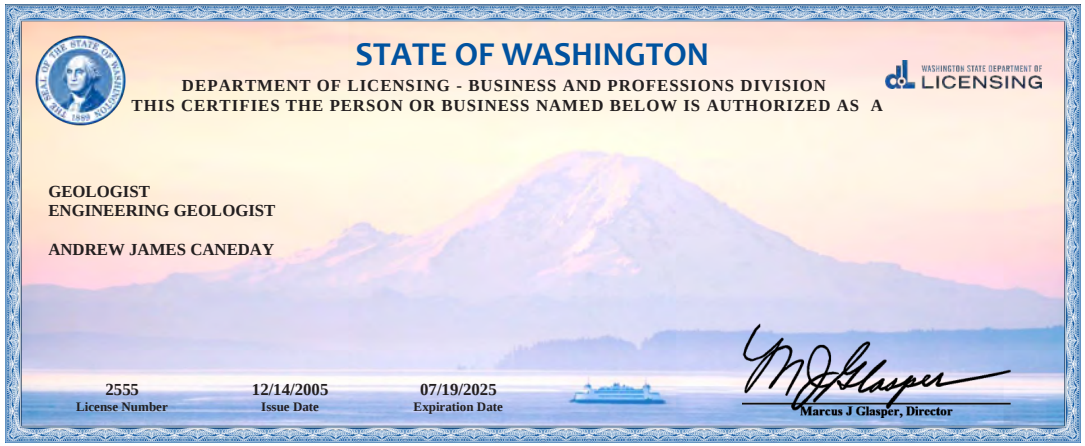
has completed training based in part on the U.S. Army Corps of Engineers Wetland Delineation Manual Technical Report Y-87-1 (1987 Manual), as provided for in the training materials developed in conjunction with Section 307(e) of the Water Resources Development Act of 1990 for the Wetland Delineator Certification Program

Given at Covington, Louisiana

On September 11-15 (40 hours) 20 17

Course Coordinator

GeoEngineers, Inc.



(R/4/23)

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License lookup

This search only provides information about the license types we issue (a license can be a certification, contract, registration, or other authorization). We may redirect you to the Department of Revenue for licenses we don't issue. This data is updated every morning by 6am and may not show the most current information.

Professional License Details

License Number: 22151
License Type: Professional Engineer
Status: Active

Name: J ROBERT Gordon	**Prior Name:** None	**First Issue Date:** August 24, 1984
Sub-status: None	**City:** Bellingham	**Current Issue Date:** September 25, 2024
Disciplinary Action: No	**State:** WA	**Expiration Date:** December 08, 2026
Program: Engineers	**County:** Whatcom	

Endorsements

Civil

Back Search Another License

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Beyond Communications LLC:

MISSISSIPPI

Disadvantaged Business Enterprise Program
UNIFIED CERTIFICATION CERTIFICATE

This certificate acknowledges that

Beyond Communication

NAICS Codes: 541613 – Marketing Consulting Services, 541820 – Public Relation Agencies (D131 – Public Information and Involvement Services) 812990 – All Other Personal Services (G8 – Event Planning), 511 – Publishing Industries (except Internet) (D1 – Writing/Editing Consultant)

has been certified under the Mississippi unified certification process as a
Disadvantaged Business Enterprise
In accordance with 49 CFR Part 26 as published in the Code of Federal Regulations.

Classification: DBE
Date Issued: November 5, 2021
Next Review Period: November 2026

Carolyn J. Bell

Mississippi UCP Committee Chairperson

Nancy Landry
SECRETARY OF STATE

04/28/2025

State of Louisiana
Secretary of State

COMMERCIAL DIVISION
225.925.4704

Administrative Services
225.932.5317 Fax
Corporations
225.932.5314 Fax
Uniform Commercial Code
225.932.5318 Fax

ONLINE FILING
donna@becomm1.com

BEYOND COMMUNICATION LLC

It has been a pleasure to approve and place on file your application for certificate of authority. The appropriate evidence is attached for your files.

Payment of the filing fee is acknowledged by this letter.

In addition to email and text notifications, business owners now have the option to enroll in our secured business filings (SBF) service. This service is available online, at no charge, by filing a notarized affidavit. Upon enrollment, an amendment cannot be made to your entity without approval using your personal identification number. This is another way to protect your business from fraud and identity theft.

Please note that as of January 1, 2018, business owners in the following parishes will be required to file all available business documents online through geauxBIZ: Ascension, Bossier, Caddo, Calcasieu, East Baton Rouge, Jefferson, Lafayette, Livingston, Orleans, Ouachita, Rapides, St. Tammany, Tangipahoa and Terrebonne.

Online filing options are available if changes are necessary to your registration or if you need to file an annual report. Please visit our website at **GeauxBiz.com** for your future business needs.

Sincerely,

The Commercial Division
WEB

Rev 09/09

Mailing Address: P. O. Box 94125, Baton Rouge, LA 70804-9125
Office Location: 8585 Archives Ave., Baton Rouge, LA 70809
Web Site Address: www.sos.la.gov

UNITED STATES OF AMERICA

State of Louisiana

Nancy Landry
SECRETARY OF STATE

As Secretary of State of the State of Louisiana, I do hereby Certify that

the Application Form for Certificate of Authority of

BEYOND COMMUNICATION LLC

Domiciled at BRANDON, MISSISSIPPI,

Was filed and recorded in this Office on April 28, 2025.

Thus authorizing the limited liability company to exercise the same rights and privileges accorded similar domestic limited liability companies, subject to the provisions of R. S. Title 12, Chapter 22, Part VIII.

In testimony whereof, I have hereunto set my hand and caused the Seal of my Office to be affixed at the City of Baton Rouge on,

April 28, 2025

Nancy Landry

Secretary of State

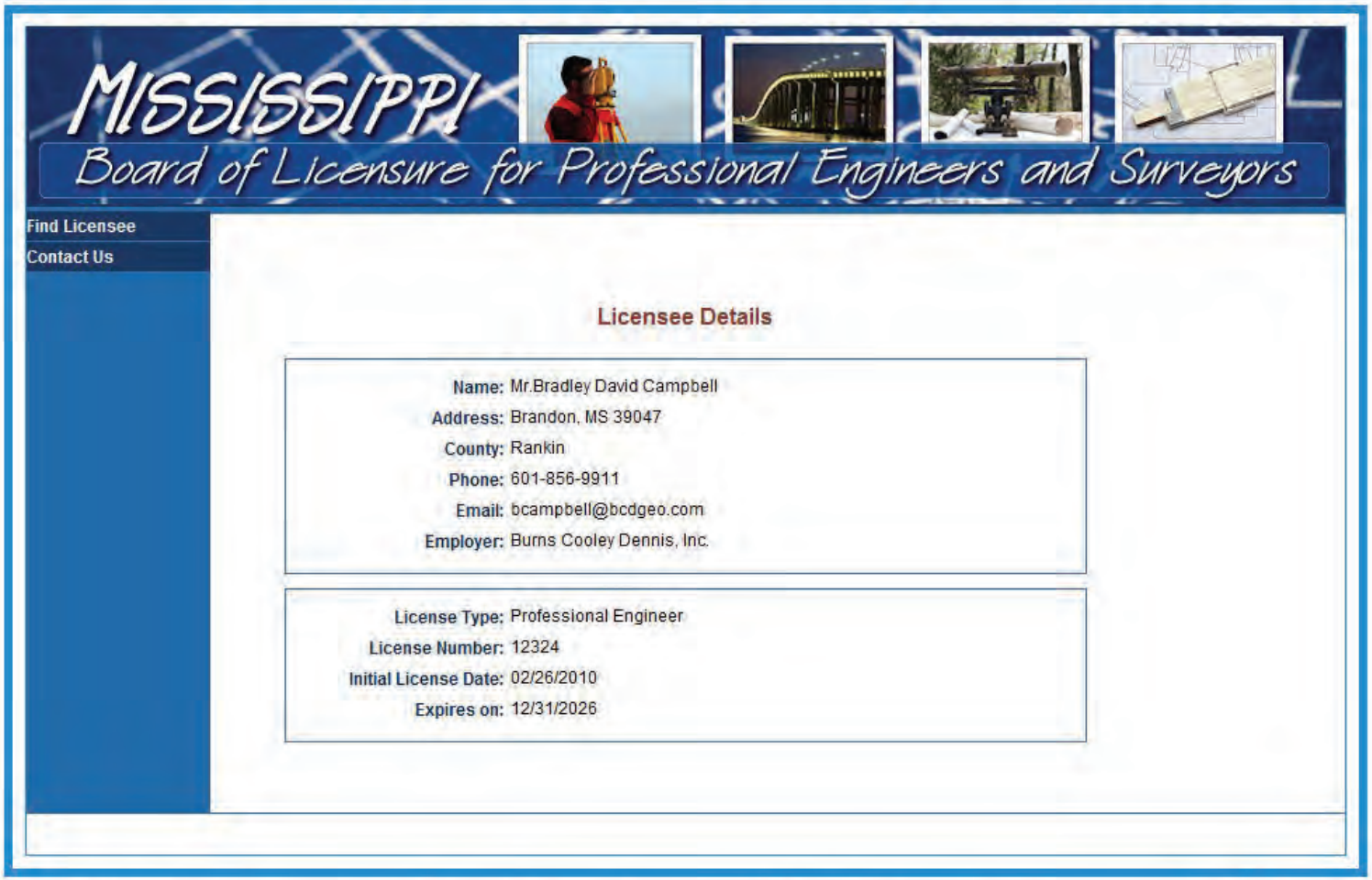
WEB 46451043Q

Certificate ID: 12028282#KHH62

To validate this certificate, visit the following web site, go to **Business Services**, **Search for Louisiana Business Filings**, **Validate a Certificate**, then follow the instructions displayed.
www.sos.la.gov

Page 1 of 1 on 4/28/2025 12:37:45 PM

Burns Cooley Dennis, Inc.



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http://www.adobe.com/products/acrobat/readstep.html
Get Adobe Reader

JAMES MAY REGISTERED PROFESSIONAL GEOLOGIST
MISSISSIPPI PROFESSIONAL BOARD OF GEOLOGISTS

MAY, JAMES H RPG# **0038** Registered: **6/15/1998** Due to be Renewed: 12/31/2025 Available for Consulting? YES
Company: ALPHA GEOLOGICAL ASSESSMENTS, 301 SILVER CREEK DRIVE, VICKSBURG, MS 39180
Company Phone # 601-415-5212 Geologic Specialties: GEOLOGICAL ASSESSMENTS, HYDROGEOLOGY, ENGINEERING GEOLOGY

MICHAEL WRIGHT REGISTERED PROFESSIONAL GEOLOGIST
MISSISSIPPI PROFESSIONAL BOARD OF GEOLOGISTS

WRIGHT, MICHAEL J RPG# **0241** Registered: **1/26/1999** Due to be Renewed: 12/31/2025 Available for Consulting? YES
Company: RETIRED, , ,
Company Phone # Geologic Specialties: SURFACE GEOLOGY OF MISSISSIPPI

Forte & Tablada, Inc.

ATSSA
Safer Roads Save Lives

Bradley Holleman

has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 10-JAN-2025

CEU (If Applicable): 0.75

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

American Traffic Safety Services Association
ATSSA.com

ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Ross Wilson
has attended
Traffic Control Supervisor-LA State Specific
Training Course

4/5/2023 to 4/5/2027
Training Valid Through

Baton Rouge, LA
Location

Vice President of Edu[Saved to this PC]echnical Services

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

Franklin Associates, LLC:

THIS CERTIFIES THAT

Franklin Associates, LLC
dba N/A

NMSDC
National Minority Supplier Development Council

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

*NAICS Code(s): 541820

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

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

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

Certify, Develop, Connect, Advocate.

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

LED LOUISIANA ECONOMIC DEVELOPMENT

DIVISION OF SMALL BUSINESS SERVICES

This certification acknowledges that

Franklin Associates, LLC

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

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

Certification No. 13699

Stephanie Hartman,
Director, Small Business Services

The Lakvold Group LLC:

Louisiana Real Estate Appraisers Board

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

Certified General Appraiser

license is hereby granted to

Angela Lemoine-Lakvold

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

Chairperson

Secretary

LED LOUISIANA ECONOMIC DEVELOPMENT

DIVISION OF SMALL BUSINESS SERVICES

This certification acknowledges that

The Lakvold Group, LLC

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

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

Certification No. 9533

Stephanie Hartman,
Director, Entrepreneurial Services

The International Right of Way Association

Hereby certifies that

Angela Lemoine-Lakvold, R/W-AC

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

Right of Way - Appraisal Certified

Certified: 01/01/2012

Recertification Due: 01/01/2027

Judy Jones , SR/WA
International President

Elizabeth Smith, SR/WA
Vice Chair, International Professional Education Committee

RTA

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

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

The Lakvold Group, LLC

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

NC531320

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

Certificate Eligibility: July 2024 to July 2025

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

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development

MEMBERSHIP CERTIFICATE

This Certifies That

Angela Lemoine-Lakvold

has been admitted to membership as an

MAI Member

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

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

Richard C. Jorgensen, MAI
President

THIS CERTIFICATE IS THE PROPERTY OF THE APPRAISAL INSTITUTE AND MUST BE RETURNED TO THE SECRETARY UPON TERMINATION OF MEMBERSHIP.

APPRAISAL INSTITUTE

APPRAISAL INSTITUTE

MEMBERSHIP CERTIFICATE

This Certifies That

Angela Lemoine

has been admitted to membership as an

SRA Member

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

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

Patricia J. Marshall
PRESIDENT

THIS CERTIFICATE IS THE PROPERTY OF THE APPRAISAL INSTITUTE AND MUST BE RETURNED TO THE SECRETARY UPON TERMINATION OF MEMBERSHIP.

21. **QA/QC Plan and/or Work Plan:**

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

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

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and Email Address	Phone Number
T. Y. Lin International, Incorporated	345 California Street, Suite 2300 San Francisco, California 94104	Mr. Marwan Nader marwan.nader@tylin.com	(925) 285-3985
Gulf South Research Corporation	8081 Innovation Park Drive, Baton Rouge, LA 70820	Suna Adam suna@gsrcorp.com	225-757-8088
GeoEngineers, Inc.	11923 Sun Belt Court Baton Rouge, LA 70809	Larry D. Sant, PE lsant@geoengineers.com	(225) 293-2460
Innovative Contracting and Engineering Professional LLC	5513 W 11000 N #501 Highland, UT 84003	Daniel Bender, danbender@ iceteams.com	702-523-2354
The Lakvold Group LLC	4520 Jamestown Ave., Suite 1 Baton Rouge, LA 70808	angie@thelakvoldgroup.com	(225) 248-9984
Franklin Associates, LLC	250 S Foster Drive Baton Rouge, LA 70806	Perry J. Franklin, Sr., Owner perry@franklinassociates.com	(225) 768-9060
Beyond Communications LLC	733 Kersh Road Brandon, MS 39042	Donna Lum Sistrunk donna@ becomm1.com	(601) 720-4418
Burns Cooley Dennis, Inc.	551 Sunnybrook Road, Ridgeland, MS 39157	Alexis (Eddie) Templeton, P.E. etempleton@bcdgeo.com	601-856-9911
Forte and Tablada, Inc.	9107 Interline Avenue Baton Rouge, LA 70809	Russell J. "Joey" Coco, Jr. jcoco@forteandtablada.com	225-927-9321

23. **Location:**
If location is an evaluation criterion for this advertisement 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 advertisement.

Caltrans, San Francisco-Oakland Bay Bridge, California – TYLin

Stantec is a global leader in sustainable architecture, engineering, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.