# IDIQ Contract for In-Depth Bridge Inspection

## Statewide, LA

**Contract Nos. 4400029683, 4400029684, and 4400029685**

**Prepared by:**
Stantec Consulting Services Inc.

**Prepared for:**
Louisiana Department of Transportation and Development

**August 8, 2024**

Stantec

# Cover Letter

RE: IDIQ Contract for In-Depth Bridge Inspection
Contract Nos. 4400029683, 4400029684, 4400029685

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**Louisiana Department of Transportation and Development**
1201 Capitol Access Road
Baton Rouge, LA 70802

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**Stantec Consulting Services Inc.**
1200 Brickyard Lane, Suite 400
Baton Rouge, LA 70802
T: 225.765.7400

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**Reliable & Efficient Team:**
Stantec Consulting Services Inc.
Hardesty & Hanover, LLC
Chustz Surveying, LLC
KTA-Tator, Inc.
Collins Engineers South, Inc.
L30 Traffic Consulting, LLC

**Dear Members of the Project Evaluation Team:**

Stantec is excited to submit our qualifications to DOTD for consideration of the IDIQ Contract for In-Depth Bridge Inspection. Our team anticipates the opportunity to work with you to provide these important services on our state's bridges. Stantec brings a reputation that is recognized both nationally and internationally by being ranked in ENR's top 10 in design firms, international design firms, and global design firms.

We have carefully selected team members with the experience and expertise to meet your needs and expectations. Our proposed bridge engineers and inspectors meet, and in several cases, exceed the necessary training requirements to perform any of the services requested during this contract. These seasoned professionals have performed inspections on cable-stayed, suspension, steel truss, and movable bridges in Louisiana and across the country. We use our past project experience to help us improve efficiency and communicate to the clients we work with on new technology and unique project approaches when warranted.

Our team will be led by Brian Johnson, PE. Brian is our structural Section Manager in Louisiana who brings extensive experience with successfully managing and delivering large complex bridge inspections involving multiple services. He has been involved in bridge projects his entire career and is devoted to promoting safety through the inspection, design, and rehabilitation of bridges.

Our team has the breadth to deliver whatever task orders arise on this contract. The professionals from our combined team have worked with most Sections throughout DOTD, providing us with the experience and relationships to deliver complex projects. Our team also brings additional value to support complex and critical components including emergency bridge repair and rehabilitation services.

We are excited to continue providing immense value to DOTD as well as the transportation users throughout our state, so that our state can continue to grow economically while promoting safe travel throughout the transportation network.

Sincerely,

**Brian Johnson, PE**
Project Manager
Brian.Johnson@stantec.com

**Gary Heitman, PE**
Principal-in-Charge
Gary.Heitman@stantec.com

# Sections 1-13

**Photo from the US 82 Cable Stayed**

**In-Depth Bridge Inspection**

***Stantec Project***

# DOTD FORM: 24-102

(Revised January 1, 2023)

**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. | **IDIQ CONTRACT FOR IN-DEPTH BRIDGE INSPECTION** |
| 2. | Contract number(s) as shown in the advertisement | Nos. 4400029683, 4400029684, and 4400029685 |
| 3. | State Project Number(s), if shown in the advertisement | N/A |
| 4. | Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law) | 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, Operations Leader**<br>(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, Operations Leader**<br>(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. |  <br>Signature above shall be the same person listed in Section 9:<br>Date: August 8, 2024 |
| 11. | If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage. | Firms(s) Firm(s)' %:<br>**L30 Traffic Consulting, LLC dba L30 Traffic Control 2.2%** |

12. **Past Performance Evaluation 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.

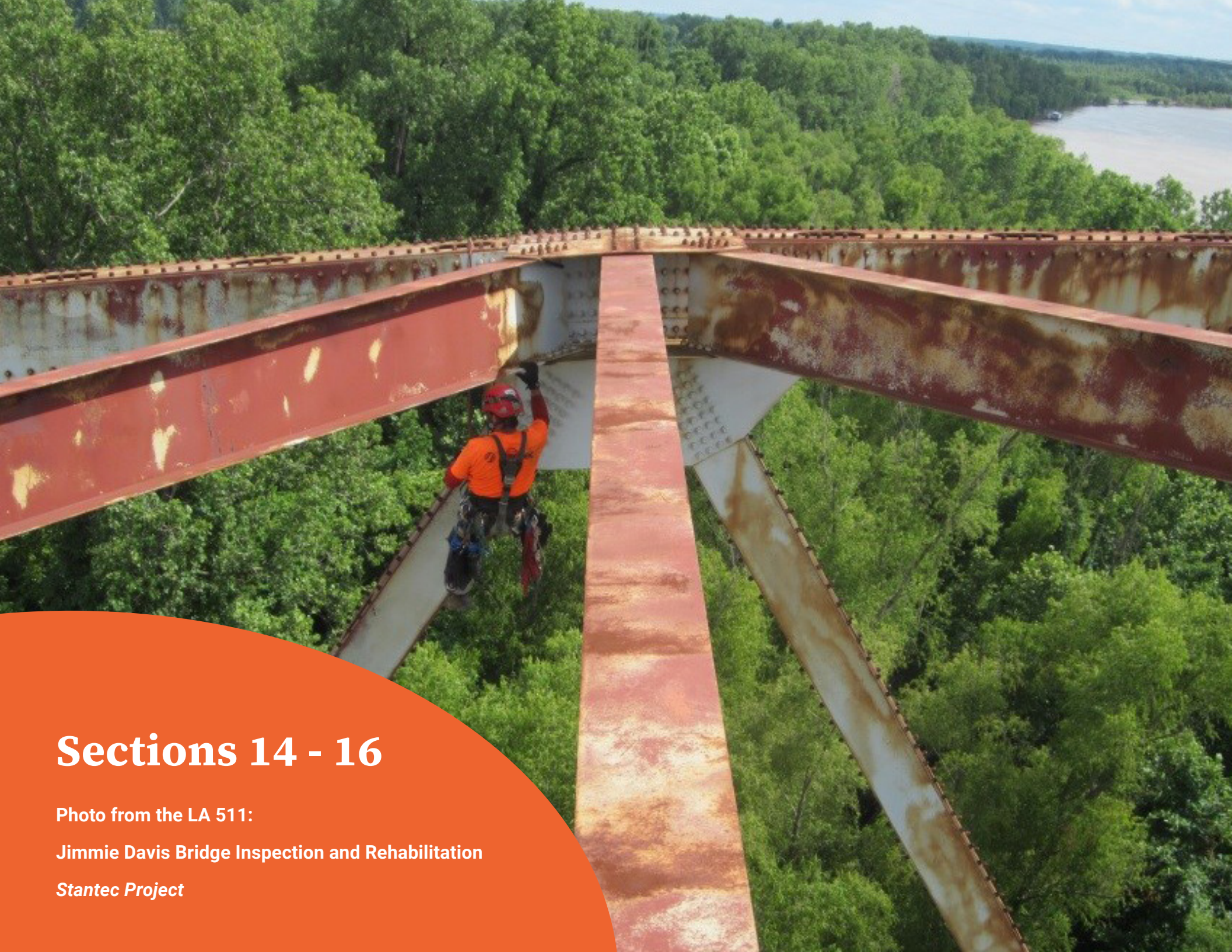
The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

| Past Performance Evaluation Disciplines | % of Overall Contract | Stantec Consulting Services Inc. (Prime) | Hardesty & Hanover, LLC | Collins Engineers South, Inc. | Chustz Surveying, LLC | KTA-Tator, Inc. | L30 Consulting, LLC (DBE) | Each Discipline must total to 100% |
|---|---|---|---|---|---|---|---|---|
| Bridge | 94% | 56% | 34% | 8% | 0% | 2% | 0% | 100% |
| Traffic | 3% | 25% | 0% | 0% | 0% | 0% | 75% | 100% |
| Survey | 3% | 0% | 0% | 0% | 100% | 0% | 0% | 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% | 53.4% | 32% | 7.5% | 3% | 1.9% | 2.2% | 100% |

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. | Principal | 2 | 6 |
| Stantec Consulting Services Inc. | Supervisor - Eng | 1 | 3 |
| Stantec Consulting Services Inc. | Supervisor - Other | 1 | 3 |
| Stantec Consulting Services Inc. | Engineer | 4 | 8 |
| Stantec Consulting Services Inc. | Engineer - Other | 9 | 41 |
| Stantec Consulting Services Inc. | Inspector - Bridge | 2 | 7 |
| Stantec Consulting Services Inc. | Engineer Intern | 3 | 15 |
| Stantec Consulting Services Inc. | Senior Technician | 2 | 3 |
| Stantec Consulting Services Inc. | CADD Technician | 3 | 5 |
| Stantec Consulting Services Inc. | Accountant | 2 | 4 |
| Stantec Consulting Services Inc. | Clerical | 1 | 2 |
| Hardesty & Hanover, LLC | Principal | 1 | 2 |
| Hardesty & Hanover, LLC | Supervisor - Eng | 4 | 8 |
| Hardesty & Hanover, LLC | Engineer | 7 | 12 |
| Hardesty & Hanover, LLC | Engineer - Other | 4 | 12 |
| Hardesty & Hanover, LLC | Inspector - Bridge | 2 | 12 |

| | | | |
|---|---|---|---|
| Hardesty & Hanover, LLC | Engineer Intern | 3 | 12 |
| Hardesty & Hanover, LLC | Administrative | 1 | 2 |
| Collins Engineers South, Inc. | Inspector - Bridge | 6 | 90 |
| KTA-Tator, Inc. | Supervisor - Other | 2 | 4 |
| Chustz Surveying, LLC | Administrative | 1 | 2 |
| Chustz Surveying, LLC | CADD - Operator | 1 | 3 |
| Chustz Surveying, LLC | GIS Analyst | 1 | 3 |
| Chustz Surveying, LLC | Instrument Man | 2 | 5 |
| Chustz Surveying, LLC | Party Chief | 2 | 5 |
| Chustz Surveying, LLC | Principal | 1 | 1 |
| Chustz Surveying, LLC | Rodman | 2 | 5 |
| Chustz Surveying, LLC | Supervisor - Other | 3 | 4 |
| Chustz Surveying, LLC | Surveyor | 2 | 3 |
| L30 Traffic Consulting, LLC dba L30 Traffic Control | Principal | 2 | 2 |
| L30 Traffic Consulting, LLC dba L30 Traffic Control | Senior Technician | 1 | 6 |
| L30 Traffic Consulting, LLC dba L30 Traffic Control | Technician | 8 | 88 |



# Sections 14 - 16

**Photo from the LA 511:**

**Jimmie Davis Bridge Inspection and Rehabilitation**

***Stantec Project***

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.
- Hardesty & Hanover, LLC
- Collins Engineers South, Inc.
- Chustz Surveying, LLC
- KTA-Tator, Inc.
- L30 Traffic Consulting, LLC dba Traffic Control

# Denotes MPR No.
T ATSSA Traffic Control Training
✓ Meets NBIS Team Leader Criteria
I, II, III Society of Professional Rope Access Technicians (SPRAT) Certified (I, II, III)
* Traffic Engineering Process and Report Training
▲ Association of Diving Contractors International Certified
F Has taken NHI 130078 - Fracture Critical Inspection Techniques for Steel Bridges

***Note:***
*NACE Level 3 is now AMPP Senior Coating Inspector*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

**Principal-in-Charge**
**Gary Heitman, PE** T

**Project Manager**
**Brian Johnson, PE** F ✓ 1,2,3

**QA / QC**
**Ryan Nataluk, PE** ✓ I, F
**Mike Lawler, PE** ✓ F

## BRIDGE INSPECTION

### ROUTINE
- John Krebs, PE T ✓ 4 *(Task Lead)*
- Donald Cressman, PE ✓ III, F 4
- Michael Brodnax, PE T, F ✓ 5
- Kunal Malpani, PE ✓ 5

### COMPLEX
- Robert Catron, PE ✓ III, F 4 *(Task Lead)*
- Adam Leith, PE ✓ III, F 4
- Clayten "Clay" Greenwell, PE ✓ II, F
- Donald Cressman, PE ✓ III, F 4
- Michael Brodnax, PE T, F ✓ 5
- Karen Bosworth, PE ✓ II, F 5
- Craig Jenkins, PE ✓ III, F
- Nicholas "Nick" Morrow, PE ✓ I, F
- Ryan Nolan, PE ✓ F 5
- Paul Marzuillo, PE ✓ I, F

### UNDERWATER
- Beau Kamrath, PE ✓ ▲ 8 *(Task Lead)*
- Joshua Johnson, PE ✓ ▲ 8
- Andrew Baldwin, EIT ✓ ▲ 8
- Dominick DeJohn, PE ✓ ▲ 8
- Tim Kivi ✓ ▲ 8
- Caroline Knapp, EIT ✓ ▲ 9
- Desmond Castillo ▲ 9
- Caleb Klein ▲ 9
- Ian Kidney ▲ 9

### MOVABLE BRIDGES

**STRUCTURAL**
- Frederick Wetekamm, PE T, F ✓ 4
- Rima Zahalan, PE F ✓ 5
- Brianna Kovacs, PE ✓
- Michael "Mickey" Harrison, PE
- Ross White, PE

**MECHANICAL**
- Donald Marinelli, PE F ✓ 4
- Jason Biddle, PE F ✓ 5
- Travis Kimmins, PE
- Lawrence "Larry" Nash, PE

**ELECTRICAL**
- Marco Lara, PE
- Andrew Barthle, PE
- Kenneth Pecquet, PE
- Omer Gene Champion II, PE

### COATINGS / NDT
- Donavon Cunningham III, F 6 *(NACE Lv3)*
- Robert Lanterman 6 *(NACE Lv3, SSPC)*
- James Kretzler 7 *(ASNT Lv3)*

### SURVEY
- Julian Chustz, PLS 10
- James Chustz, Jr., PLS 11
- Mark Huber, CH
- Craig Villemarette

## DESIGN & SUPPORT SERVICES

### BRIDGE DESIGN & ANALYSIS
- John Krebs, PE T ✓ 4 *(Task Lead)*
- Kunal Malpani, PE ✓
- Mengqui "Maggie" Ye, PE T
- Erik Diaz, PE F ✓

### TRAFFIC CONTROL
- Cindy Hall, PE T, * *(Task Lead)*
- Hannah Krebs, PE T
- Joseph "Joey" Lefante, PE, PTOE T, *
- Angela McNulty T

15. **Minimum Personnel Requirements:**

| 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. | Brian Johnson, PE | Stantec Consulting Services Inc. | PE # 31273 - Civil | LA | 9/30/2024 |
| 2. | Brian Johnson, PE | Stantec Consulting Services Inc. | PE # 31273 - Civil | LA | 9/30/2024 |
| 3. | Brian Johnson, PE | Stantec Consulting Services Inc. | PE # 31273 - Civil | LA | 9/30/2024 |
| 4. | John Krebs, PE | Stantec Consulting Services Inc. | PE # 37259 - Civil | LA | 9/30/2024 |
| | Robert Catron, PE | Stantec Consulting Services Inc. | PE # 32481 - Civil | KY | 6/30/2025 |
| | Donald Cressman, PE | Stantec Consulting Services Inc. | PE # 0055903 - Civil | CO | 10/31/2025 |
| | Adam Leith, PE | Stantec Consulting Services Inc. | PE # 0050826 - Civil | CO | 10/31/2025 |
| | Fred Wetekamm, PE | Hardesty & Hanover, LLC | PE # 25369 - Civil, Environmental | LA | 3/31/2026 |
| | Donald Marinelli, PE | Hardesty & Hanover, LLC | PE #43538 – Mechanical | LA | 9/30/2025 |
| 5. | Michael Brodnax, PE | Stantec Consulting Services Inc. | PE # 48622 - Civil | LA | 9/30/2024 |
| | Kunal Malpani, PE | Stantec Consulting Services Inc. | PE # 43016 - Civil | LA | 3/31/2025 |
| | Karen Bosworth, PE | Stantec Consulting Services Inc. | PE # 0056734 - Civil | CO | 10/31/2025 |
| | Ryan Nolan, PE | Hardesty & Hanover, LLC | PE #44583 – Civil | LA | 9/30/2024 |
| | Rima Zahalan, PE | Hardesty & Hanover, LLC | PE #95009-1 – Civil | NY | 6/30/2025 |
| | Jason Biddle, PE | Hardesty & Hanover, LLC | PE #43431 – Mechanical | LA | 9/30/2025 |
| 6. | Donavon Cunningham | Stantec Consulting Services Inc. | NACE Level 3 #14613 | N/A | 9/28/2026 |
| | Robert Lanterman | KTA-Tator, Inc. | NACE Level 3 #13505 | N/A | 5/23/2025 |
| | | | SSPC #2015-820-136 | N/A | 12/31/2027 |
| 7. | James Kretzler | KTA-Tator, Inc. | ASNT Level 3 #186946 | N/A | 10/01/2025 |
| 8. | Beau Kamrath, PE | Collins Engineers South, Inc. | PE # 46453 - Civil | LA | 9/30/2024 |
| | | | ADCI # 60307 - Surface-Supplied Air Diver | N/A | 10/03/2024 |
| | Joshua Johnson, PE | Collins Engineers South, Inc. | PE # 27049 - Civil | KY | 6/30/2025 |
| | | | ADCI # 40245 - Surface-Supplied Air Diving Supervisor | N/A | 12/22/2026 |
| | Andrew Baldwin, EIT | Collins Engineers South, Inc. | EIT # 74669 - Civil | TX | 12/2/2029 |
| | | | ADCI # 66052 - Surface-Supplied Air Diver | N/A | 5/9/2028 |
| | Dominick DeJohn, PE | Stantec Consulting Services Inc. | PE # 43704 - Civil | LA | 3/31/20206 |
| | | | ADCI #60664 - Surface-Supplied Air Diver | N/A | 12/27/2024 |
| | Tim Kivi | Stantec Consulting Services Inc. | ADCI # 17458 - Mixed Gas Diver | N/A | 9/2/2025 |
| | | | ADCI # 54857 - Surface-Supplied Air Diving Supervisor | N/A | 9/26/2026 |

| 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 |
|---|---|---|---|---|---|
| 9. | Caroline Knapp, EIT | Collins Engineers South, Inc. | EIT # 0420073811 - Civil | VA | N/A |
| | | | ADCI # 66128 - Entry Level Tender/Diver | N/A | 5/31/2025 |
| | Desmond Castillo | Collins Engineers South, Inc. | ADCI # 66071 - Surface-Supplied Air Diver | N/A | 5/10/2028 |
| | Caleb Klein | Collins Engineers South, Inc. | ADCI # 47277 - Entry Level Tender/Diver | N/A | 11/20/2025 |
| | Ian Kidney | Stantec Consulting Services Inc. | ADCI # 63801 - Surface-Supplied Air Diver | N/A | 12/7/2026 |
| 10. | Julian Chustz, PLS | Chustz Surveying, LLC | PLS # 5251 - Professional Land Surveyor | LA | 9/30/2025 |
| 11. | James Chustz, Jr., PLS | Chustz Surveying, LLC | PLS # 4657 - Professional Land Surveyor | LA | 3/31/2026 |

16. **Staff Experience:**

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|---|---|---|---|---|
| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Gary Heitman, PE** | YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER | **24** | |
| TITLE | **Senior Principal, Operations Leader** | 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 \| 9/30/2024** | | | |
| YEAR REGISTERED | **1992** | DISCIPLINE | **Civil Engineering** | |

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|---|---|
| Contract role(s) / brief description of responsibilities | With over 36 years of experience, Gary will serve as an **PRINCIPAL-IN-CHARGE** for this contract. He has led the study and design of 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. His experience also includes Design-Build and Construction Administration Services, allowing him to apply lessons learned in the construction arena to the design process and thereby providing a better set of alternatives and/or construction plans. Prior to joining Stantec, Gary served as a Plan Development Engineer and Design Engineer with the 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 time specified in the applicable MPR(s). |
| **10/01 - 03/04** | **OUACHITA RIVER BRIDGE \| LADOTD \| Harrisonburg, LA**<br>Project Manager. Gary was responsible for the study to replace the existing Louisiana 8 bridge in Harrisonburg, Louisiana on new alignment. The study identified potential alternative alignments and environmental impacts. Cost estimates, including roadway construction, right-of-way, and utility relocations costs were developed for the report. After successfully obtaining an EA document on the recommended alignment, the project proceeded into the design phase, where in addition to leading the Roadway team to develop the Preliminary and Final construction plans for the 1.4 mile relocation project, Gary coordinated with the Survey Division to develop the topographic survey and ROW maps. The project required close interaction with the LADOTD Bridge Design Section, who developed the bridge design and plans for the high-level river crossing. |
| **08/19 - Ongoing** | **I-10 LOYOLA DESIGN-BUILD \| LADOTD \| New Orleans, LA**<br>Roadway Design QC for this multimillion-dollar project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans Airport. Project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange. |
| **04/11 - 06/15** | **I-210 COVE LANE INTERCHANGE PROJECT \| LADOTD \| Lake Charles, LA**<br>Roadway Division Manager. Gary led 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. |
| **10/17 - Ongoing** | **NELSON ROAD AND BRIDGE EXTENSION \| LADOTD \| Lake Charles, LA**<br>Roadway Division Manager. Stantec led the effort for this new high-level bridge and approaches over Contraband Bayou, a navigable waterway in the Lake Charles area. This project will provide a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street. |
| **10/09 - 06/11** | **US 90 INTERCHANGE AT LA 85 DESIGN-BUILD \| LADOTD \| Iberia Parish, LA**<br>Roadway Division Manager. Gary led the roadway design effort for this LADOTD project implemented to elevate the rural arterial to interstate standards. The effort began during the proposal phase, well before project award, during which he served on the team that developed several innovative solutions that helped win the project. |

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| **07/15 - Ongoing** | **I-49 LAFAYETTE CONNECTOR \| LADOTD Contract No. H.004273.5 \| Lafayette, LA**<br>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 corridor, which includes segments of at-grade and elevated mainline, frontage roads, urban interchanges and slip ramps, as well as connections/modifications to the existing roadway network. Geometric team's task includes conceptual constructability and maintenance of traffic plans, conceptual drainage design, and estimates of probable construction costs throughout the project. Stantec performed a re-evaluation of the Final EIS through the corridor, began an extensive context sensitive solutions process, and analyzed the horizontal and vertical geometry concepts developed in the previous phases of the project. Through this process, additional concepts are being considered, and in addition to the CSS component, a formal SEIS process is being followed to document the changes identified for the project. |
| **06/12 - 02/14** | **NEW ORLEANS US 90Z HOSPITALITY ZONE \| LADOTD \| New Orleans, LA**<br>Roadway Design Lead. Gary managed team of roadway engineers to provide deliverables for a study to review and evaluate existing traffic patterns. He provided QC for the design solutions for the new on-ramp and restriping. The on-ramp now has a third mainline lane to US 90 Business in the Interstate 10 westbound direction. Improvements converted the existing at-grade on-ramp to a ramp structure with an acceleration lane, which allows room for a third mainline lane east of the ramp construction. |
| **07/15 - 06/18** | **US 90 INTERCHANGE AT LA 318 DESIGN-BUILD \| LADOTD \| St. Mary Parish, LA**<br>Roadway Independent QC. As part of the proposal phase, Gary participated in brainstorming alternatives to the concept presented in the RFP. The team's winning proposal included cost savings in addition to reduced right of way and environmental impacts. During the design and plan development phase, Gary performed independent quality control and assurance reviews on the roadway design packages. The project constructed two overpass bridges and a diamond interchange to replace the current at-grade signalized intersection of US90 and LA 318, as well as frontage roads and ramps through the project limits. |
| **09/01 - 09/03** | **US 61 - LIBERTY ROAD INTERCHANGE \| MDOT \| Natchez, MS**<br>Project Engineer. The award-winning Liberty Road Bridge Project was designed to provide an aesthetically-pleasing gateway from the historic Natchez Trace Parkway into the City of Natchez. The improvement included the reconstruction of 1.7 miles of 5-lane urban roadway, a cloverleaf interchange, a 200-foot steel girder bridge on drilled shaft foundations, and MSE walls. The bridge's context-sensitive design included various unique architectural features, including towers at the abutments and intermediate pier, precast arched panels at the facias, concrete barriers with ornamental steel railing, and a multi-column arch soffit intermediate bent. Stantec fast-tracked the design and maintained minimal construction impact to adjacent properties. A major accomplishment of the design and construction team in conjunction with the MDOT traffic engineering division was our ability to minimize traffic impact, and maintain a high level of traffic on both the US Highway 61 arterial and the new Liberty Trace connection. Gary developed conceptual layouts of a tight diamond interchange, a partial clover leaf interchange, and a single point urban interchange during the original study. He later oversaw the roadway preliminary and final plans developed for the cloverleaf interchange selected, and performed QA/QC reviews prior to plan submittals. |
| **02/06 - 08/07** | **PLANK ROAD RELOCATION \| City of Baton Rouge \| Baton Rouge, LA**<br>Project Manager. In order to obtain the current FAA safety criteria for the main runway approach at the Baton Rouge Metro Airport, the City of Baton Rouge was required to relocate a 1.6-mile stretch of Plank Road. Gary and our highway design team provided study alternatives for the corridor and developed construction plans and specifications for the four-lane divided roadway, including twin structures crossing Cypress Bayou. In addition to the development of construction documents, this project required both topographic and property surveys and the development of right-of-way maps, geotechnical and permitting services. The new roadway was designed to rural arterial standards with open ditch drainage. The Cypress Bayou bridge component of the project consisted of twin girder span bridges, each in excess of 192 feet long. Since Plank Road is a State Highway, Gary coordinated closely with the LADOTD during all phases of the project, obtaining approvals and permits as necessary, and ensuring that the State would accept the project post-construction. Gary and team also assisted the Airport/City during construction with contractor oversight, development of change order documents, attending meetings, performing weekly site progress inspections, and review and recommendations concerning approval of pay applications. |

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|---|---|---|---|---|
| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | | |
| NAME | **Brian Johnson, PE** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **19** |
| TITLE | **Principal, Bridge Division Leader** | | 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 \| 9/30/2024** | | | |
| YEAR REGISTERED | **2004** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader** | |

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| Contract role(s) / brief description of responsibilities | Brian brings over 24 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 serve as **PROJECT MANAGER** for this contract. **Brian meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 1, 2, 3** |


| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
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| **01/10 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Project Manager. Brian manages all field and office work for inspecting and load rating over 250 bridges in 11 different Mississippi Counties. Inspections and load ratings are performed in accordance with current NBIS and procedures as outlined in the AASHTO MBE. Brian oversees project activities, inspection scheduling, and performing QC/QA on field inspections, load ratings, and inspection reports. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches. |
| **08/16 - Ongoing** | **MADISON COUNTY BRIDGE INSPECTIONS \| Mississippi Office of State Aid Road Construction \| Madison County, MS**<br>Project Manager. Brian manages the bridge inspections on non-complex bridges in Madison County and performs quality control reviews on inspection reports. Stantec serves as the State Aid Engineer which includes maintaining inspection records on the local county bridges. Bridge superstructure types include concrete channel beams, prestressed concrete, concrete box culverts, and steel beams. Substructure elements include concrete, steel, and timber pilings. Reports are developed using AssetWise through State Aid. |
| **03/24 - Ongoing** | **SR28 OVER PEARL RIVER BRIDGE REPAIRS \| MDOT \| Copiah & Simpson Counties, MS**<br>Project Manager. Emergency repair of a damaged 550-ft three-span steel through truss bridge. Brian was responsible for managing field and office work for the inspection and plan development of repairs. Several truss members were damaged during a vehicle impact resulting in bridge closure until repairs can be completed. The inspection was performed one week after impact and repair plans were completed in six weeks. A combination of SPRAT personnel and mechanical lift equipment from the deck were used to perform inspection activities. Repairs included heat straightening and replacing truss members. Construction support will include reviewing contractor produced truss stability analyses, shop drawings, truss member designs, and proposed containment systems. |
| **08/23 - 01/24** | **US82 OVER MISSISSIPPI RIVER FRACTURE CRITICAL INSPECTION \| MDOT \| Greenville, MS**<br>Project Manager. Brian managed the inspection and report development activities and performed QC on the draft and final reports. Stantec performed a fracture critical inspection on the main spans of this cable stayed bridge using the installed inspection traveler. Elements included steel edge girders, splice plates, and floor beams. |
| **08/20 - 03/21** | **US84 OVER MISSISSIPPI RIVER IN-DEPTH INSPECTION \| MDOT \| Natchez, MS & Vidalia, LA**<br>Project Manager. Brian was responsible for managing and overseeing the 2020 routine and fracture critical inspection of the twin (eastbound & westbound US84) steel through trusses over the Mississippi River. Inspection services included routine (NBIS & element level), fracture critical, ultrasonic pin testing, and a bathymetric survey of the channel. Truss inspection was performed using a combo of SPRAT personnel, an under bridge inspection truck, and mechanical lift equipment from the deck. |
| **05/16 - 12/16** | **US 82 OVER MISSISSIPPI RIVER IN-DEPTH BRIDGE INSPECTION \| MDOT \| Greenville, MS**<br>Project Manager. Stantec performed an in-depth inspection of the US 82 Cable Stay Bridge over the Mississippi River. Brian served as the project manager and was responsible for coordination between six Stantec offices and three sub-consultants, performing the deck surface inspection, and reviewing the inspection report. The inspection included an element level inspection (abutment to abutment), in-depth inspection of the cables (including non-destructive testing), hydrographic survey of the river channel, and elevation survey of the cable stay spans deck surface. |

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| **12/20 - 04/22** | **TRUSS BRIDGES INSPECTION AND LOAD RATING \| MDOT \| Itawamba, Leflore, Quitman, and Stone Counties, MS**<br>Project Manager for the inspection and load rating of four steel through trusses. An in-depth, hands-on and fracture critical inspection was performed on every truss member within the superstructure of each bridge. Existing member dimensions were verified against provided shop drawings. Inspections were performed using SPRAT personnel and mechanical lift equipment. Collected data was used to develop load rating models in AASHTOWare BrR to determine rating factors and provide tools for future load rating purposes. Truss members and gusset plates were included in each model. Detailed reports were developed to include field verifications, condition ratings, and load rating model development. |
| **04/17 - 08/17** | **SR605 OVER THE INDUSTRIAL WATERWAY IN-DEPTH BRIDGE INSPECTION \| MDOT \| Gulfport, MS**<br>Project Manager for the in-depth inspection of the 1390-ft long bridge that consists of a double leaf steel girder bascule span (211-ft) and prestressed concrete girder approach spans. Inspection types included routine NBI, element level, in-depth and fracture critical which include full electrical, mechanical, and structural inspection of all components of the bascule span. Responsibilities included overseeing the project, scheduling and coordination of the field inspections, performing quality review checks of the draft and final inspection reports, and reviewing monthly invoices. Three different Stantec offices and one sub-consultant were involved in the inspections and report development. Due to heavy traffic in these areas, inspections were limited to four business days which condensed field activities to a maximum of one week. |
| **05/17 - 08/17** | **SR609 OVER OLD FORT BAYOU IN-DEPTH BRIDGE INSPECTION \| MDOT \| Ocean Springs, MS**<br>Project Manager for the in-depth inspection of the 1760-ft long bridge that consists of a double leaf steel girder bascule span (176-ft) and 17 prestressed concrete girder approach spans. Inspection types included routine NBI, element level, in-depth and fracture critical which include full electrical, mechanical, and structural inspection of all components of the bascule span. Brian's responsibilities included overseeing the project, scheduling and coordination of the field inspections, performing quality review checks of the draft and final inspection reports, and reviewing monthly invoices. Three different Stantec offices and one sub-consultant were involved in the inspections and report development. Due to the heavy traffic in these areas, inspections were limited to four business days which condensed field activities to a maximum of one week. |
| **05/24 - Ongoing** | **I-10 OVER TRINITY DRAINAGE CANAL BR REPAIR \| LADOTD Project No. H.015636 \| Iberville Parish, LA**<br>Project Manager. Brian manages the design and plan development for the repair of a damaged wingwall and slab elements. An initial site visit was performed to confirm damage limits and verify component dimensions. Repair plans were developed to include full wingwall replacement, partial barrier railing replacement, and structural concrete patching. A transportation management plan (Level 2) was transmitted prior to delivering final plans. Currently the final plans are in review at the LADOTD Bridge Division. |
| **07/15 - 10/20** | **I-10 ATCHAFALAYA FLOODWAY CLEAN, PAINT & MISC. REPAIRS \| LADOTD Project No. H.009461 \| St. Martin & Iberville Parishes, LA**<br>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 - Ongoing** | **I-10 LOYOLA DESIGN-BUILD \| LADOTD Project No. H.011670 \| New Orleans, LA**<br>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. |
| **08/15 - 03/20** | **I-20 / TARBUTTON INTERCHANGE \| City of Ruston \| Ruston, LA**<br>Project Manager. Brian managed the design of a two-span bridge over I-20 to replace an existing structurally and geometrically deficient bridge along Tarbutton Rd. The bridge consisted of structural steel plate girders and drilled shaft foundations. Design efforts were performed in under four months to avoid losing project funding. In addition to design and plan development, Brian oversaw construction support which included reviewing shop drawings and addressing contractor RFIs. |
| **04/11 - 03/15** | **I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT\| LADOTD Project H.010151 \| Lake Charles, LA**<br>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. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Ryan Nataluk, PE** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **17** |
| TITLE | **Vice President** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **9** |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 1997 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 37837 \| CO \| 10/31/2025** | | | |
| YEAR REGISTERED | **2003** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader; SPRAT Level I** | |

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| Contract role(s) / brief description of responsibilities | Ryan has 26 years of extensive experience in the inspection of highway and rail bridges per the National Bridge Inspection Standards (NBIS) using the National Bridge Inventory (NBI) and AASHTO Element Level NBE coding systems, 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 with main spans reaching 800 feet. In his career, he has performed and managed staff for more than 25,000 routine, fracture critical, in-depth, damage, and initial bridge and overhead sign inspections in 16 states and Canada. Ryan is skilled in load rating of steel, concrete, and timber structures and is versed in the nondestructive testing of concrete, steel, and timber members using a variety of methods. Ryan will serve as **QA/QC** 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. |
| **01/20 - 11/22** | **BRIDGE INSPECTION AND LOAD RATING FOR LOCAL PUBLIC AGENCY AND PRIVATELY OWNED BRIDGES \| North Dakota DOT \| Statewide, ND**<br>Project Manager and QA/QC Engineer. Ryan was responsible for timely, high-quality deliverables on this two year project consisting of approximately 450 inspections and load ratings per year. While coordinating this effort with bridge inspectors spanning several Stantec offices, he performed QA field reviews, QC of written reports, and instructed the inspection staff of his findings to confirm consistency throughout the reporting and documentation process. Reports for this project are written in the field on iPads utilizing InspectX software. |
| **08/07 - Ongoing** | **ON + OFF-SYSTEM BRIDGE INSPECTIONS \| Colorado DOT \| Statewide, CO**<br>Project Manager. Ryan leads bridge inspection, load rating, and scour analysis services for approximately 4,900 off-system bridges in 64 counties and over 100 cities across Colorado per the National Bridge Inspection Standards (NBIS). He’s responsible for routine, fracture critical, and special damage inspections on bridges and culverts greater than 20 feet in clear span. Performed field inspections in accordance with all CDOT, FWHA, NBIS, SPRAT and OSHA guidelines and requirements. Confined space entry protocol and Non-Destructive Testing methods are commonly used during these field inspections. In 2014, he collected CoRE Element data for structure components via Pontis with transition to new National Bridge Elements (NBE) via AASHTOWare Bridge Management (BrM). Collects inventory and inspects newly constructed bridges performed at the request of CDOT. Load ratings are performed using the AASHTOWare Bridge Rating program and per the CDOT Bridge Rating Manual. All scour analyses are performed per the FHWA’s HEC 18: Evaluating Scour at Bridges. Final bridge reports are submitted. In-depth elemental reporting includes recommendations for maintenance, replacement and/or repair, sketches, photographs, and streambed measurements. |
| **09/12 - Ongoing** | **BRIDGE INSPECTION AND ANALYSIS SERVICES \| Nevada DOT \| Statewide, NV**<br>Project Manager/Sr. Team Leader. Responsible for routine and fracture critical inspections per NBIS. Through two consecutive four-year contracts, Stantec inspected nearly 1,000 bridges per year, including routine, fracture critical, access required, damage, and tunnel inspections per NBIS and NTIS. Additional services included non-destructive testing using magnetic particle, dye penetrant, ground penetrating radar, infrared, impact echo, and sounding. 30 load ratings were completed on as-needed basis. Approx. 150 require specialized access and/or confined space entry either by UBIV or SPRAT certified rope access. Collected inspection data electronically. |
| **05/16 - 12/16** | **US82 OVER MISSISSIPPI RIVER IN-DEPTH BRIDGE INSPECTION \| MDOT \| Greenville, MS**<br>Assistant Project Manager and Field Team Leader. Ryan was the assistant PM and field team leader for the in-depth, fracture critical and element level inspection of the US Route 82 over the Mississippi river between Chicot County, AR and Washington County, MS. The scope included performing a routine element level inspection using the National Bridge Elements, a fracture critical inspection of the main river span floor systems including edge girders and floor beams, an in-depth hands-on SPRAT access inspection of all 112 stay cables. |

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| **05/12 - 05/17** | **SILVER MEMORIAL BRIDGE INSPECTION \| West Virginia DOT \| Point Pleasant, WV**<br>Project Manager/Sr. Team Leader/SPRAT Climbing Supervisor for the 1,900 foot long fracture critical cantilever through truss: Silver Memorial Bridge under a six-year contract with the WVDOT. Maintenance of ropes and hand-held inspection equipment allowed inspectors to complete inspection without use of mechanical equipment, traffic control, or traffic disruptions. Bridge completed in 1969 as a replacement and monument for an earlier structure, the Silver Bridge. Original Bridge collapsed in a historic tragedy that led US Congress to establish the National Bridge Inventory (NBI) and the National Bridge Inspection Standards (NBIS) Standards between 1968 and 1971. |
| **08/13 - 2020** | **2ND LT. THEODORE R. WOO MEMORIAL BRIDGE \| West Virginia DOT \| Charleston to Dunbar, WV**<br>Sr. Team Leader for first element-level inspection of the 2383' long bridge. Composed of 11 continuous steel multi-girder spans and three spans of continuous steel haunched girders with a floorbeam and stringer floor system. First annual in-depth periodic inspection was included an arm's length inspection of every member on structure. Bridge inspected utilizing rope access methods per the Society of Professional Rope Access Technicians (SPRAT) to avoid lane closures on a heavily traveled interstate. In addition to rope access methods, one innovative inspection technique included using parapet clamps to inspect the fascia girders of the bridge without the need for inspection access vehicles. Lead climbing techniques were also employed to inspect the deck girders and floor system. |
| **03/14 - 05/15** | **LA 511: JIMMIE DAVIS BRIDGE REHABILITATION \| LADOTD H.010662 \| Bossier, LA**<br>Lead Inspector. Total structure length is 2,823 linear feet, including three main steel truss simple spans - 354 ft., 402.5 ft., and 354 ft. long respectively - crossing the Red River; 610 ft. approach spans at each side consisting of steel, two-girder systems with floor beams. Stantec provided design and plans for complete rehabilitation and repainting. Rehabilitation consisted on total deck replacement, over 200 structural repairs to truss span floor system, replacement of the link joint (hangers) of the approach spans, joint rehabilitation and barrier replacement. |
| **04/17 - 08/17** | **SR 605 OVER THE INDUSTRIAL WATERWAY IN-DEPTH BRIDGE INSPECTION \| MDOT \| Gulfport, MS**<br>Field Team Leader. Ryan was a field team leader for the in-depth inspection of the 1390-ft long bridge that consists of a double leaf steel girder bascule span (211-ft) and prestressed concrete girder approach spans. Inspection types included routine NBI, element level, in-depth and fracture critical which include full electrical, mechanical, and structural inspection of all components of the bascule span. |
| **05/17 - 08/17** | **SR 609 OVER OLD FORT BAYOU IN-DEPTH BRIDGE INSPECTION \| MDOT \| Ocean Springs, MS**<br>Field Team Leader. Ryan was a field team leader for the in-depth inspection of the 1760-ft long bridge that consists of a double leaf steel girder bascule span (176-ft) and 17 prestressed concrete girder approach spans. Inspection types included routine NBI, element level, in-depth and fracture critical which include full electrical, mechanical, and structural inspection of all components of the bascule span. |
| **01/13 - Ongoing** | **NDOT MIKE O'CALLAGHAN – PAT TILLMAN MEMORIAL BRIDGE \| Nevada DOT \| Boulder City, NV**<br>Program Manager. As part of the NDOT statewide inspection contract, Ryan served as the Program Manager and Lead Inspection Engineer, registered in both Arizona and Nevada, for this in-depth inspection project for the newest United States landmark bridge, the Hoover Dam Bypass. Responsibilities included SPRAT Level III oversight of the rope access inspection team, project requirements, planning of materials, schedule, logistics, rescue protocols and client coordination in preparation for Stantec's Rope Access inspection of this 1,866 foot open spandrel arch bridge that spans the Colorado River just downstream of the Hoover Dam. Tasks included detailed planning, daily safety tailgate meetings, scheduling, review of previous inspection reports, coordination of client responsibilities, traffic control, and task-level breakdowns with associated climbing equipment and inspection objectives. |
| **15/17 - 10/18** | **COAST MERIDIAN OVERPASS - DETAILED CABLE STAY AND IN-DEPTH INSPECTION \| City of Port Coquitlam \| British Columbia, CA**<br>Senior Inspection Team Leader and SPRAT Level III Rope Access Supervisor. The City of Port Coquitlam retained Stantec to perform a detailed condition inspection and maintenance program for the Coast Meridian Overpass, a six span cable-stayed bridge over Canadian Pacific Railyard. The detailed cable inspection was completed by Stantec's in-house bridge inspection rope access team utilizing the SPRAT and WorkSafeBC requirements. Stantec inspected the steel pylons and cables to complete a hands-on inspection of every component, as per BC MoTI standards. The inspection of the cables included induced vibration measurements (harmonic frequency testing) to determine the in situ forces in each cable to compare against the as-built condition. Non-destructive testing consisting of Ultrasonic Testing (UT) was also completed on the steel pylons and steel box girders to developed a baseline measurement for inspections in the future. A snooper truck was also mobilized to inspect the deck soffit and the exterior of the steel plate box girders supporting the deck. Confined space entry procedures were used to inspect the entire length of the steel plate box girders. The project team also develop a 10-year maintenance/ repair works program in order to optimize a management strategy of the bridge, which will assist the City in planning future maintenance or rehabilitation work. |
| **02/01 - 09/01** | **FORT STEUBEN BRIDGE INSPECTION \| Steubenville, OH**<br>Team Leader. Ryan performed in-depth inspection of 1,584-foot-long span suspension bridge built in 1928 over the Ohio River. He utilized special access techniques to inspect suspension cables, towers, stiffening truss, approach girders, and floor system. Project included ultrasonic testing of 28 eyebar pins and underwater inspection of 5 river piers. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Mike Lawler, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **27** | |
| TITLE | **Principal, Structural Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2006 \| Civil Engineering; BS \| 1997 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 23093 \| KY \| 6/30/2026** | | | |
| YEAR REGISTERED | **2003** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader** | |

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| Contract role(s) / brief description of responsibilities | Mike leads Stantec's bridge inspection program in the Lexington, Kentucky office. His responsibilities include planning, staffing, managing, and performing inspection, rating, and rehabilitation projects working safely and efficiently to meet client expectations and regulatory agency requirements. He is a certified NBIS team leader for bridge inspections and leads one of Stantec's rope access bridge inspection teams. His railroad and highway bridge inspection experience includes timber, concrete, and steel girder, thru-truss, deck truss, suspension, and cable-stayed bridges. Mike has also developed repair designs and performed load rating analysis of various bridges. Mike will serve as **QA/QC** 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. |
| **01/17 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Inspection Task Leader, Team Leader and Rope Access Team Leader. Mike is responsible for the element-level inspection of two steel through truss bridges: Bridges 105 and 150 in LeFloure County. Conventional and rope access techniques were used to get within arm's reach of fracture critical members and any past deficiencies. The load ratings were computed in accordance with AASHTO LFR requirements. Mike has performed the inspection of these trusses for three consecutive cycles. |
| **03/20 - 03/21** | **NDDOT LPA BRIDGE INSPECTIONS \| North Dakota DOT (NDDOT) \| Bismarck, ND**<br>Quality Assurance Lead. Mike served as the QA Lead for the inspection and load rating of in-service and county bridges throughout North Dakota. 2,000 bridges were inspected in 2020 and 1,200 bridges in 2021. |
| **01/16 - 12/16** | **US82 OVER MISSISSIPPI RIVER IN-DEPTH BRIDGE INSPECTION \| MDOT \| Greenville, MS**<br>Bridge Inspector and Rope Access Team Member responsible for fracture critical and element level inspection of the US 82 cable-stayed bridge over the Mississippi River. The total inspected bridge length was 13,763 ft and consisted of 81 approach spans and three cable-stayed spans. Rope access techniques were used to perform an arm's length inspection of two towers (all faces) and all the stay cables. |
| **01/16 - 01/17** | **KYTC STATEWIDE BRIDGE LOAD RATINGS - PACKAGE #1 \| Kentucky Transportation Cabinet (KYTC) \| Statewide, KY**<br>Project Manager. Mike was responsible for the load rating of four arch bridges as part of 2016 Statewide Bridge Load Ratings for KYTC. The load ratings performed were in accordance with the Manual of Bridge Evaluation and KYTC's Bridge Load Rating Procedures Manual. Eight posting vehicles (KY Types 1-4 and AASHTO SU4-SU7) in addition to the FAST Act's emergency vehicles (EV2 and EV3) were used for the load ratings. The bridges included in the project consisted of a 460-ft long earth filled concrete arch, parallel (twin) steel tied arch bridges, and a 311-ft long steel two hinge bridge. |
| **01/17 - 10/18** | **KYTC STATEWIDE BRIDGE LOAD RATINGS - PACKAGE #2 \| Kentucky Transportation Cabinet (KYTC) \| Statewide, KY**<br>QA/QC Manager and Field Evaluation Engineer. Mike assisted with the load rating of 18 bridges as part of 2017 Statewide Bridge Load Ratings for KYTC. The load ratings performed were in accordance with the Manual of Bridge Evaluation and KYTC's Bridge Load Rating Procedures Manual. Eight posting vehicles (KY Types 1-4 and AASHTO SU4-SU7) in addition to the FAST Act's emergency vehicles (EV2 and EV3) were used for the load ratings. The project consisted of load rating: (1) concrete arch culvert, (1) welded steel girder bridge (2) wooden covered bridges, (2) post-tensioned concrete bridges, (3) steel truss bridges, and (9) prestressed concrete bridges. |
| **03/18 - 12/22** | **BRIDGE KENTUCKY PROGRAM \| Kentucky Transportation Cabinet \| Statewide, KY**<br>Screening Lead and Deputy Rehabilitation Design Lead. Mike led the screening process and life-cycle analysis to determine the scopes of work for each bridge in the program. Assisted in the development of rehabilitation plans for 127 bridges (entire BKP team) that were or will be let in this biennium. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | | |
| NAME | **John Krebs, PE** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **11** |
| TITLE | **Senior Bridge Engineer** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **4** |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2008 \| Civil Engineering; BS \| 2007 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 37259 \| LA \| 9/30/2024** | | | |
| YEAR REGISTERED | **2012** | DISCIPLINE | **Civil Engineering** | |

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| Contract role(s) / brief description of responsibilities | John has 15 years of engineering experience providing engineering design and load ratings for bridges and interchanges for LADOTD, MDOT, and KYTC. His primary expertise lies in the engineering analysis and design of a variety of structure types such as prestressed concrete girders, reinforced concrete substructure elements, and retaining walls. He has been heavily involved in the inspection and load rating of existing bridges in both Louisiana and Mississippi. John has an excellent working knowledge of AASHTO LRFD and the LADOTD Bridge Design Manual. He is proficient in several commercial software packages including AASHTOWare BrR, RC-Pier, CONSPAN, MDX, and STAAD. John will serve as **ROUTINE BRIDGE INSPECTION - TASK LEAD and BRIDGE DESIGN & ANALYSIS - TASK LEAD** for this contract. **John meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4** |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s). |
| **01/12 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Inspection Team Leader and QA/QC. John serves as a Team Leader for field inspections on concrete, steel, and timber structures throughout Mississippi. These structures vary in superstructure types ranging from timber stringers, continuous steel plate girders, prestressed concrete girders, to precast concrete channel beams. Additional responsibilities include performing quality control checks on inspection reports and load ratings. |
| **08/16 - Ongoing** | **MADISON COUNTY BRIDGE INSPECTIONS \| Mississippi Office of State Aid Road Construction \| Madison County, MS**<br>Inspection Team Leader and QA/QC. John serves as a Team Leader on inspection teams for non-complex bridges in Madison County and performs quality control reviews on inspection reports. Stantec serves as the State Aid Engineer which includes maintaining inspection records on the local county bridges. Bridge superstructure types include concrete channel beams, prestressed concrete, concrete box culverts, and steel beams. Substructure elements include concrete, steel, and timber pilings. Reports are developed using AssetWise through State Aid. |
| **10/23 - Ongoing** | **I-49 LAFAYETTE CONNECTOR \| LADOTD Project No. H.004273 \| Lafayette, LA**<br>Bridge Engineer. John is responsible for developing bridge design plans for the new Kaliste-Saloom interchange configuration. Bridge structures include for ramps tying into a two-span, "table-top" structure that will move traffic to and from northbound and southbound I-49. Structure types consist of prestressed LG and horizontally curved structural steel plate girders. Existing and proposed constraints (railroad crossing, existing and proposed I-49, temporary roadways) required unique substructure placement and a variety of foundation types (pile footings, pile bents, drilled shafts). In addition, John oversaw plan development for new structures crossing Vermillion River that are to be included in the final structure report. |
| **11/22 - Ongoing** | **SR 16/SR 149 FLOODWAY CHANNEL YAZOO RIVER (BRIDGE NOS. 210.9, 211.1, 211.8) \| MDOT \| Yazoo City, MS**<br>Senior Project Engineer. John is responsible for the analysis, design, and plan development for three bridges crossing the floodway channel of the Yazoo River. Bridge No. 210.1 consists of three 100-ft, prestressed, FIB 45 spans supported by reinforced concrete bent caps on steel pipe piles. Bridge 211.1 consists of a skewed, 928-ft, three-span continuous steel plate I-girder unit supported by reinforced concrete caps on steel pipe piles for end bents and reinforced concrete caps on drilled shafts for intermediate bents. Bridge 211.8 consists of identical components to Bridge 210.1 and is also in a horizontal curve. As the senior project engineer, John is the technical lead, QC/QA for the design and plan development, and assists with construction support. |
| **10/17 - 01/19** | **AASHTOWARE BRR BRIDGE LOAD RATING \| MDOT \| Statewide, MS**<br>Project Engineer for the load rating of 120 bridges using AASHTOWare BrR. Structure types included steel plate girders, prestressed concrete girders, concrete T-beams, concrete slab spans, and integral reinforced concrete multi-cell box girders. Ratings were performed in accordance with the current MDOT and AASHTO standards. John was responsible for day-to-day support of the load rating engineers and performing QC/QA on finished load ratings. |

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| **05/17 - 08/17** | **SR609 OVER OLD FORT BAYOU IN-DEPTH BRIDGE INSPECTION \| MDOT \| Ocean Springs, MS**<br>Bridge Inspector responsible for the inspection of a 1760-ft long bridge that consists of a double leaf steel girder bascule span and 17 prestressed concrete girder approach spans. Inspection types included routine NBI, element level, in-depth and fracture critical which include full electrical, mechanical, and structural inspection of all components of the bascule span. John was responsible inspecting the approach spans including the substructure and superstructure elements and assisting with report development.. |
| **05/16 - 12/16** | **US 82 OVER MISSISSIPPI RIVER IN-DEPTH BRIDGE INSPECTION \| MDOT \| Greenville, MS**<br>Inspection Member. John served on the prestressed concrete girder approach spans inspection team. Over 80 spans were inspected using an underbridge access platform truck to obtain hands-on access for observations. Inspections were performed in accordance with NBIS and the MDOT inspection manual. |
| **04/11 - 03/15** | **I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT\| LADOTD H.010151 \| Lake Charles, LA**<br>Project Engineer. John was responsible for the design and plan development of three bridges and an MSE wall system load transfer platform. The bridge along I-210 consists of a single, 130-ft-long, LG-54 prestressed concrete girder span founded on true abutments (spread footings). The remaining bridges consist of concrete slab spans founded on concrete pile bents. All design was performed in accordance with AASHTO LRFD Bridge Design. This project received the Highways/Bridges: Award of Merit from the Engineering News Record for Texas and Louisiana in October 2016. |
| **07/15 - 06/18** | **US 90 INTERCHANGE AT LA 318 DESIGN-BUILD \| LADOTD \| St. Mary Parish, LA**<br>Structural Engineer. 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. John assisted in the proposal development by performing preliminary designs of the major structural elements and later managed the construction support efforts. |
| **12/15 - Ongoing** | **NELSON ROAD EXTENSION AND BRIDGE \| LADOTD Contract No. H.005967 \| Lake Charles, LA**<br>Structural Engineer. John worked on the bridge and structural design efforts during preliminary plans. Project tasks included preliminary design of bridge superstructure, substructure including foundations, median barrier design, and as-designed load rating. Other design elements include navigational lighting bridge attachments and steel bracket light supports with concrete anchors to the bridge structure. Structural Design was performed in compliance with AASHTO LRFD Specifications. In addition, he completed the vessel study report detailing the expected water-borne vessel traffic and establishing the need for pier protection structures. John will also be assisting with structural construction support for the project. |
| **03/20 - 10/22** | **LA 121: CALCASIEU RIVER BRIDGES \| LADOTD Contract No. H. 009498 \| Hineston, LA**<br>LADOTD Bridge Task Manager. John was responsible for the independent design and plan review of the three LA 121 bridges. Bridge design items included reinforced concrete deck, LG-36 prestressed concrete girders, steel reinforced elastomeric bearing pads, and reinforced concrete end bent and intermediate bent caps. John also managed plan changes as well as quantity input into the AASHTOWare Project database. In addition to design, John updated the internally-cured concrete special provision for colloidal nano silica. The three bridges consisted of a total of five three-span deck units, and a testing scheme was noted in the plans applying the updated special provision. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |
| NAME | **Donald Cressman, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **11** |
| TITLE | **Bridge Inspection Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** |

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| DEGREE(S) / YEARS / SPECIALIZATION | | **BS \| 2012 \| Civil Engineering** | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | | **PE No. 0055903 \| CO \| 10/31/2025** | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Civil Engineering; SPRAT Level III** |

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| Contract role(s) / brief description of responsibilities | Donald has 11 years of structural inspection experience, where he has solely focused on routine, complex, and fracture critical bridge inspection and load rating. He is a bridge inspection engineer managing the Colorado DOT Culverts, Minors, Signs, Signals, and High Mast Lights inspection project. He also serves as a team leader or team assistant on a wide variety of other projects for various state DOTs. His duties include mobilizing and managing the inspection teams, performing inspections, reporting, and coordinating the submittals for approx. 1,000 culverts and several hundred signs, signals, and high mast lights inspected each year. Donald is qualified as a Team Leader per the National Bridge Inspection Standards (NBIS) and is qualified as a Colorado DOT Ancillary Inspection Team Leader. He routinely utilizes and codes bridge elements using the National Bridge Element (NBE) system. Donald is a Society of Professional Rope Access Technicians (SPRAT) Level III Rope Access Supervisor and has experience in the inspection of large structures using challenging rope access methods and mechanical lift equipment. He is also trained in the use of non-destructive testing procedures including ultrasound. Donald will serve as **ROUTINE & COMPLEX BRIDGE INSPECTION** for this contract. **Donald meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4** |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **07/15 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Team Leader. Donald is responsible for assisting the Baton Rouge, LA office with the inspection of three NBIS level inspection and three element level inspections. All of the inspections were considered complex due to the access requirements (under bridge inspection truck) or the poor condition of the structures. Donald has written the reports in both InspecTech and a formal report for the client. |
| **07/07 - Ongoing** | **ON + OFF-SYSTEM BRIDGE INSPECTIONS \| Colorado DOT \| Statewide, CO**<br>Team Leader. Donald completed the bridge inspection and load rating services for Off-System bridges in the Central and Northern Regions of Colorado per the NBIS. He was responsible for every day operations in the field including field inspections in accordance with all CDOT, FWHA, NBIS, SPRAT, 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. |
| **03/19 - Ongoing** | **ADOT BRIDGE INSPECTIONS \| Arizona DOT \| Statewide, AZ**<br>Team Leader. Donald serves as a team leader for element level inspections of bridges across the northeast and southeast regions of Arizona. These inspections include routine, in-depth, and fracture critical inspections of steel bridges. As a SPRAT Level 3 technician, Donald often utilizes rope access techniques to gain access to difficult to reach locations on bridges without the use of traffic control. Inspection responsibilities include collecting NBI data, element level data, streambed profiles, photos, and providing maintenance and repair recommendations for each structure. All reports are entered in AASHTOWare’s Bridge Management (BrM) software. |
| **07/20 - 08/20** | **M580 B&C MAINLINE MISSOURI RIVER BRIDGE INSPECTION \| Northern Natural Gas Company \| Plattsmouth, NE**<br>Project Manager. Donald managed the project and was the SPRAT Level III supervisor responsible for the overall site safety. He coordinated with NNG to facilitate an easy and on time inspection and performed quality control checks throughout the reporting process. |
| **01/16 - 05/17** | **SILVER MEMORIAL BRIDGE INSPECTION \| West Virginia DOT \| Point Pleasant, WV**<br>Bridge Inspector and Rope Access Team Member responsible for assisting in the interim inspection of the Silver Memorial Bridge. The bridge is a five-span, 1,950-foot long structure consisting of two approach girder spans and a three-span, cantilever, through truss with a center pin and hanger supported drop-in section. Rope access techniques were used to avoid the need for mechanical equipment, traffic control, or traffic disruptions. |

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| **01/08 - 12/10** | **MILLENNIUM BRIDGE CABLE INSPECTION | Denver, CO**<br>Bridge Inspector and Level I SPRAT Rope Access Technician. Donald was responsible for mobilizing the inspection team, the inspection gear, and the rope access gear required for the successful inspection. Inspection required documenting the structure deficiencies via detailed notes, field measurements, and photographs. This work was completed without closing the bridge to pedestrian traffic and still allowing for a safe inspection for all involved, including the nearby pedestrians. |
| **01/13 - Ongoing** | **NDOT STATEWIDE BRIDGE INSPECTION AND ANALYSIS SERVICES | Nevada DOT | Statewide, NV**<br>Assistant Inspector. Donald has been serving as an assistant inspector on this statewide bridge inspection contract both for Stantec teams and working with NDOT Team Leaders. He is responsible for initial quality control checks in the office and the field as well as helping the team leader on-site document and record structure deficiencies via photographs and measurements. Field tablets are utilized to upload information into the Bentley InspectTech software. Bridge inspection work includes both ground level and access required element level evaluations on concrete culverts, prestressed boxes and slab, concrete & steel girder bridges as well as large interstate viaducts through urban areas. |
| **05/16 - 12/16** | **US 82 OVER MISSISSIPPI RIVER IN-DEPTH BRIDGE INSPECTION | MDOT | Greenville, MS**<br>Bridge Inspector. Donald performed the role of a bridge inspector as a Level I SPRAT rope access technician on the 13,763-foot-long cable stay bridge over the Mississippi River near Greenville, MS. The inspection responsibilities include hands on inspections of all main span cables, interior and exterior inspection of the main span towers, and inspection of the river piers. Donald also inspected the concrete girder approach spans via under bridge inspection vehicle. The detailed and consistent notes taken by Donald provided the report authors an easy means of transferring field notes to the final report. |
| **03/20 - 03/20** | **MOUNTAIN LAKE DAM INSPECTION | City of Ardmore | Ardmore, OK**<br>Bridge Inspector. Project required the evaluation of the dam from the safety point-of-view and the development of documentation to perform inspections and monitoring the dam in accordance with standard practice. Stantec used Society of Professional Rope Access Technician (SPRAT) access methods to complete a condition assessment of the downstream face. The dam—a concrete slab and buttress built almost 100 years ago—is owned by the City of Ardmore, operated by the City's Public Works Department and regulated by the Oklahoma Water Resources Board (OWRB). |
| **01/20 - 11/22** | **BRIDGE INSPECTION AND LOAD RATING FOR LOCAL PUBLIC AGENCY AND PRIVATELY OWNED BRIDGES | North Dakota DOT | Statewide, ND**<br>Bridge Inspector. Stantec bridge teams conducted all inspections using the National Bridge Elements and North Dakota's own Agency Developed Elements (ADE) and Bridge Management Elements (BME). The data was captured in Bridge Intelligence's inspectX platform with associated material defects, photographs, critical findings, and alert codes. In addition to maintenance and rehabilitation recommendations, Stantec provided streambed profiles and vertical clearance information, owner and railroad coordination, and Federal Aviation Administration (FAA) clearances for unmanned aerial vehicle (UAV) flights. Load ratings were completed using AASHTOWare Bridge Rating software or other software for unusual structures. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |
| NAME | **Michael Brodnax, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **5** |
| TITLE | **Structural Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** |

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| DEGREE(S) / YEARS / SPECIALIZATION | | **BS \| 2019 \| Civil Engineering** | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | | **PE No. 48622 \| LA \| 9/30/2024** | |
| YEAR REGISTERED | **2024** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader** |

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| Contract role(s) / brief description of responsibilities | Michael is a structural engineer with five years of experience. He has been involved in structural designs ranging from deck, prestressed box girder and concrete substructure. Michael has performed numerous inspections and load ratings on Mississippi and Alabama Bridges. Michael is familiar with several design and analysis software programs including RC-Pier, CONSPAN, and AASHTOWare Bridge Rating. Michael will serve as **ROUTINE** and **COMPLEX BRIDGE INSPECTION** for this contract. **Michael meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 5** |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. |
| **08/23 - 01/24** | **US82 OVER MISSISSIPPI RIVER FRACTURE CRITICAL INSPECTION \| MDOT \| Greenville, MS**<br>Bridge Inspection Team Leader. Michael led a team to complete an element level field inspection of fracture critical members on a cable stay structure. The team used a mechanical platform to access the underside of the main cable stay spans and inspected steel edge girders and steel floorbeams for deficiencies. In addition to the inspection, a formal inspection report was developed to convey the findings. |
| **03/24 - Ongoing** | **SR28 OVER PEARL RIVER BRIDGE REPAIRS \| MDOT \| Copiah & Simpson Counties, MS**<br>Team Leader. Emergency repair of a damaged 550-ft three-span steel through truss bridge. Michael performed the inspection of the damaged truss members and developed repair plans. Several truss members were damaged during a vehicle impact resulting in bridge closure until repairs can be completed. The inspection was performed one week after impact and repair plans were completed in six weeks. |
| **07/19 - Ongoing** | **MADISON COUNTY BRIDGE INSPECTIONS \| Mississippi Office of State Aid Road Construction \| Madison County, MS**<br>Team Leader / Assistant Project Manager. Michael is responsible for coordinating and performing bridge inspections on non-complex bridges in Madison County on an annual basis. Stantec serves as the State Aid Engineer which includes maintaining inspection records on the local county bridges. Bridge superstructure types include concrete channel beams, prestressed concrete, concrete box culverts, and steel beams. Substructure elements include concrete, steel, and timber pilings. Reports are developed using AssetWise through State Aid. |
| **07/19 - Ongoing** | **MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Bridge Inspector and Load Rating Engineer Intern. Stantec is responsible for inspecting and load rating over 100 bridges in 17 different Mississippi Counties. Michael serves as a bridge inspector and load rater for this project. Inspections and load ratings are performed in accordance with current NBIS and procedures as outlined in the AASHTO MBE. Michael is responsible for performing inspections, performing load ratings, and developing inspection reports using InspectTech. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches. Michael assists with data management and transmitting project status updates to the client. |
| **05/24 - Ongoing** | **I-10 OVER TRINITY DRAINAGE CANAL BR REPAIR \| LADOTD Project No. H.015636 \| Iberville Parish, LA**<br>Bridge Engineer. Michael is responsible for design and plan development for the repair of a damaged wingwall and slab elements. An initial site visit was performed to confirm damage limits and verify component dimensions. Repair plans were developed to include full wingwall replacement, partial barrier railing replacement, and structural concrete patching. Currently the final plans are in review at the LADOTD Bridge Division. |
| **08/19 - Ongoing** | **I-10 LOYOLA DESIGN-BUILD \| LADOTD Contract No. H.011670 \| New Orleans, LA**<br>Bridge Inspector and Load Rating Engineer. Michael designed concrete substructures such as hammerhead piers and pile cap footings. He designed prestressed concrete girders and concrete decks. I also designed and developed plans for concrete noise barriers and their concrete foundations using Microsoft office, STAADpro models, Bentley Microstation, CONSPAN, RC Pier, and bluebeam pdf editor. I also reviewed and approved production shop drawings for construction. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |
| NAME | **Kunal Malpani, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **11** |
| TITLE | **Structural Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** |

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| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2012 \| Civil Engineering; BS \| 2010 \| Civil Engineering** | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 43016 \| LA \| 3/31/2025** | | |
| YEAR REGISTERED | **2018** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader** |

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| Contract role(s) / brief description of responsibilities | Kunal has 11 years of structural engineering experience with a primary focus in analysis, design, rating, and inspection of a variety of bridge types including prestressed concrete girders, structural steel plate girders, concrete slab spans, multi-column concrete bents, and pile bents. He is proficient in commercial software packages such as AASHTOWare BrDR, RC-Pier, CONSPAN, MDX, and STAAD. Kunal has also been involved in the design of highway sign structures and reviewing structural shop drawings. Kunal will perform **ROUTINE BRIDGE INSPECTION, BRIDGE DESIGN & ANALYSIS** for this contract. **Kunal meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 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). |
| **01/19 - Ongoing** | **I-10 LOYOLA DESIGN-BUILD INTERCHANGE \| LADOTD \| Kenner, LA**<br>Bridge Engineer. Kunal performed design on the horizontally curved structural steel trapezoidal girders, substructure units, roadway barriers, sign structures and foundations, noise barrier, and miscellaneous structural components. He assisted with plan development on several design units. Additional responsibilities include reviewing shop drawings, addressing RFIs, and performing construction engineering. Currently, Kunal is responsible for performing QC on the load rating reports. |
| **09/15 - 07/16** | **I-20 AND TARBUTTON ROAD INTERCHANGE \| LADOTD \| Ruston, LA**<br>Structural Engineer. Project consisted of replacing an existing concrete overpass structure over I-20 near Ruston with a two-span structural steel plate girder structure. Substructure units were supported by drilled shafts to minimize the bridge footprint. Design was performed in accordance with AASHTO LRFD. Kunal assisted with quality control of the superstructure and substructure design and performed the as-designed load rating. |
| **01/19 - Ongoing** | **NELSON ROAD EXTENSION BRIDGE \| LADOTD Contract No. H.005967 \| Baton Rouge, LA**<br>Structural Engineer. Kunal assisted the design engineer with preparation of plans and specifications for this bridge extension to the surrounding roadway network. Design included design of bridge components, including substructure, footing and foundation, load bearing calculations, girders and barrier design. Other design elements include navigational lighting bridge attachments, steel bracket light supports with concrete anchors to the bridge structure. |
| **09/13 - 11/17** | **BRIDGE PRESERVATION RETAINER PROJECTS \| LADOTD \| Statewide, LA**<br>Load Rating Engineer. Kunal was responsible for developing LFR rating procedure using Bridge Rating Software (now BrR) and STAAD for superstructure as per AASHTO MBE. Highlights of the project include rating Long Span Steel Through Trusses, Short span Steel Pony Trusses, and Masonry Arch Bridges. |
| **07/15 - 06/18** | **US 90 (FUTURE I-49) AND LA 318 INTERCHANGE DESIGN BUILD \| LADOTD \| St. Mary Parish, LA**<br>Structural Design Engineer for the twin bridges. Each bridge consists of LG-54 prestressed concrete girder spans on multi-column concrete bents and concrete wall piers. Responsibilities included performing design, as-designed load rating, reviewing shop drawings, and addressing construction submittals including RFIs and NCRs. |
| **01/17 - 10/18** | **LOAD RATING AND POSTING OF 110 ON-SYSTEM BRIDGES \| LADOTD \| Statewide, LA**<br>Load Rating Engineer. Project involved the load rating & posting of 110 on-system bridges. Bridges are located throughout the state and were load rated in accordance with LADOTD and AASHTO specifications. AASHTOWare BrR, CSI Bridge, and RC-Pier were used to determine rating factors and posting requirements. Kunal was responsible for developing load rating models and performing analyses. His main focus is a bridge structure on I-10 over city streets in New Orleans that is approx. 18,000-ft long with complex geometry and span arrangements. |
| **06/16 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS \| MISSISSIPPI OFFICE OF STATE AID ROAD CONSTRUCTION \| Statewide, MS**<br>Load Rating Engineer and Inspection Team Leader. This project includes inspection and load rating of over 100 off-system bridges in 17 different Mississippi Counties. Inspections and load ratings are performed in accordance with current NBIS and procedures as outlined in the AASHTO MBE. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches. Kunal is responsible for field inspections, load ratings, inspection reports, and QC/QA on load ratings. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Robert Catron, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **13** | |
| TITLE | **Structural Engineer** | 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 | **PE No. 32481 \| KY \| 6/30/2025** | | | |
| YEAR REGISTERED | **2017** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader; SPRAT Level III** | |

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| Contract role(s) / brief description of responsibilities | Robert is experienced in the plan preparation and design of highway bridges, culverts, and retaining structures. His structural design experience includes various types of prestressed concrete bridges, steel welded plate girder bridges, reinforced concrete culverts, and various foundation systems. Robert is responsible for preliminary and final design, preliminary and final quantity estimates, and plan and specification preparation (including bridge repairs and retrofits). In addition to design, Robert has assisted with the inspection of interstate and river bridges. He is a certified NBIS Team Leader and has completed SPRAT Level III training as a rope access technician. Robert will serve as **COMPLEX BRIDGE INSPECTION - TASK LEAD** for this contract. **Robert meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4**   |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **07/19 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Bridge Inspector/Rope Access Team Member. Robert is responsible for assisting in the NBI in-depth inspection of two river bridges; bridges 105 and 150. The bridges were two and three span through trusses over the Yazoo River with 150 ft main spans. Conventional and rope access techniques were utilized to get within arm’s reach of all primary and secondary members. The inspection was complicated by a shallow floor system that required the utilization of beam rollers to gain access. The inspection was element level. |
| **03/24 - Ongoing** | **SR28 OVER PEARL RIVER BRIDGE REPAIRS \| MDOT \| Copiah & Simpson Counties, MS**<br>Bridge Inspector and Rope Access Team Leader. Emergency repair of a damaged 550-ft three-span steel through truss bridge. Robert performed the inspection of the damaged truss members and assisted with the report development. Several truss members were damaged during a vehicle impact resulting in bridge closure until repairs can be completed. The inspection was performed one week after impact and repair plans were completed in six weeks. |
| **01/16 - Ongoing** | **SILVER MEMORIAL BRIDGE INSPECTION \| West Virginia DOT \| Point Pleasant, WV**<br>Bridge Inspector and Rope Access Team Member responsible for assisting in the interim inspection of the Silver Memorial Bridge. The bridge is a five-span, 1,950-foot long structure consisting of two approach girder spans and a three-span, cantilever, through truss with a center pin and hanger supported drop-in section. Rope access techniques were used to avoid the need for mechanical equipment, traffic control, or traffic disruptions. |
| **06/17 - 10/17** | **VICKSBURG OLD HIGHWAY 80 DETAILED BRIDGE INSPECTION AND LOAD CAPACITY RATING \| Vicksburg Bridge Commission \| Vicksburg, MS**<br>Rope Access Inspection Team Member that assisted with the detailed bridge inspection. The bridge was built in 1930 and carries one mainline track used daily by Kansas City Southern Railroad and a highway deck closed public traffic. The bridge is 1.6 miles long and consists of 122 steel spans of multiple types, including through-truss, deck truss, and deck girders. The inspection was performed as part of a load rating analysis. |
| **08/20 - 09/20** | **SHENANDOAH RIVER BRIDGE IN-DEPTH INSPECTION \| West Virginia DOT \| Jefferson County, WV**<br>Bridge inspector and Rope Access Team Leader for the In-Depth Inspection 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). The upper delta legs, approach spans, Abutment 2, and Piers 1 and 2 were inspected with a Under Bridge Inspection Truck. The deck underside, floor system, lower delta legs, and river piers were inspected via rope access. The deck topside and Abutment 1 were inspected from the ground. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Adam Leith, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **12** | |
| TITLE | **Senior Associate, Structural Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **6** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2009 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 0050826 \| CO \| 10/31/2025** | | | |
| YEAR REGISTERED | **2016** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader; SPRAT Level III** | |

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| Contract role(s) / brief description of responsibilities | Adam has over 12 years of experience in the structural condition inspection, asset management, load rating, and design of bridges, culverts, tunnels, and other transportation facilities. He has a qualified bridge inspection team leader per the National Bridge Inspection Standards (NBIS), tunnel inspection team leader per the National Tunnel Inspection Standards (NBIS), and a Society of Rope Access Professionals (SPRAT) Level III technician. Throughout his career, he has performed or managed staff for the inspection of over 5,000 structures including routine, fracture critical, in-depth, damage, and initial bridge inspections. He has performed inspections in differing climates across 13 US states and 2 Canadian provinces on a wide range of structure materials and types including trusses, cable stayed bridges, suspension bridges, girder bridges, culverts, arches, and tunnels. Adam's experience includes inspecting large signature structures across the US. He has extensive experience evaluating and coding highway bridges utilizing the FHWA Recording and Coding Guide for the Structure Inventory and Appraisal of the Nations Bridges and AASHTO Manual for Bridge Element Inspection and writing reports in various software programs such as AASHTOWare Bridge Management (BrM). Recently, he was the lead author of the Colorado Structure Element Level Coding Guide for the Colorado Department of Transportation. Adam will serve as **COMPLEX INSPECTION** for this contract. **Adam meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4**   |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. |
| **08/16 - Ongoing** | **ON + OFF-SYSTEM BRIDGE INSPECTIONS \| Colorado DOT \| Statewide, CO**<br>Assistant Project Manager and Senior Team Leader. Each year, Adam is responsible for extracting Colorado's NBI data to determine the inspection schedule, assigning inspection teams to trips, performing inspections as a team leader, performing and tracking load ratings, lead QA/QC engineer for inspection reports, notifying CDOT and local agencies of required essential repairs, submitting monthly/quarterly tracking reports to CDOT, and submitting inspection reports and summary presentations to both CDOT and local agencies. Inspection responsibilities include completing routine, fracture critical, initial, and special inspections to collect NBI data, element level data, streambed profiles, photos, and provide recommendations for maintenance for each structure. Rope access techniques, confined space entry protocol, and Non-Destructive Testing methods are commonly utilized during the field inspections. Field inspections are performed in accordance with all CDOT, FWHA, NBIS, SPRAT, and OSHA guidelines and requirements. Additional tasks Adam has completed for CDOT include developing a system to prioritize maintenance recommendations, mapping CDOT's legacy data errors, NBI data tape translations, and updating the BrM data dictionary, and currently developing the CDOT Bridge Element Level Coding Guide. |
| **01/16 - Ongoing** | **SILVER MEMORIAL BRIDGE INSPECTION \| West Virginia DOT \| Point Pleasant, WV**<br>Team Leader and Bridge Inspector for a fracture critical element-level in-depth inspection of the Silver Memorial through truss. The inspection was completed using SPRAT rope access techniques as part of a contract with WVDOH. The inspection consisted of hands on access to all fracture critical component of the bridge via rope access. |
| **01/16 - 12/16** | **US82 OVER MISSISSIPPI RIVER IN-DEPTH BRIDGE INSPECTION \| MDOT \| Greenville, MS**<br>Team Leader. Adam performed a fracture critical and element level inspection of this marquee stayed girder bridge. The bridge carries US Route 82 over the Mississippi River between Chicot County in Arkansas and Washington County in Mississippi. This structure is 13763-feet long and consists of 81 approach spans and three signature cable stayed spans. The approach spans consist primarily of BT-72 prestressed concrete girders. There are also 12 steel girder approach spans. The cable stayed spans are 595.5-, 1378-, 595.5-feet long, respectively. The cable stayed spans are supported by 112 cables on four 300-foot towers. Rope access methods were utilized in controlled traffic lane closures to keep costs low and minimize traffic delays. Adam's responsibilities included inspection of towers, cable pipes, and cable anchorages; documentation of deficiencies; report writing; and quality control. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Clayten "Clay" Greenwell, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **9** | |
| TITLE | **Structural Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2013 \| Civil Engineering; BS \| 2012 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 33398 \| KY \| 6/30/2025** | | | |
| YEAR REGISTERED | **2018** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader; SPRAT Level II** | |

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| Contract role(s) / brief description of responsibilities | Clay has experience with preparation and design of highway and railway bridges, culverts, and retaining structures, prestressed concrete bridges, steel welded plate girder bridges, reinforced concrete culverts, and various foundation systems. Responsibilities include preliminary and final design, preliminary and final quantity estimates, and plan and specification preparation (including bridge repairs and retrofits). Assists with inspection and load rating of concrete, steel, and timber interstate and railway bridges. Performed detailed stability analysis of multiple large concrete dams, including the design of stabilization system by post-tensioned anchors. Completed SPRAT Level II training as a rope access technician and is proficient in Microstation, GTStrudl, RCPIER, CONSPAN, LPILE, GROUP, LARS Bridge, CSiBridge, MathCAD, InRoads, and various other structural design programs. Clay will serve as **COMPLEX INSPECTION** 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. |
| **07/19 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Bridge Inspector/Rope Access Team Member. Clay is responsible for assisting in the element-level inspection of two steel through truss bridges: Bridges 105 and 150 in LeFloure County, MS. Conventional and rope access techniques were utilized to get within arm's reach of fracture critical members and any past deficiencies in order to carry out load ratings in accordance with AASHTO requirements. |
| **01/16 - 10/17** | **OHIO RIVER BRIDGE INSPECTIONS - PACKAGE #2 \| Kentucky Transportation Cabinet (KYTC) \| Statewide, KY**<br>Bridge Inspector and Rope Access Team Member responsible for assisting in the NBI fracture critical inspection of five Ohio River bridges. They included the I-275 (Carroll Cropper) Bridge, KY 56 (Shawneetown/Earle Clements) Bridge, the historic John A. Roebling Suspension Bridge in Cincinnati, the US 51 Cairo Bridge at Wickliffe, and the Simon Kenton Suspension Bridge at Maysville. The inspections were element level and utilized AASHTOware's BrM software. |
| **01/16 - Ongoing** | **SILVER MEMORIAL BRIDGE INSPECTION \| West Virginia DOT \| Point Pleasant, WV**<br>Bridge Inspector and Rope Access Team Member responsible for assisting in the interim inspection of the Silver Memorial Bridge. The bridge is a five-span, 1,950-foot long structure consisting of two approach girder spans and a three-span, cantilever, through truss with a center pin and hanger supported drop-in section. Rope access techniques were used to avoid the need for mechanical equipment, traffic control, or traffic disruptions. |
| **01/14 - 01/15** | **OHIO RIVER BRIDGE - PACKAGE #1 \| Kentucky Transportation Cabinet (KYTC) \| Statewide, KY**<br>Bridge Inspector and Rope Access Team Member responsible for assisting in the NBI fracture critical inspection of five Ohio River bridges. They included the Henderson Gold Star bridges (US 41 southbound and northbound), Combs Hehl bridges (I-275 westbound and eastbound) and the William Natcher bridge (US 231). The inspections were element level and utilized AASHTOware's BrM software. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Karen Bosworth, PE** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **5** |
| TITLE | **Bridge Inspector** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **3** |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2013 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 0056734 \| CO \| 10/31/2025** | | | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader; SPRAT Level II** | |

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| Contract role(s) / brief description of responsibilities | Karen has over 8 years of bridge experience. Her background includes bridge design, cost estimation, load rating, construction inspection, and routine inspection in Colorado and Michigan. Karen is qualified as a NBI team leader per the National Bridge Inspection Standards. She has performed hundreds of routine bridge inspections of various bridge structure types including concrete culverts, steel culverts, arches (steel and concrete), multi-beam bridges (steel I-beams, concrete, prestressed concrete, and timber beams), concrete slabs, and steel truss. Karen has experience with tracking and documenting bridge routine inspections using AASHTOWare Bridge Management (BrM) software and performing bridge load ratings using AASHTOWare Bridge Rating (BrR) software. She also has experience in developing rehabilitation and replacement design alternatives based on deterioration, scheduling, and funding. Karen will serve as **COMPLEX INSPECTION** for this contract. **Karen meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 5**  |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **12/20 - 04/22** | **TRUSS BRIDGES INSPECTION AND LOAD RATING \| MDOT \| Itawamba, Leflore, Quitman, and Stone Counties, MS**<br>Inspector. Karen served as a member of the inspection team for four steel through trusses. An in-depth, hands-on and fracture critical inspection was performed on every truss member within the superstructure of each bridge. Existing member dimensions were verified against provided shop drawings. Inspections were performed using SPRAT personnel and mechanical lift equipment. Karen developed detailed reports which included field verifications and condition ratings. She incorporated load rating results in the final reports. |
| **09/12 - Ongoing** | **BRIDGE INSPECTION AND ANALYSIS SERVICES \| Nevada DOT \| Statewide, NV**<br>Team Leader. Karen served as an Inspection Team Assistant and Leader for element level/NBI inspection of bridges throughout the state of Nevada. Inspections include routine, fracture critical, special, and damage per the NBIS. Includes inspections by specialized access by UBIT or confined space entry. Assisted in managing mobilization including scheduling and mapping inspection events and QA/AC procedures for inspection reporting. |
| **07/07 - Ongoing** | **ON + OFF-SYSTEM BRIDGE INSPECTIONS \| Colorado DOT \| Statewide, CO**<br>Team Leader. Karen has been serving as an assistant inspector on this statewide bridge inspection contract. She is responsible for initial quality control checks in the office and the field as well as helping the team leader on-site document and record structure deficiencies in accordance with all CDOT, FWHA, NBIS, and OSHA guidelines and requirements. Bridge inspection work includes both ground level and access required element level evaluations on concrete culverts, prestressed boxes and slab, and concrete & steel girder bridges. |
| **03/12 - Ongoing** | **BRIDGE INSPECTION AND ANALYSIS SERVICES \| Nevada DOT \| Statewide, NV**<br>Inspection Team Assistant and Team Leader for element level/NBI inspection of bridges throughout the state of Nevada. Inspections include routine, fracture critical, special, and damage per the NBIS. Includes inspections by specialized access by UBIT or confined space entry. Assisted in managing mobilization including scheduling and mapping inspection events and QA/AC procedures for inspection reporting. |
| **07/20 - 08/20** | **M580 B&C MAINLINE MISSOURI RIVER BRIDGE INSPECTION \| Northern Natural Gas Company \| Plattsmouth, NE**<br>Bridge Inspector. As a SPRAT Level I technician, Karen was responsible for mobilizing inspection gear, mobilizing climbing equipment, and securing a device to measure cable tension. On site, she assisted climbing and inspection efforts and post inspection, she performed initial quality control checks for the final deliverable. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Craig Jenkins, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **5** | |
| TITLE | **Bridge Inspector** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **3** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2015 \| Civil & Environmental Engineering; BS \| 2013 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 26927 \| NV \| 6/30/2025** | | | |
| YEAR REGISTERED | **2018** | DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader; SPRAT Level III** | |

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| Contract role(s) / brief description of responsibilities | A dedicated inspector and designer, Craig performs inspections on bridges, dams, and overhead freeway signs. Having worked on initial, routine, fracture critical, and underwater inspections, his exposure to confined spaces, bucket trucks, and non-destructive testing methods makes him a versatile member of Stantec's bridge team. An emerging leader, Craig works on the design and rehabilitation of different types of bridge configurations including flat slabs, prestressed concrete girders, steel girders, and box culverts. Craig is proficient in the following standards and practices: NBIS, AASHTO, FHWA, and several state specific DOT standards. Craig will serve as **COMPLEX INSPECTION** 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. |
| **01/19 - Ongoing** | **BRIDGE INSPECTION AND ANALYSIS SERVICES \| Nevada DOT \| Statewide, NV**<br>Inspection Team Leader. Craig serves as a Team Leader for the statewide bridge inspections in the state of Nevada. His role includes ground level and access required element level inspections of culverts, prestressed boxes and slabs, concrete girders, and steel girder bridges. Craig conducts inspections as a team leader and also as an assistant to NDOT inspectors. Inspections include routine, fracture critical, special, and damage per the NBIS. Craig is proficient in confined space areas, operating a UBIT, and performing NDE such as magnetic particle and dye penetrant. In addition to field inspections, Craig conducts report QCs both as a Team Leader and as an independent reviewer. He has approved several inspection reports throughout all districts in Nevada. |
| **01/20 - 11/22** | **BRIDGE INSPECTION AND LOAD RATING FOR LOCAL PUBLIC AGENCY AND PRIVATELY OWNED BRIDGES \| North Dakota DOT \| Statewide, ND**<br>Deputy Project Manager for the inspection of local public agency bridges in the southeast quadrant of North Dakota. His role involved coordination across inspection teams to mobilize, inspect, and report for 450 bridges per year. Inspections include routine, fracture critical, special, and damage per the National Bridge Inspection Standards (NBIS). Craig managed the day to day inspection operations between the inspection team and the state including correspondence with NDDOT on bridge conditions, recommended maintenance items, submitting Critical Findings, and submitting inspection reports via InspectX. Craig also served as a team leader for the element level inspection of bridges and culverts and his role in the field includes documenting deficiencies, streambed profile measurements, photos, maintenance recommendations, and load rating data collection. |
| **12/20 - 04/22** | **TRUSS BRIDGES INSPECTION AND LOAD RATING \| MDOT \| Itawamba, Leflore, Quitman, and Stone Counties, MS**<br>Inspection Team Leader. Craig served as the inspection Team Leader for four steel through trusses. An in-depth, hands-on and fracture critical inspection was performed on every truss member within the superstructure of each bridge. Existing member dimensions were verified against provided shop drawings. Inspections were performed using SPRAT personnel and mechanical lift equipment. Craig performed quality control reviews on the draft and final reports. |
| **01/21 - 12/23** | **MIKE O'CALLAGHAN – PAT TILLMAN MEMORIAL BRIDGE (HOOVER DAM BYPASS) \| Nevada DOT \| Boulder City, NV**<br>Bridge Team Lead. As part of the NDOT statewide inspection program, Craig served as a bridge team lead and Level III SPRAT rope access technician assisting in the routine in-depth inspection of the Mike O'Callaghan-Pat Tillman Memorial Bridge. Responsibilities included mobilization of the inspection team, planning of materials, schedule, logistics, and climbing inspection for Stantec's rope access inspection of this 1,866-ft. open spandrel arch bridge that spans the Colorado River just downstream of the Hoover Dam. Planning included detailed daily scheduling, review of previous inspection reports, and task-level breakdowns with associated climbing equipment and inspection objectives. Craig aided in the compiling of report and photographs through the program Inspect Tech. He has conducted report QCs both as a Team Leader and as an independent reviewer. |
| **01/18 - 08/18** | **ST. JOSEPH UNDERWATER BRIDGE INSPECTION \| St. Joseph County \| St. Joseph County, MI**<br>Bridge Inspector Team Member - Diver. The project provided underwater inspection of 10 bridges in St. Joseph County. Craig performed as a diver for a portion of the bridges. The goal was to address any deficiencies under the water surface, specifically scour of the substructure units. The dive team obtained digital photos of each site, completed underwater inspection, and gathered data for streambed profiles. Final report for each structure included executive summary, MDOT underwater inspection report, site photos, streambed profiles, and other sketches as necessary. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |
| NAME | **Nicholas "Nick" Morrow, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **6** |
| TITLE | **Bridge Inspector** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** |

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| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2018 \| Civil Engineering** |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 032665 \| NV \| 12/31/2025** |
| YEAR REGISTERED: **2022** / DISCIPLINE | **Civil Engineering; NBIS Certified Team Leader; SPRAT Level I** |

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| Contract role(s) / brief description of responsibilities | Nick has six years of experience as a Bridge Inspection Team Leader. He is a qualified team leader for bridges (NBI) with experience in element and NBI level inspections including maintenance recommendations. Nick has conducted inspections via ground level, confined space, and access required utilizing under bridge inspection trucks (UBIT's), rope access techniques, bucket trucks, and boom lifts. His responsibilities include mobilizing and scheduling inspections, entering inspection notes and drafting reports, quality control, and assisting with report submittals. Nick also has experience gathering and entering Specifications for the National Bridge Inventory (SNBI) data. He has experience in non-destructive testing including magnetic particle and dye penetrate. Nick will serve as **COMPLEX BRIDGE INSPECTION** 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. |
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| **01/21 - 01/23, 01/23 - 12/23** | **MIKE O'CALLAGHAN – PAT TILLMAN MEMORIAL BRIDGE (HOOVER DAM BYPASS) \| Nevada DOT \| Boulder City, NV**<br>Bridge Inspector - Team Assistant. As part of the NDOT statewide inspection program, Nicholas served as a bridge inspection assistant in 2021 and Level I SPRAT rope access technician in 2023 assisting in the routine in-depth inspection of the Mike O'Callaghan-Pat Tillman Memorial Bridge. Responsibilities included mobilization of the inspection team, planning of materials, schedule, logistics, and climbing inspection for Stantec's rope access inspection of this 1,866-ft. open spandrel arch bridge that spans the Colorado River just downstream of the Hoover Dam. Planning includes detailed daily scheduling, review of previous inspection reports, and task-level breakdowns with associated climbing equipment and inspection objectives. Nicholas also compiled notes from all inspectors and helped write the bridge inspection report. |
| **03/20 - 03/21** | **NDDOT LPA BRIDGE INSPECTIONS \| North Dakota DOT \| Bismarck, ND**<br>Bridge Inspector - Team Assistant. Nicholas served as an inspection Team Assistant for the element level routine bridge inspections using the National Bridge Elements and North Dakota's own Agency Developed Elements and Bridge Management Elements. Nicholas performed general routine inspection of the bridges and recorded any deficiencies and deterioration in the structural elements. Nicholas performed quality control (QC) on the bridge condition reports. |
| **01/22 - Ongoing** | **ON + OFF-SYSTEM BRIDGE INSPECTIONS \| Colorado DOT \| Statewide, CO**<br>Bridge Inspector - Team Assistant. Nicholas served as an inspection Team Assistant for the element level routine bridge inspections across Colorado in accordance with all CDOT, NBIS, and AASHTO guidelines. Nicholas performed a general routine inspection of the structures and recorded any deficiencies and deterioration in the structural elements. Nicholas conducted Quality Control (QC) on the bridge condition reports. |
| **07/22 - 09/23** | **ADOT BRIDGE INSPECTION ON-CALL STATEWIDE \| Arizona DOT \| Statewide, AZ**<br>Bridge Inspector - Team Assistant. Nicholas served as the team assistant for the Arizona Bridge Inspection contract that ranges across the southeast and northeast regions. Inspections included routine and fracture critical per the NBIS. Nicholas is proficient in operating a UBIT, bucket truck, and man lift as well as utilizing SPRAT Techniques (Level 1) and performing NDE such as magnetic particle and dye penetrant. All work was completed in accordance with the NBIS and FHWA Bridge Manuals. |
| **08/18 - Ongoing** | **BRIDGE INSPECTION AND ANALYSIS SERVICES \| Nevada DOT \| Statewide, NV**<br>Bridge Inspection Team Member. Nick assisted the team with element level/NBI inspection throughout the state of Nevada. Inspections include routine, fracture critical, special, and damage per the NBIS. These inspections were completed by specialized access by UBIT or confined space entry. Inspection data collected electronically via tablet utilizing Bentley Asset Wise (InspectTech) software. Assisted in managing mobilization including scheduling and mapping inspection events and QA/QC procedures for inspection reporting. Nick also assisted with state inspectors with routine inspections and tunnel inspections throughout the state. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Dominick DeJohn, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **1** | |
| TITLE | **Senior Civil Engineer, Underwater Diver** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **8** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2013 \| Civil and Environmental Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 43704 \| LA \| 3/31/2026** | | | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Civil Engineer; Commercial Diver #60664** | |

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| Contract role(s) / brief description of responsibilities | Dominick is a bridge engineer and commercial diver at Stantec with experience in condition inspections and construction inspections. At his previous company, KCI, he worked as a professional engineer performing inspections on several bridges and waterfront structures throughout the United States and at the start of his career, he worked for the Louisiana DOTD as a Civil Engineer in Training and as a construction inspector on a bridge replacement project and a roadway-widening project, as well as levee projects and a floodgate project, in the South Louisiana area. Training: Commercial Diver Training, 2024; Bridge Inspection Refresher Training (SNBI), NHI, 2019; Underwater Bridge Inspection, NHI, 2020. Dominick will serve as **UNDERWATER INSPECTION** for this contract. **Dominick meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 8**   |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **03/23 - Ongoing** | **ROUTINE AND UNDERWATER BRIDGE INSPECTION \| Kentucky Transportation Cabinet (KYTC) \| Frankfort, KY**<br>Professional Engineer Team Leader / Inspection Diver. The project required in-depth underwater and routine inspections on several statewide bridges. The bridges mainly consisted of reinforced concrete or timber piles. The inspections conformed to KYTC’s “Bridge Inspection Procedures Manual” which is based on the FHWA Nation Bridge Inspection Standards and the Specifications for National Bridge Inventory (SNBI). Dominick served as team leader and inspection diver, and prepared the inspection reports assigned to this project. The divers utilized the most cost-effective equipment pertaining to the field conditions (SCUBA, Surface Supplied Air, etc.). |
| **07/23 - 07/23** | **UNDERWATER BRIDGE INSPECTION \| WISCONSIN DOT (WisDOT) \| Eau Claire, WI**<br>Professional Engineer Team Leader / Inspection Diver. The project required in-depth underwater inspections on several statewide bridges. The bridges mainly consisted of reinforced concrete. The inspections conformed to WisDOT’s “Structure Inspection Manual” which is based on the FHWA Nation Bridge Inspection Standards. Dominick served as team leader and inspection diver and prepared the inspection reports assigned to this project. The divers utilized the most cost-effective equipment pertaining to the field conditions (SCUBA, Surface Supplied Air, etc.). |
| **11/18 - 11/18** | **MOTCO PIER 3 AND BRIDGE INSPECTION \| US Army \| Concord, CA**<br>Topside Engineer Inspector. The project required in-depth inspection on over 3,000 wrapped and unwrapped timber piles along with the above water structure elements. The inspections conformed to the ASCE manual for “Waterfront Facilities Inspection and Assessment”. Teams conducted the inspections, evaluating the deck, approaches, superstructure, substructure, and waterways. Coring was performed on the timber bridge piles to determine, if any, the extent of marine borer activity and/or rot. Dominick served as inspection diver and prepared the inspection reports assigned to this project. The divers utilized Surface Supplied Air diving equipment per ADCI standards. |
| **01/21 - 05/22** | **RAILROAD BRIDGE INSPECTION \| Norfolk Southern \| Various Locations, Nationwide**<br>Professional Engineer Team Leader / Inspection Diver. The project required in-depth underwater inspection on several nationwide railroad bridges. The bridges consisted of steel H-piles, steel pipe piles, reinforced concrete pier walls, and masonry pier walls. An Ultrasonic Thickness gauge was utilized to measure the remaining thickness on the steel H-piles and steel pipe piles. The inspections conformed to FHWA Nation Bridge Inspection Standards. Dominick served as team leader and inspection diver, and prepared the inspection reports assigned to this project. The divers utilized the most cost-effective equipment pertaining to the field conditions (SCUBA, Surface Supplied Air, etc.). |

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| **03/18 - 10/22** | **UNDERWATER & LOW CLEARANCE BRIDGE INSPECTIONS \| Delaware DOT (DelDOT) \| Statewide, DE**<br>Team Leader / Inspection Diver. The project required in-depth underwater and low clearance inspections on several statewide bridges. The bridges mainly consisted of reinforced concrete or timber piles. The inspections conformed to DelDOT's "Bridge Element Inspection Manual" which is based on the FHWA Nation Bridge Inspection Standards. Dominick served as team leader and inspection diver and prepared the inspection reports assigned to this project. The divers utilized the most cost-effective equipment pertaining to the field conditions (SCUBA, Surface Supplied Air, etc.). |
| **03/18 - 05/21** | **ROUTINE AND UNDERWATER BRIDGE INSPECTION \| Maryland State Highway Administration \| Statewide, MD**<br>Team Leader / Inspector Diver. The project required routine and underwater inspections on several statewide bridges. The bridge types consisted of reinforced concrete, prestressed concrete, and steel members. The team conducted inspections following the Maryland manual for bridge inspections and the FHWA National Bridge Inspection Standards. Dominick served as team leader and inspection diver and prepared the inspection reports assigned to this project. The divers utilized the most cost-effective equipment pertaining to the field conditions (SCUBA, Surface Supplied Air, etc.). |
| **03/20 - 03/20** | **ARLINGTON MEMORIAL BRIDGE \| KCI \| Washington, DC**<br>Inspector Diver. The project required post repair inspection of the underwater structures. The underwater structures consisted of reinforced concrete pier walls founded on spread footings. The repairs involved epoxy injecting cracks and grout fill at areas of scour. Dominick served as inspection diver and was involved in report preparation assigned to this project. The divers utilized Surface Supplied Air diving equipment per ADCI standards. |
| **03/22 - 03/22** | **MOTCO PIER 2 AND BARGE PIER \| US Army \| Concord, CA**<br>Inspection Diver. The project required in-depth underwater inspection on over 3,000 reinforced concrete piles at Pier 2 and timber piles at the Barge Pier. The inspections conformed to the ASCE manual for "Waterfront Facilities Inspection and Assessment". Teams conducted the inspections, evaluating the deck, approaches, superstructure, substructure, and waterways. Dominick served as inspection diver and prepared the inspection report assigned to this project. The divers utilized Surface Supplied Air diving equipment per ADCI standards. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Tim Kivi** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **6** | |
| TITLE | **Commercial Dive Supervisor** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **14** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **Commercial Diver \| 2004** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **ADCI Surface-Supplied Air Diving Supervisor #54857; ADCI Mixed Gas Diver #17458** | |

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| Contract role(s) / brief description of responsibilities | Tim has 20 years of experience as a Certified Commercial Diver and Dive Supervisor. Over the years he has logged over a thousand inland and offshore deep dives. His diverse project experience includes clients from waterfront, transportation, commercial/military, and utility industries. Project types include platform installation and inspection, dam, spillway and pipeline inspections and repairs, bulkhead installations, grout pumping, bridge work and gate sealing throughout North America and abroad. Tim is a certified non-destructive test technician; trained to perform a number of advanced underwater inspection and testing; and has completed MT/PT II, Ultrasonic Testing I & II, and VT II/Underwater Inspection classes. Training: FHWA-NHI-130053- Safety Inspection of In-Service Bridges Refresher, 2024; Tunnel Inspection, FHWA-NHI-130110, 2023; FHWA-NHI-130055 - Safety Inspection of In-Service Bridges, National Highway Institute, 2019; SDI Master Diver-Cert# 1447352 / SDI Rescue Diver-Cert# 1435194; Underwater Bridge Inspection, FHWA-NHI-130091, 2022. Tim will serve as **UNDERWATER INSPECTION** for this contract. **Tim meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 8** |


| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
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| **01/19 - 10/21** | **TOPSIDE AND UNDERWATER BRIDGE INSPECTION \| New Mexico DOT \| Statewide, NM**<br>Dive Supervisor. Tim was the dive supervisor for the underwater portion of Level II bridge inspections for NMDOT. These inspections included concrete bridge piers and abutments, as well as wooden bridge piers and abutments. He inspected the bridges with in-water conditions of heavy current, minimal (1’ or less) visibility, and moderate debris. |
| **01/18 - 12/19** | **KYTC UNDERWATER BRIDGE INSPECTIONS \| Kentucky Transportation Cabinet (KYTC) \| Statewide, KY**<br>Dive Supervisor for underwater level II bridge inspections for the KYTC. The inspections included major bridges over the Ohio/Tennessee Rivers. These inspections included reinforced concrete bridge piers, bents, and abutments, steel bent columns, corrugated steel culverts, and reinforced concrete box culverts. Inspected bridges with in-water conditions consisting of zero visibility, mild to moderate current and heavy debris at certain locations. |
| **11/16 - 4/18** | **UNDERWATER SERVICES \| Glenn Underwater Services \| Multiple Locations, Multiple States**<br>Diver Supervisor. Tim served as a dive supervisor providing commercial diving services including dam, spillway, and bridge inspections. He led and trained project dive teams and managed project inventory and operation costs to complete projects on time. Most of the inspections performed were annual inspections while some were required due to damage to structural points that required immediate attention. |
| **01/18 - 03/20** | **UNDERWATER BRIDGE INSPECTIONS \| Norfolk Southern Railroad Corporation \| Various Locations, Nationwide**<br>Dive Supervisor. Tim led a dive team assisting with Level I, II and III underwater bridge inspections for the Norfolk Southern Railroad Corporation at various locations across the eastern and southeastern United States. He inspected bridges for in water conditions including zero visibility, heavy current, and heavy debris. Stantec provided all dive equipment and personnel for these inspections, which completed following FHWA, OSHA, and USCG regulations. |
| **01/20 - 12/22** | **DE CORDOVA BEND DAM AND STERLING C. ROBERTSON DAM ANNUAL MAINTENANCE INSPECTIONS \| Brazos River Authority \| Granbury and Lake Limestone, TX**<br>Underwater Diver. Tim served as an underwater diver for the project, which involves dam engineering inspection and survey services. Tim provided supervising services for the project in which we provide commercial diving aspect, permitting/planning. |

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| **01/19 - 12/19** | **USACE LEVEE INSPECTIONS | USACE | Statewide, KY**<br>Team Member. Tim was a team member in levee riser inspections as part of a USACE required inspection. Inspections were done of the inside riser structure, gates, stems, and outside riser structure looking for any damage or abnormal conditions in the riser structures and gates as well as operational use. Fall protection was used as required per OSHA standards for work near open manholes and with heights exceeding six feet. |
| **01/19 - 10/22** | **RISER INSPECTIONS | Gwinnett County, GA**<br>Dive Supervisor for underwater inspection of flood-control riser gates, stems, and structures in freshwater lakes. Level II inspections were performed underwater as well as topside and inside the riser structures. Fall protection was used as per OSHA guidelines in work areas near open manholes and with heights exceeding six feet. |
| **01/23 - Ongoing** | **SCDOT BRIDGE INSPECTIONS | South Carolina DOT | Statewide, SC**<br>Dive Supervisor / Team Leader. Tim is leading a dive team assisting with Level I, II underwater bridge inspections for the SCDOT at various locations throughout South Carolina. He inspected bridges for in water conditions including zero visibility, heavy current, and heavy debris. Stantec provided all dive equipment and personnel for these inspections, which completed following FHWA, OSHA, and USCG regulations. |
| **01/23 - 04/24** | **WISDOT BRIDGE INSPECTIONS | Wisconsin DOT | Statewide, WI**<br>Dive Supervisor / Team Leader. Tim led a dive team assisting with Level I, II underwater bridge inspections for WISDOT at various locations throughout Wisconsin. He inspected bridges for in water conditions including zero visibility, heavy current, and heavy debris. Stantec provided all dive equipment and personnel for these inspections, which completed following FHWA, OSHA, and USCG regulations. He also led the team in performing single-beam hydrographic surveys of the inspected bridges. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Ian Kidney** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **6** | |
| TITLE | **Commercial Diver** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **Commercial Diver \| 2015** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **Commercial Diver #53831** | |

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| Contract role(s) / brief description of responsibilities | Ian is a certified commercial diver and has logged many dives as a Class 3 diver during his time with Stantec. His project experience includes monitoring cellular pours, surveying trenches for pre-pour, and performing underwater bridge inspections for waterfront, transportation, commercial, military, and utility clients around the country. Ian will serve as **UNDERWATER INSPECTION** for this contract. Training: Underwater Bridge Inspection, FHWA-NHI-130091, 2018. **Ian meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 9** |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **01/18 - 12/19** | **KYTC UNDERWATER BRIDGE INSPECTIONS \| Kentucky Transportation Cabinet (KYTC) \| Statewide, KY**<br>Class 3 Diver supporting for underwater bridge inspections throughout the state. Materials inspected include reinforced concrete bridge piers, bents, and abutments, steel bent columns, corrugated steel culverts, and reinforced concrete box culverts. Highly detailed multi-beam hydrographic surveys are also conducted at bridge locations crossing major rivers as part of this project. |
| **01/18 - 12/19** | **OHIO DEPARTMENT OF TRANSPORTATION UNDERWATER BRIDGE SUBSTRUCTURE INSPECTIONS \| Ohio DOT \| Statewide, OH**<br>Class 3 Diver supporting underwater structure inspections throughout the state. These inspections included reinforced concrete bridge piers, bents, and abutments, steel bent columns, corrugated steel culverts, and reinforced concrete box culverts. |
| **01/18 - 12/19** | **CANADIAN NATIONAL RAILWAY UNDERWATER BRIDGE INSPECTIONS \| Canadian National Railway \| Various Locations, Nationwide**<br>Class 3 Diver providing dive support for bridge inspections within CN’s rail network. The inspections were successfully completed on time, despite adverse weather conditions and logistical challenges. |
| **01/18 - 12/19** | **UNDERWATER BRIDGE INSPECTIONS \| Norfolk Southern Railroad Corporation \| Various Locations, Nationwide**<br>Class 3 Diver providing support for underwater bridge inspections on various Norfolk Southern Railroad lines. The inspections which were completed safely and on time while following OSHA Regulations for Commercial Diving. |
| **01/18 - 12/19** | **UNDERWATER BRIDGE SUBSTRUCTURE INSPECTIONS \| Ohio DOT \| Statewide, OH**<br>Class 3 Diver supporting underwater structure inspections throughout the state. These inspections included reinforced concrete bridge piers, bents, and abutments, steel bent columns, corrugated steel culverts, and reinforced concrete box culverts. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Michael "Mickey" Harrison, PE** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **4** |
| TITLE | **Senior Structural Project Manager** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **40** |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 1979 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 28313 \| LA \| 9/30/2025** | | | |
| YEAR REGISTERED | **1999** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Mickey has more than 44 years of experience in managing, repairing and rehabilitating, designing and construction of bridges, complex bridges and movable highway and railway bridges. His extensive experience includes the design/rehabilitation of large complex highway and railroad bridges, including trusses, thru-plate girder, and long-span steel structures. Work experience includes developing plans, preparing specifications, developing reports, performing field inspections, condition reports, reviewing plans, reviewing as-builts and preparing as-builts. Construction experience includes resident engineering, installation assistance for structural, inspections, permits, and construction administration. Designs for critical structures are configured for redundancy and redundant methods of operation. He has worked with numerous public and private clients, Highway Departments, Class I Railroads, and short-line. For railroad clients, the performance of contractor safety reviews and compliance reviews, on-site resident services, constructability reviews, staging and coordination with groups and agencies, project safety plan and development, review of contractor marine operations and maritime work efforts along with review of shop drawing, request for information, change orders, dispute resolution, project monitoring and project close out. Mickey will serve as **MOVABLE BRIDGES - STRUCTURAL** 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. | | | |
| **03/20 - Ongoing** | **COOS BAY RAIL BRIDGE ENGINEERING SUPPORT SERVICES \| Oregon International Port of Coos Bay \| Coos Bay, OR**<br>Senior Movable Bridge Engineer for the rehabilitation of three different 100-year old swing span bridges (North Bend, Umpqua, and Siuslaw). This includes over 350 repair and/or replacement locations on the three bridges upgrading the load ratings as part of a BUILD Grant award. Reedsport (the Umpqua swing span) is a mechanical repair for damaged gear and shaft. The investigation of this bridge also determined that one of the motors is bad and is now being replaced. Other structural aspects include a mixture of trusses, thru-plate girders, and steel plate girders on Wildcat Creek and Vaughn Viaduct Bridges. The Wildcat Creek Bridge includes structural steel rehabilitation to make 240 necessary repairs to improve load rating. The Vaughn Viaduct Bridge, a 100- year old 80-foot steel tower span, is being rehabilitated and some portions completely replaced. Our team is rehabilitating the substructure (by strengthening the tower legs, replacing the bracing, and upgrading the load rating of the bridge) and replacing the superstructure (rail, ties, and girders). | | | |
| **03/20 - Ongoing** | **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA) RAILROAD BRIDGE ENGINEERING SUPPORT SERVICES FOR CONTRACTOR TRANSDEV RAIL \| South Florida Regional Transportation Authority \| Miami, FL**<br>Senior Movable Bridge Engineer. South Florida Regional Transportation Authority (SFRTA) operates over 100 miles of commuter rail lines in South Florida. Acting as a subconsultant, Stantec provides bridge inspection and engineering assistance on all railroad bridges and conducts a review of overhead bridges along the rail lines. The rail line includes two bascule bridges (New River and Miami Canal). Mickey performs a Mechanical and Electrical inspection of these two bridges. Our team completes monthly walk-thru in and annual detailed inspections. Complete detailed bridge inspection reports are provided and maintained as required by FRA. The inspection reports also include recommendations for repairs and/or rehabilitation. Stantec has performing detailed inspections sufficient to load rate the bridges. | | | |
| **01/20 - 12/21** | **CP BRIDGE MP 283.37 MECHANICAL UPGRADES \| Canadian Pacific Railway \| La Crescent, MN**<br>Lead Engineer/Inspector for a moveable railroad swing bridge over the Mississippi River. He performed a mechanical and electrical inspection of the bridge. Findings included a need to replace mechanisms and structural supports on each end of the span; and upgrade the rail lift machinery to enhance the operation reliability of the swing span. | | | |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Ross White, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **5** | |
| TITLE | **Senior Railway Bridge Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **15** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2005 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 76112 \| FL \| 2/28/2025** | | | |
| YEAR REGISTERED | **2013** | DISCIPLINE | **Civil Engineering** | |

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| Contract role(s) / brief description of responsibilities | Ross joined Stantec after developing seven years of Class I railway experience with CSX Transportation (CSXT), where he progressed from Bridge Manager to Design Engineer, and ultimately to Assistant Division Engineer of Structures for the Jacksonville Division. In addition to his years with CSXT, Ross spent five years with a heavy civil and marine contractor located in Savannah, GA managing bridge and dock infrastructure projects and two years with an international timber inspection, testing, and construction firm. In his role with Stantec, Ross works with several rail carriers to support their railroad bridge needs by reviewing bridge plans for constructability and compliance with AREMA and applicable Class I requirements, leading design and permitting efforts for new construction and repairs of railroad bridges and culverts, as well as performing construction inspections. Ross brings a unique combination of railway and general bridge construction field experience, combined with design experience, to effectively manage any rail bridge project. Ross will serve as **MOVABLE BRIDGES - STRUCTURAL** 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. |
| **02/19 - Ongoing** | **SFRTA RAILROAD BRIDGE ENGINEERING SUPPORT SERVICES \| South Florida Regional Transportation Authority (SFRTA) \| Miami, FL**<br>Deputy Railroad Bridge Engineer for this ongoing program to keep the corridor in a steady state of service. Stantec is providing bridge inspection and engineering assistance on all railroad bridges and conducts a review of overhead bridges along the rail lines. Stantec conducts underwater inspections of two bascule bridges. A cursory inspection is performed on all overhead bridges, providing the contract operator with clearance measurements. Complete detailed bridge inspection reports are provided and will be maintained as required by FRA. The inspection reports include recommendations for repairs. Stantec also performed the initial culvert inspections and provided a template for annual culvert inspections moving forward. Stantec is continually updating the Bridge Management Program (BMP) documentation required by the FRA. Stantec has performing detailed inspections sufficient to load rate the bridges. |
| **01/20 - 12/20** | **CANADIAN PACIFIC RAILROAD - BRIDGE AT MILEPOST 146.82 - ALIGNMENT DESIGN \| Canadian Pacific Railroad \| Willsboro, NY**<br>Project Manager who managed surveyors to obtain existing vertical track profile and horizontal track alignment across the existing bridge at Milepost 146.82. He then worked with Stantec track designers to configure the optimal track profile and alignment based on Canadian Pacific (CP) design guidelines and the survey data collected. Stantec developed a shimming plan which re-used as many existing shims as possible and provided an updated plan set, including a bill of materials, for the new track profile and alignment. Stantec also assisted CP in developing a plan to execute the installation of the new shims and the adjustment of the track to the new profile and alignment. |
| **02/19 - Ongoing** | **COOS BAY RAIL BRIDGE ENGINEERING SUPPORT SERVICES \| Oregon International Port of Coos Bay \| Coos Bay, OR**<br>Railroad Bridge Engineer for this program. Stantec is providing inspection, load capacity rating and engineering services for the Coos Bay Rail Line (CBRL) to provide expanded service capability. Three of the bridges are swing-span movable bridges including one of the longest in North America at 458 feet long. |
| **08/20 - Ongoing** | **ON-CALL RAILROAD BRIDGE ENGINEER AND SUPPORT ENGINEERING SERVICES \| Florida Gulf & Atlantic, LLC \| Tallahassee, FL**<br>Project Manager and Railroad Bridge Engineer for this contract. Florida Gulf & Atlantic, LLC (FGA) operates over 370 miles of freight rail lines in Florida between Baldwin and Pensacola, FL. Stantec is providing bridge load rating and engineering assistance on all railroad bridges, including movable bridge expertise for the Blackwater and Apalachicola swing bridges. Stantec completed underwater bridge inspections and provided applicable repair recommendations for four bridges in the Pensacola, Florida area in response to Hurricane Sally. Stantec is updating the Bridge Management Program (BMP) documentation required by the FRA. |
| **01/18 - 02/19** | **CAUSTON BLUFF BRIDGE REPAIR \| GDOT/The Industrial Company \| Chatham County, GA**<br>Project Supervisor and Engineer for this project that replaced galvanized steel roadway deck on Causton Bluff draw bridges while keeping the double-leaf bascule bridges operational. This involved establishing the existing balance condition of the bridge and then tracking weight as it was removed and added to the bridge during the construction process in order to maintain the desired balance condition. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Lawrence "Larry" Nash, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **1** | |
| TITLE | **Senior Mechanical Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **32** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 1990 \| Mechanical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 42136 \| LA \| 3/31/2026** | | | |
| YEAR REGISTERED | **2017** | DISCIPLINE | **Mechanical Engineer** | |

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| Contract role(s) / brief description of responsibilities | Lawrence is a senior engineer with more than 33 years of experience providing mechanical design services with notable expertise in the design and inspection of heavy movable structures. He is skilled at conducting condition inspections of existing bridge machinery components as well as preparing design drawings, specifications, and construction cost estimates. Lawrence is also experienced at conducting constructability reviews and shop and field inspections for mechanical construction. In addition, he has provided mechanical design services for tunnel, lock, and dam structures. Lawrence will serve as **MOVABLE INSPECTION - MECHANICAL** 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. |
| **01/19 - 10/23** | **CTDOT MOVABLE BRIDGES INSPECTION \| Connecticut Department of Transportation (CTDOT) \| Statewide, CT**<br>Project Manager. Lawrence supervised in-depth mechanical and electrical inspections of five movable bridges in Hartford and West Hartford as part of the CTDOT's biennial bridge inspection program for structures not in the National Highway System (NHS). Lawrence was responsible for overseeing the hands-on inspection of the bridges' mechanical and electrical systems in coordination with structural inspections performed by other consultants and the preparation of corresponding inspection reports. |
| **04/14 - 09/15** | **PANYNJ DOCK BRIDGE EAST SPAN BIENNIAL INSPECTION \| Port Authority of New York and New Jersey (PANYNY) \| Statewide, NJ/NY**<br>Lead Mechanical Engineer. Lawrence provided mechanical engineering services for the in-depth biennial inspection of the 230-foot-long east vertical lift span of a pair of bridges over the Passaic River between Newark and Harrison, NJ. The bridge, which opened in 1938 and is listed on the National Register of Historic Places, currently carries two tracks used by PATH's Newark-World Trade Center service and one Northeast Corridor track shared by Amtrak and NJ TRANSIT. The machinery systems include a main span drive, a direct drive engine, and center span lock machinery. Lawrence performed gear tooth and bearing clearance measurements, as well as visual inspection of all motors, brakes, couplings, trunnion bearings, and wire ropes. He also prepared a detailed inspection report with recommendations and rehabilitation costs for submission to the PANYNY, which operates PATH. |
| **02/14 - 08/15** | **NJDOT LINCOLN HIGHWAY PASSAIC RIVER BRIDGE INSPECTION \| New Jersey Department of Transportation (NJDOT) \| Statewide, NJ**<br>Senior Mechanical Engineer. Lawrence inspected the mechanical systems for the 322.5-ft-long center lift span of the Lincoln Highway Passaic River Bridge, which carries four lanes of Route 1/9 over the Passaic River between South Kearny and Newark, NJ. The 2,005-foot-long bridge, which opened in 1941 and is operated by the NJDOT, provides 40 ft. of clearance over the Passaic. The machinery systems include a main span drive, a direct drive engine, and center span lock machinery. Lawrence performed gear tooth and bearing clearance measurements, as well as visual inspection of all motors, brakes, couplings, trunnion bearings, and wire ropes. He also prepared a detailed inspection report with recommendations and rehabilitation costs. |
| **01/21 - 08/23** | **MTA SOUTH CHANNEL BRIDGE REHABILITATION \| New York, NY**<br>Senior Mechanical Engineer. Lawrence provided mechanical design for the rehabilitation of the 300-foot-long South Channel Bridge over the Rockaways in NYC. The swing structure carries two tracks of the New York subway system between the Rockaway Peninsula and Queens over Jamaica Bay. Lawrence's responsibilities for the MTA project included the design of the new bridge turning machinery, end lifts, and center device machinery. He performed inspection and analysis of existing machinery components, prepared drawings, specifications, and design and construction cost estimates. |
| **06/20 - 10/23** | **MBTA NORTH STATION DRAW 1 BRIDGE REPLACEMENT \| Massachusetts Bay Transportation Authority (MBTA)\| Boston, MA**<br>Senior Mechanical Engineer. Lawrence performed mechanical design QC reviews for the $350 million replacement of the MBTA's North Station Draw 1 Bridge (No. B-16-479). The current bridge over the Charles River into North Station in Boston will be demolished and replaced with multiple movable bridge spans providing a six-track crossing. Challenges that Lawrence is addressing include coordination between structural and electrical disciplines to fit all required equipment in the confined space between the in-service tracks during construction. He also provided initial concept designs for the project. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Omer Gene Champion II, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **1** | |
| TITLE | **Senior Associate, Senior Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **25** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **MBA \| 2016; BS \| 2006 \| Electrical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 129894 \| TN \| 2/28/2026** | | | |
| YEAR REGISTERED | **2024** | DISCIPLINE | **Electrical Engineer** | |

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| Contract role(s) / brief description of responsibilities | Omer has more than 26 years of experience with a demonstrated history of producing various scaled, complex projects with a drive to deliver results. Having previously worked for CSX Transportation, he is proficient in Class I railroad design standards, FRA track standards, railroad construction and maintenance. Omer is experienced in managing multi-discipline projects simultaneously while being committed to excellence and producing results the right way. Omer proudly served his country in the United States Air Force and is well adapted to working in a mission critical, hazardous environment with limited margin for error. Omer will serve as **MOVABLE INSPECTION - ELECTRICAL** 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. |
| **01/15 - 10/23** | **FACILITIES MANAGEMENT \| CSX Transportation, Inc. \| Jacksonville, FL**<br>Director Facilities - Facilities Management. Director duties included development and management of the fixed asset capital improvement plan and OE budgets for facilities infrastructure. He oversaw electrical infrastructure design, standards, construction and maintenance of all of CSX’s electrical distribution. This included responsibilities for the General Electrical Contracts between CSX and outside party contractors as well as 200+ internal union forces comprised of eight total collective bargaining agreements. As the primary electrical SME representing all departments within CSX; oversight of electrical and arc flash safety and training requirements was a critical role for this position. The general electrical scope of work included automation systems and management; VFD and motor control systems; transformer management; switch heater standards, design and construction; lighting design, construction and standards; back up electrical system design, utility management, resiliency, emergency restoration and sustainability programs. Omer often interfaced with public utility infrastructure design, construction and standards and coordinating with various levels of federal, state and local governments. |
| **08/12 - 11/15** | **POSITIVE TRAIN CONTROL PROGRAM \| CSX Transportation, Inc. \| Corbin, KY**<br>Manager Positive Train Control – Locomotive Engineering. Omer was a critical part of a team tasked to develop and install Positive Train Control (PTC) technology and modify the existing fleet of CSX locomotives to be compliant with congressional FRA mandates. This included training the workforce and providing technical assistance to shops and service centers; leading the Corbin primary PTC team including nine electricians, two pipe fitters and one engine carpenter. He expanded PTC Installation sites to Erwin, TN and EMD Progress Rail facility located in Mayfield, KY. Omer managed the process of PTC installations to include capital labor, safety and efficiency; writer of Mechanical Locomotive Engineering Technical Documents Shop Maintenance Instructions (SMI’s) for PTC; coordinated efforts with shops and service centers in dealing with locomotive support; communicating daily with shop management to balance PTC and shop support needs. Other duties included inventory management and coordinating with Purchasing and Material for the purpose of organization, procurement and distribution of locomotive modification material. Additional responsibilities were maintaining capital and OpEx budgets for material, man hours, and tooling; maintaining a safe working environment for all Shop employees; providing continual support to the PTC Director, staff and PTC support groups. All his efforts were pivotal in allowing Corbin to achieve the recognition as the safest, most efficient and professional modification installation site on the system. |
| **02/14 - 08/15** | **SIGNAL MAINTENANCE DEPARTMENT LEADERSHIP \| CSX Transportation, Inc. \| Louisville, KY**<br>Manager Electronics Engineering. Omer observed, directed, demanded, coached, and trained safety to union and management employees. As a leader in the Signal Maintenance Department, he was charged with inspection, design and construction of the signaling systems for the purpose of ensuring the safe movement of all rolling stock. He was the primary Operating Rule and Safety Certification trainer for the Louisville Division; he performed periodic audits of assigned territory to ensure compliance of FRA and CSX standards; scrutinized multiple details to maximize performance in safety, reliability and cost effectiveness. Additional responsibilities include management of the Osborn Classification Yard, Louisville Terminal & LCL Subdivision with 18 signal maintainers. He planned, organized, developed and implemented expansions and upgrades to Louisville Terminal; met with labor union chairmen to interpret labor agreements covering assigned employees; managed yearly operational budget, including procurement of material and labor. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Donavon Cunningham** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **18** | |
| TITLE | **Senior Construction, Coatings and Corrosion Manager** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **2** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **AS \| Electronic Tech \| 2004; CADD and Design Certificate \| 1999** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **Level III CIP National Association of Corrosion Engineers (NACE) #14613** | |

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| Contract role(s) / brief description of responsibilities | Donavon is an experienced Senior Construction/Coatings and Corrosion Manager with special experience in onsite and design project management. His highway and construction projects range from water and wastewater improvements to roadway and bridge construction, coatings inspection and corrosion assessments, and being a SPRAT-certified, in-service bridge inspector. He also has numerous material testing certifications that are valuable for ensuring quality inspection and management during construction. Training: NHI Safety Inspection of In-Service Bridges, 2023; Portland Cement Concrete Inspector, 2008; SSPC C-3 Supervisor/Competent Person for Deleading of Industrial Structures, 2020; Nuclear Handling / Radiation Portable Gauge Safety, 2021; Radiation Safety Officer, 2021; Asphalt Field Technician, 2021; Aggregate Sampling Inspector, 2021; Nuclear Compaction Inspector, 2021; Society of Professional Rope Access Technicians (SPRAT), Level III, 2023; OSHA 10-Hour Construction Safety and Health, 2015. Donavon will serve as a **COATINGS/NDT INSPECTION** for this contract. **Donavon meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 6** 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. |
| **11/15 - Ongoing** | **FDOT DISTRICT 4 STRUCTURAL AND COATING REHABILITATION \| FDOT \| Ft. Laderdale, FL**<br>Project Manager for this project that included field inspections, testing, design and development of specifications and plans for rehabilitation and cleaning and painting of 9 Structures along the I-95 corridor. Included were field inspection and to verify and prioritized structural repairs along with testing to evaluate the condition of the existing coating system to determine if full remediation or overcoating was to be developed. Structures evaluated included 7 Steel box girder bridges and 2 Steel bascule bridges. |
| **01/21 - 12/23** | **SPPER BLVD BRIDGES \| City and County of Denver \| Denver, CO**<br>Team Lead Inspector / Construction Manager. Structural and Coatings/Corrision assessment of 4 highway bridges and 4 pedestrian bridges for the city of Denver. Project consisted of performing field inspections and assessments for rehabilitation and scheduled maintenance for each structure. Donavon served as the Team Lead inspector during preliminary inspections and Construction Manager during the rehabilitation of each structure. |
| **08/15 - 05/17** | **MDTA SIGNATURE BRIDGES, COATINGS, CORROSION CONDITION ASSESSMENTS \| Maryland Transit Authority \| Statewide, MD**<br>Bridge Inspector. Donavon performed a coatings condition assessment and developed priority maintenance plan for MDTA’s 9 signature bridges. Assessments include a field inspection, testing, evaluation of the existing coating system and structural elements. Report preparation and recommendations of each individual subunits to prioritize maintenance repairs for future rehabilitations. |
| **04/17 - 10/19** | **COUNTY WIDE BRIDGE INSPECTION AND COATINGS EVALUATION \| Montgomery County DOT \| Montgomery County, MD**<br>Bridge Construction, Coatings, and Corrision Inspector. Under the task County Wide VIII & IX with the Montgomery County DOT, Stantec was tasked with evaluation of the existing coating conditions for a total of 84 existing bridges, including 69 highway bridges and 15 pedestrian bridges. Stantec prioritized the list of bridges for painting repairs. Donavon and team performed the field evaluations to confirm the ratings, identified the types of coating, and took samples for analysis of heavy metals and identifying the type of paint on the bridges. Samples analysis was performed at laboratories, certified under EPA’s Environmental Lead Laboratory Aptitude Proficiency (ELLAP) program. Stantec processed the lab reports for heavy metals as they are covered under OSHA and EPA hazardous waste regulations, and commonly found in paints. Stantec specified the extent of paint repairs for each bridge (total 16 bridges), the type and degree of surface preparation and the paint system to be used. Stantec prepared contract specifications for painting, Site Specific Traffic Control Plans and Engineer’s Estimates, provided engineering service (i.e. repair details for severe girder section loss, anchor bolt replacement) during construction, also attended preconstruction meetings, pre-bid conferences. |

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| **01/13 - 12/15** | **CHESAPEAKE BAY BRIDGE, COATINGS CONDITION ASSESSMENT \| Maryland Transit Authority \| Annapolis, MD**<br>Bridge Inspector. Donavon performed a coatings condition assessment of the East bound Chesapeake Bay Bridge. Assessments included a field inspection, testing and evaluation of the existing coating system. Report preparation and recommendations of each individual subunit for repairs to arrest advanced corrosion and coating failure issues. |
| **06/17 - 10/17** | **VICKSBURG OLD HIGHWAY 80 DETAILED BRIDGE INSPECTION AND LOAD CAPACITY RATING \| Vicksburg Bridge Commission \| Vicksburg, MS**<br>Bridge Inspector assisted with the detailed bridge inspection. The bridge was built in 1930 and carries one mainline track used daily by Kansas City Southern Railroad and a highway deck closed public traffic. The bridge is 1.6 miles long and consists of 122 steel spans of multiple types, including through-truss, deck truss, and deck girders. The inspection was performed as part of a load rating analysis. |
| **01/13 - 12/16** | **MILLARD TYDINGS BRIDGE: CLEANING, PAINTING, AND MISCELLANEOUS REPAIRS \| Maryland Transit Authority \| Statewide, MD**<br>Bridge Inspector. With the coating and corrosion department, Donavon developed and managed the cleaning and painting specifications and repairs for existing crevice corrosion and zone painting repairs of 4,838 feet of I-95 cantilever deck truss. Repairs consisted of the remediation of crevice corrosion with overcoating box members and localized zone painting in areas of advanced corrosion |
| **03/19 - 12/19** | **FLORIDA CR 280 OVER SR 8 (I-10) COATINGS REHABILITATION \| Florida DOT \| Statewide, FL**<br>Bridge Manager. This project included the design and development of specifications and plans for overcoating rehabilitation of CR 280 overpass. Included were field inspection and testing to evaluate the condition of the existing coating system to determine if full remediation or overcoating was to be developed. |
| **01/14 - 12/15** | **2014-2015 STATEWIDE COATINGS INSPECTION SERVICES \| North Carolina DOT \| Statewide, NC**<br>Project Manager. Donavon was the Project Manager for coating and corrosion rehabilitation projects directed by the NCDOT for various projects throughout the state. The work included project management of Filed personnel for field inspection services for coatings rehabilitation project. Acceptance of proper disposal and remediation of hazardous waste disposal is performed in addition to QA on-site inspection. |
| **01/11 - 12/18** | **2011- 2018 STATEWIDE COATINGS INSPECTION SERVICES \| West Virginia Division of Highways \| Statewide, WV**<br>Project Manager. Donavon was the Project Manager for coating and corrosion rehabilitation projects directed by the West Virginia Division of Highways for various projects throughout the state. The work included project management of field inspection services, corrosion surveys, identification of candidate structures for maintenance painting, assistance in the preparation of structure painting contracts, selection of appropriate paint systems, analyzing paint failures, preparation of specifications, and recommending appropriate levels and types of containment. The required services may also include performing air, water, and soil monitoring for applicable projects, analysis and recommendations regarding generated wastes, general laboratory analysis, and providing the services of a Certified Industrial Hygienist as required. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Mengqui "Maggie" Ye, PE** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **3** |
| TITLE | **Structural Engineer** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **4** |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2016 \| Civil Engineering; BS \| 2013 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 44061 \| LA \| 3/31/2024** | | | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Maggie assists the project manager with bridge designs, compiling bridge plans, and QC/QA of load rating models and reports. She also helps EIs in developing load rating models. Maggie will perform **BRIDGE DESIGN & ANALYSIS** 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 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Bridge Engineer. Maggie's main task is to QC and QA the load rating models and reports that are developed by the EIs. She uses Bridge Rating and RC-Pier load rating software to review different types of bridges including timber bridges, box culvert bridges, slab spans, prestressed beams etc. She also reviews the hand calculation of LLDF for culvert box, dead load input for substructure, and timber piles' load rating factors. | | | |
| **10/21 - 04/22** | **TRUSS BRIDGE INSPECTIONS AND LOAD RATING \| MDOT \| Statewide, MS**<br>Bridge Load Rater. Maggie used the existing plans and site measurements to load rate the complex truss bridge. The load rating consisted of rating truss members, gusset plates, stringers, and floor beams. She prepared the load rating reports including detailed truss rating results in accordance with client's requirement. | | | |
| **03/20 - Ongoing** | **I-10 LOYOLA DESIGN-BUILD INTERCHANGE \| LADOTD \| Kenner, LA**<br>Bridge Engineer. Maggie performed design on the LU and LG prestressed concrete girders, concrete decks, substructure units, and drainage system for the steel trapezoidal box girders. She assisted with plan development on several design units. Maggie's responsibilities include reviewing shop drawings, addressing RFIs, and performing construction engineering. Currently, Maggie is responsible for performing load rating and developing reports on the two ramps and a bridge widening. | | | |
| **11/22 - Ongoing** | **SR 16/SR 149 FLOODWAY CHANNEL YAZOO RIVER (BRIDGE NOS. 210.9, 211.1, 211.8) \| MDOT \| Yazoo City, MS**<br>Bridge Engineer. Maggie is responsible for the design and plan development for three bridges crossing the floodway channel of the Yazoo River. Bridge No. 210.1 consists of three 100-ft prestressed FIB 45 spans supported by reinforced concrete bent caps on steel pipe piles. Bridge No. 211.1 consists of a skewed, 928-ft, three-span continuous steel plate girder bridge supported by concrete caps on steel pipe piles at the end bents and drilled shafts at the intermediate bents. Bridge No. 211.8 consists of identical components to Bridge No. 210.1 but is in a horizontal curve. As the design engineer, Maggie performed designs, oversaw plan development, and is currently responsible for reviewing shop drawings and contractor submittals. | | | |
| **05/20 - Ongoing** | **SR 27 OVER LITTLE WHITE OAK CREEK \| MDOT \| Copiah County, MS**<br>Design Manager. Maggie is responsible for the design and plan development for a three-span (60-100-60-ft) prestressed FIB 36 girder bridge. Substructure units consist of concrete caps founded on steel pipe piles. A detour bridge is being constructed to minimize traffic impacts during construction. She performed quality control checking of designs, oversaw plan development, and is currently responsible for reviewing shop drawings and contractor submittals. | | | |
| **12/20 - Ongoing** | **SR 601/I-10 INTERIM INTERCHANGE \| MDOT \| Harrison County, MS**<br>Design Manager. This project consists of updating a previous design to conform to current design and construction specifications. Tasks include eliminating a portion of the original project, adding stay-in-place forms to girder designs, updating plans and references, and develop load ratings for seven bridges. Design is in accordance with AASHTO LFD. Maggie is responsible for overseeing design activities and plan development and performing QC on designs and load ratings. Structures include prestressed concrete AASHTO and BT girders, structural steel plate girders, and complex substructure units. | | | |

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| **02/19 - 08/19** | **LOAD TESTING OF BERWICK BAY BRIDGE AND LA-1 BRIDGE \| LADOTD \| Statewide, LA**<br>Site Engineer. Maggie assisted the project engineer to installing sensors on the bottom of the bridge deck and connecting the sensors to computers. She guided the loaded truck on the bridge and analyzed the collected deflections from sensors. She gained on-site experience as well as knowledge that the load rating results were much more conservative than the load testing results. |
| **02/19 - 08/19** | **27 COMPLEX OFF-SYSTEM BRIDGES RATING AND EVALUATION \| LADOTD H.009859.5 \| Statewide, LA**<br>Structural Engineer. This project consisted of load rating 27 complex off-system bridges in accordance with LADOTD Policies and Guidelines for Bridge Rating and Evaluation. The bridge types comprised ferry-toll, pontoon, steel I-beam, plate girder swing spans, plate girder continuous spans, plate girder bascule spans, low truss swing spans, plate girder swing spans, and steel box girder. Maggie's responsibilities included reviewing the as-built drawings of the bridges and determining the appropriate load rating method, developing the load rating models, and preparing the load rating reports. |
| **02/19 - 08/19** | **LOAD RATING OF 396 OFF SYSTEM BRIDGES \| LADOTD H.012485.5 \| Statewide, LA**<br>Bridge Load Rater. Load rating of 396 bridges in accordance with LADOTD Policies and Guidelines for Bridge Rating and Evaluation. Bridge types comprised cast in place concrete slab spans, precast concrete slab spans, prestressed concrete girders, steel plate-girders, in addition to RC box and arch culverts. Substructures comprised various components including reinforced concrete caps, timber caps, timber piles, and steel H piles. Maggie participated in performing the load rating analysis for the bridges and preparation of the load rating reports. |
| **11/19 - 04/20** | **US-90 MACARTHUR INTERCHANGE PHASE II \| LADOTD \| Jefferson, LA**<br>Bridge Designer. This project consisted of designing two access ramps to/from the service roads to the elevated viaduct. Ramps structures consisted of complex structural elements including precast- prestressed U-shaped girders and LG-girders, inverted-T piers, complex columns, and foundations. Maggie's responsibilities included performing the final design of the superstructure including the deck, prestressed LU girders and LG girders for the 22 spans off-ramp and the 24 spans on-ramp along with preparation of the plans. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Cindy Hall, PE** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **31** |
| 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 Engineering** | |

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| Contract role(s) / brief description of responsibilities | Cindy's 31 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. Additionally, Cindy has designed and managed many wastewater pipeline, pump station projects, and utility relocations over the course of her career. Cindy will provide as **TRAFFIC CONTROL** 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 - Ongoing** | **I-10/LOYOLA INTERCHANGE DESIGN-BUILD \| LADOTD \| New Orleans, LA**<br>Design Manager. Cindy is managing 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 included 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 and Level 4 TMP by evaluating and documenting critical geometry, signing, striping, and work zone strategies. Cindy and 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. |
| **01/18 - 08/18** | **DIJON DRIVE PHASE I & PHASE II \| City of Baton Rouge \| Baton Rouge, LA**<br>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. |
| **03/14 - 05/15** | **JIMMIE DAVIS BRIDGE REHABILITATION \| LADOTD \| Shreveport, LA**<br>Lead Roadway Engineer. Cindy was responsible for the design and plan development of the roadway efforts for this fast-paced bridge rehabilitation project on LA 511 in Shreveport. The project included pavement rehabilitation and restriping on the approach roadways. Cindy was responsible for the accelerated approval of a Transportation Management Plan requiring complete shutdown of the Jimmie Davis Bridge during construction. The TMP required detour planning to nearby I-49/I-20 and a local detour plan using the parkways on either side of the Red River to route to the LA 3032 river crossing. Off-site improvements including turn lanes and traffic signals were required on the local detour route to mitigate for the additional traffic caused by the detour. |
| **04/11 - 06/15** | **I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT \| LADOTD \| Lake Charles, LA**<br>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. |
| **05/15 - 06/18** | **US 90 AT LA 318 INTERCHANGE DESIGN-BUILD \| LADOTD \| St. Mary Parish, LA**<br>Design Manager. Cindy managed the design for this 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. 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. Cindy managed the relocation of utilities during construction and designed water and sewer relocations for St. Mary Parish. Construction was complete in January of 2018. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Hannah Krebs, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **9** | |
| TITLE | **Roadway Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2017 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 45917 \| LA \| 3/31/2026** | | | |
| YEAR REGISTERED | **2021** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Hannah has nine years of experience in design and plan development of interstate, arterial, and collector facilities, including existing and new alignment locations. She also has experience with the design of intersection improvements for both urban and rural projects. Hannah is specifically experienced in roadway design, environmental assessments and temporary traffic control plans. Hannah will perform **TRAFFIC CONTROL** 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. |
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| **06/17 - Ongoing** | **I-49 LAFAYETTE CONNECTOR \| LADOTD Contract No. H.004273.5 \| Lafayette, LA**<br>Roadway Engineer. Hannah is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, developing geometry for the roundabout corridor alternative, C3, and project organization. She also developed a Conceptual Maintenance of Traffic Report and exhibits. This route will provide the final nationwide link of I-49 by connecting the existing I-49/I-10 interchange to the proposed I-49/US 90 interchange. For the Comprehensive Stage 0 and Environmental Study, Stantec leads the traffic study and impacts effort along with development of an implementation plan and strategy. |
| **11/15 - 12/17** | **GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN \| LADOTD \| Baton Rouge, LA**<br>Engineer Intern. Hannah provided analysis of existing project conditions through field work. She helped in providing recommendations to bring conditions up to current ADA standards. She met with residents and business owners impacted by the project at public meetings held by LADOTD. Hannah assisted with construction plans as well as exhibits for public information meetings. This project included a single-lane roundabout with bypass lanes at the Lobdell Ave. intersection. |
| **11/15 - 8/19** | **W. PRIEN LAKE ROAD RELOCATION \| LADOTD \| Lake Charles, LA**<br>Engineer Intern. Hannah assisted with the Preliminary and Final Design Phases of this project, that proposed to realign W. Prien Lake road for approximately 1.4 miles to improve interchange operations at I-210 and Nelson Road. This project included a multi-lane roundabout and a large drainage structure improvement. |
| **09/18 - Ongoing** | **I-10/LOYOLA INTERCHANGE DESIGN-BUILD \| LADOTD Contract No. H.011670 \| New Orleans, LA**<br>Roadway Engineer. Hannah is responsible for creating traffic control plans and modifying as needed during construction. This is a multi-million dollar project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to and from the Airport on the east side of the interchange. |
| **06/20 - 03/23** | **PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS \| City of Baton Rouge \| Baton Rouge, LA**<br>Roadway Engineer. Hannah's responsibilities included final plan development, geometric design, and traffic control plans. Under the MOVEBR Program, Stantec completed Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Hannah produced the plan set that was submitted with the wetlands permit application. |
| **06/17 – 06/21** | **NELSON ROAD EXTENSION AND BRIDGE \| LADOTD \| Lake Charles, LA**<br>Engineer Intern. Hannah was responsible for organizing and completing a vessel survey during the Environment Assessment phase. Vessel owners were contacted to determine a bridge clearance business impact to a local shipyard. Hannah also assisted in the vertical profile design, drainage design, template design, and plan preparation for the preliminary submittal. The Nelson Road extension over Contraband Bayou will connect the community of Lake Charles and provide an alternate route to alleviate traffic from the interstate system. |

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| FIRM EMPLOYED BY | **Stantec Consulting Services Inc.** | | |  |
| NAME | **Joey Lefante, PE, PTOE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **15** | |
| 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 \| 09/30/2024** | | | |
| YEAR REGISTERED | **2012** | DISCIPLINE | **Civil Engineering \| PTOE #3560** | |

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| Contract role(s) / brief description of responsibilities | Joey has over 15 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 serve as **TRAFFIC CONTROL** 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). |
| **04/11 - 06/15** | **I-210 / COVE LANE INTERCHANGE AND ROUNDABOUT \| LADOTD \| Lake Charles, LA**<br>Lead Traffic Engineer. Joey developed an Interchange Justification Report (IJR) for I-210 between Cove Lane and Nelson Road interchanges on Port of Lake Charles property. He developed peak hour traffic volumes for 28 possible design alternatives, which took into account and accommodated for all future developments in the area, including the Nelson Road Bridge over Contraband Bayou and the Ameristar Casino and Hotel development north of I-210. Joey coordinated the collection of traffic counts and performed field calibration of the traffic models by collecting data such as queues and travel times. Once the alternatives were narrowed down to the final, Joey performed HCS and SIDRA analyses on over 50 locations per alternative. The recommended alternative included innovative interchange configurations including roundabout ramp terminals at Cove Lane and a Diverging Diamond Interchange (DDI) at Nelson Road. |
| **03/14 - 05/15** | **LA 511 JIMMIE DAVIS BRIDGE REHABILITATION \| LADOTD Contract No. H.010662 \| Bossier Parish, LA**<br>Traffic Engineer who performed traffic analysis for the designated detour route as part of the TMP and proposed locations for temporary signal installations during the bridge closure. Detour routes included city streets on both side of bridge. Based on analysis, Joey designed and detailed traffic signal plans for temporary signal installations. Each selected improvement was needed to handle rerouting of all bridge traffic to the detoured route with minimal permanent pavement changes. |
| **11/10 - Ongoing** | **NELSON ROAD EXTENSION AND BRIDGE \| LADOTD Contract No. H.005967 \| Lake Charles, LA**<br>Traffic Engineer. Joey ran traffic analyses for the different bridge tie-ins being studied. Also included in the traffic analysis was a consideration of the impact of the bridge on the surrounding roadway network. The Regional Travel Demand Model was modified in TransCAD to determine the effects of the bridge construction. Joey will be providing Traffic construction support for the project. |
| **08/14 - Ongoing** | **I-49 LAFAYETTE CONNECTOR \| LADOTD \| Lafayette, LA**<br>Traffic Task Manager. Joey is responsible for coordination with DOTD traffic staff and managing analysis of various geometric design alternatives. This project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. It follows the Access Justification Request (AJR) guidelines established by DOTD and FHWA. Joey has been involved in the Context Sensitive Solutions (CSS) process, attending community meetings. Feedback from the CSS process has informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements to emphasize urban design principles, including pedestrian and bicycle accommodations. Joey is responsible for documenting the project to follow DOTD Traffic Engineering Process and Report (TEPR) Guidelines. |
| **08/09 - Ongoing** | **I -49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR \| LADOTD \| Shreveport, LA**<br>Traffic Engineer performing NEPA investigations, developing IMR and IJR and providing quality assurance for this 3.5-mile final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange. NLCOG's Travel Demand Forecasting Model was modified and used to project future traffic for 3 alternatives representing different interchange combinations. HCS will be used to determine which roadway improvements would be necessary for each alternative. |
| **08/19 - Ongoing** | **I-10 LOYOLA DESIGN-BUILD \| LADOTD Contract No. H.011670 \| New Orleans, LA**<br>Traffic Engineer. Joey performed VISSIM analyses of an Alternative Technical Concept (ATC) consisting of two new flyover ramps leading to/from the Airport on the east side of the interchange and the first Diverging Diamond Interchange (DDI) in Louisiana. Joey completed an IMR to meet FHWA access policy standards to move the project forward on the accelerated design-build schedule. Joey is also leading the traffic signal design effort, including specialized DDI operations and complete street accommodations such as sidewalks and a two-way cycle track. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | | |
| NAME | **Ryan Nolan, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **12** |  |
| TITLE | **Structural Engineer / Qualifies as CFR Program Manager** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **16** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 1994 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 44583 \| LA \| 09/30/2024** | | | |
| YEAR REGISTERED | **2020** | DISCIPLINE | **Civil Engineering** | |

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| Contract role(s) / brief description of responsibilities | Ryan is a NBIS Bridge Inspection Team Leader. Certifications: NHI 130055 Bridge Inspection Refresher Training; Refresher NHI 130053; NHI 130078 Fracture Critical Inspection Techniques; NBIS CFR 23, Part 650 Team Leader and Program Manager; SPRAT Level I Rope Access Technician. Ryan will serve as a **COMPLEX BRIDGE INSPECTION** for this contract. **Ryan meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 5**  |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **07/19 – 11/21** | **ANNUAL NBIS INSPECTION OF ALMONASTER & SEABROOK BASCULE BRIDGES OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Inspection Team Leader serving as the lead structural inspector for the condition assessment of two single-leaf Strauss Truss bascule bridges. Each bridge carries two railroad crossings over the Inner Harbor Navigational Canal using a main truss bascule span and multiple approach spans. Ryan performed multiple cycles of hands-on inspections for these bridges using climbing/rope access techniques. The Seabrook Bridge has a total length of 261-ft with a Bascule Span, a Tower Span, and Approach Spans. The Almonaster Bridge has a total length of 240-ft, 8-in with a Bascule Span, a Tower Span, and Approach Spans. The inspections culminated in a comprehensive report with condition ratings and repair recommendations. |
| **12/17 - 08/23** | **IDIQ MOVABLE BRIDGE CONTRACT \| MDOT \| Statewide, MS**<br>Inspection Team Leader serving as the lead structural inspector for the condition assessment of the I-110 Biloxi Back Bay double-leaf rolling bascule bridge, built in 1973, and carries 4 lanes of interstate traffic and a pedestrian walkway. The bridge consists of one main bascule span and 56 approach spans, for a total length of 5,728 ft. The bascule span length measures 210 ft from center to center of the roll. From heel to heel of main girders the bascule span length measures 262 ft. The heels of each bascule girder receive uplift support under highway loading by the flanking steel anchor spans. Including the flanking anchor spans the total length of the steel portion of this bridge is 500 ft. Inspections were performed at night to reduce impact to traffic and culminated in a comprehensive report with condition ratings and repair recommendations. |
| **01/16 - 12/16** | **CITYWIDE BRIDGE INSPECTION PROGRAM \| District of Columbia DOT \| Washington, DC**<br>Project Engineer/Inspection Team Leader responsible for a comprehensive inspection of approximately 250 structures over highways, streams, railroads (CSX&T, Amtrak, and WMATA); Inspections included tunnels, confined space, soundings, underwater and daily security coordination. Included were reports, SI&A/PONTIS, and recommendations. Ryan was also the project engineer responsible for managing the Level II Underwater Inspections of 21 bridges for DDOT. |
| **02/13 - 11/14** | **PENNSYLVANIA AVENUE NW BRIDGE OVER ROCK CREEK AND ROCK CREEK PARKWAY \| District of Columbia DOT \| Washington, DC**<br>Lead Bridge Inspector for the rehabilitation design of the ongoing task to extend the service life of a historic arch bridge in Washington, DC. Ryan’s responsibilities included planning and coordination of field investigation efforts for various consultants, permit applications, review of the preliminary investigation report, on-site coordination of multiple consultants and multiple agencies for the maintenance of traffic, confined space entry structural testing, historical and environmental assessments, and structural condition assessment. He performed a complete deck condition assessment, including destructive testing. |

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| **08/18 - 06/19** | **NBIS INSPECTION OF THE WILLIAM PRESTON LANE BRIDGE (CHESAPEAKE BAY BRIDGE) | Maryland Transportation Authority**<br>Inspection Team Leader for the implementation and oversight of the NBIS hands-on inspection of the entire portion of the Eastbound Bay Bridge as part of the MDTA annual inspection program. As Team Leader, Ryan was responsible for providing FHWA NBIS inspection services for three suspension spans, nine deck truss spans, three through truss spans, 18 steel multi-girder spans, and 37 simply supported steel beam spans and successfully optimized use of costly barge equipment by coordinating usage and billing amongst the multiple inspection teams across multiple contracts. Specific tasks included: coordinating and planning inspections performed by H&H, JV partner, JV team members, and other consultant firms; coordinating access vendors including rigging with moving stages, SPRAT access, under-bridge inspection vehicles, barges, lifts, work/safety boats, and boat-mounted buckets; obtaining permits for lane closures and processing of Notice to Mariner notifications through the United States Coast Guard; processing and review of all invoices and maintaining financial tracking tools for careful tracking of task and contract budgets; coordinating subconsultants providing hydrographic surveys and underwater inspections; supervising emergency repair work and worked with owners to resolve issues under time constraints related to lane closures; developing inspection reports per NHI / AASHTO standards, and owner's Facilities Inspection Manual. Reports contained typical plans, identified fracture critical members, executive summaries, studies and recommendations summaries, detailed access methods and instructions for future inspections, daily activity logs, findings, photographs, hydrographic surveys, and underwater inspections. |
| **05/19 - 10/21** | **EMERGENCY PARTIAL SUPERSTRUCTURE REPLACEMENT OF BRIDGE BCW595001 MORAVIA ROAD RAMP TO I-95, DUNDALK, MD - MDT**<br>Task Lead responsible for leading all field tasks. Ryan was the Lead Inspector responding to the emergency. He led the mobilization and direction of H&H staff and contractors once the inspection activities commenced, and coordinated the collection, recording, and documentation of conditions observed. Ryan developed the emergency temporary repair to one of six damaged girders to permit the structure to be reopened to traffic. He was responsible for overseeing the fast-tracked development of the 60%, 90%, and Final advertised plans for the ultimate rehabilitation project, including tracking progress and compliance with the tight schedule and budget, and ensuring that the accelerated design was properly coordinated (including staff in 6 different H&H offices and subconsultant work). Under an ongoing on-call contract, MDTA requested H&H to respond to investigate bridge damage due to a fire occurring near the structure. H&H provided condition assessment, structural analysis, temporary design, shoring design, material testing coordination and evaluation, final repair design plans, specifications, and cost estimate. The plan set provided for the demolition and replacement of 90 ft of the superstructure and one pier. All design work was completed within 30 days of the fire. Construction cost was $5M. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Paul Marzuillo, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **12** | |
| TITLE | **Structural Engineer / Team Leader** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2014 \| Civil Engineering; BS \| 2012 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 096567-1 \| NY \| 11/30/2024** | | | |
| YEAR REGISTERED | **2016** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Paul is a NBIS Bridge Inspection Team Leader. Certifications: NHI 130055 Safety Inspection of In-Service Bridges; Refresher NHI 130053 NHI 130078: Fracture Critical Inspection Techniques for Steel Bridges. Paul will serve as a **COMPLEX BRIDGE INSPECTION** 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. |
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| **04/20 - 12/22** | **NBIS BRIDGE INSPECTION OF THE MARIO M. CUOMO BRIDGE \| New York State Thruway Authority \| Tarrytown, NY**<br>Team Leader for the biennial inspections of the northbound (2020) and southbound (2021) Mario Cuomo Bridges. The scope of work consisted of the inspection of the Main Cable Stay spans (6 spans) and all Approach spans (82 spans) for both twin bridges. H&H performed project management and quality control and provided 3 inspection teams while overseeing 2 subconsultant inspection teams. Access means included the use of underdeck travelers, UBIUs, rope access, and a bucket boat with 60' reach. |
| **05/17 - 12/23** | **NBIS INSPECTIONS OF THE GOETHALS BRIDGE \| New York/New Jersey Link \| Elizabeth, NJ**<br>Team Leader for the initial Biennial Bridge inspection of the cable-stayed Goethals Bridge (both eastbound and westbound structures) including the structure approach ramps. The work included a hands-on field inspection of the cable-stayed main spans primary elements, including the towers, main cable sockets, and span floor system in order to develop NYSDOT Reports and a Facility Condition Survey. The H&H inspection team worked closely with NYNJ Link to perform inspections within strict traffic maintenance windows. |
| **05/20 - 12/21** | **NBIS INSPECTION OF THE BROOKLYN BRIDGE \| New York State DOT \| New York, NY**<br>Team Leader responsible for leading the biennial and SILO inspections of the long span fracture critical suspension bridge. The 2020 Biennial Inspection included the main suspension spans and both Manhattan and Brooklyn approaches, totaling 75 spans. A total of 108 flags were issued during the course of the biennial inspection for critical findings. H&H developed a five-volume comprehensive biennial inspection report and performed the 2021 SILO inspection of critically-rated elements. |
| **06/18 - 03/20** | **NBIS INSPECTION OF THE VERRAZZANO-NARROWS BRIDGE \| MTA Bridges and Tunnels \| New York, NY**<br>Team Leader responsible for the inspection of the Verrazzano-Narrows Suspension Bridge, including the 4,260-ft main span. Inspection included the four main cables, suspender ropes, steel orthotropic deck, floor trusses, stringers and crossbeams, and stiffening truss components. Inspection was performed in compliance with AASHTO and NBIS standards and element level reporting. Special emphasis details and fracture critical elements and gusset plates were inspected hands-on. Maintenance and protection of traffic was coordinated with the facility and local authorities to facilitate inspection access. |
| **05/17 - 04/19** | **NBIS INSPECTION OF THE THROGS NECK BRIDGE \| MTA Bridges and Tunnels \| New York, NY**<br>Team Leader responsible for the biennial and special inspections of a long span suspension bridge and its approach spans, carrying I-295 traffic from the Bronx to Queens. The bridge features an 1800-ft main suspension span over the East River, with 555-ft side spans, and orthotropic deck approach spans supported by a girder-floorbeam-stringer-subfloorbeam floor system. Paul was responsible for implementing Element Level Bridge Inspection (ELBI) quantities, condition state ratings, and developing Biennial Reports. |
| **06/16 - 04/17** | **NBIS INSPECTION OF ROBERT F. KENNEDY VERTICAL LIFT BRIDGE, GROUP B \| MTA Bridges and Tunnels \| New York, NY**<br>Team Leader responsible for the biennial inspection of a vertical lift bridge and its approach spans. Paul led the inspection of fracture critical girders, pier caps, primary members, structural deck, and secondary members. He was responsible for documenting inspection findings, creating field sketches, preparing of NYSDOT Bridge Data sheets, and updating and verifying Bridge Inventory data. He also prepared bridge flag reports and New York State DOT Biennial inspection reports. |

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| **05/17 - 07/17** | **NBIS INSPECTION OF THE WHIRLPOOL RAPIDS BRIDGE AND INTERIM INSPECTION OF THE RAINBOW AND LEWISTON-QUEENSTON BRIDGE \| Niagara Falls Commission \| Niagara Falls, NY**<br>Assistant Team Leader responsible for performing hands-on structural inspection, report preparation, and repair recommendations for a two-hinged bi-level steel truss arch bridge and its plate girder railway approach spans. He also performed interim inspection of a 950-foot steel hingeless spandrel arch span bridge and its reinforced concrete barrel arch span approaches as well as a 1,000-ft steel hingeless spandrel arch span bridge and its steel box beam approach spans. Inspection included fracture critical elements such as arch ribs, spandrel columns and girders, and approach box beams, and floorbeams. Inspection scope included the approach span bridges, adjoining plazas, the NFBC Administration Building, and associated roadways of the Niagara Falls Bridge Commission. The work included preparation of NYSDOT Biennial and Facility Narrative reports for all three bridges. |
| **04/14 - 03/15** | **NBIS INSPECTION OF THE ROBERT F. KENNEDY SUSPENSION BRIDGE \| MTA Bridges and Tunnels \| New York, NY**<br>Assistant Team Leader responsible for performing hands-on inspection of various concrete, steel, and aluminum elements throughout the RFK Bridge – Group A bridges. The RFK Group A bridges consist of 142 main-line spans, as well as an exit ramp, two (2) pedestrian ramps, and two (2) out-of-service vehicular ramps. The main-line bridge includes a 2,724-ft suspension bridge and seven spans of thru-trusses, both with orthotropic decks, as well as steel framed approach spans with a cast-in-place concrete deck. The inspection included 100% hands-on inspection of all fracture critical and special emphasis members per the NYSDOT Bridge Inspection Manual 2014 Edition. In addition to these elements, he was responsible for inspection of truss elements, main suspension cables and cable strands. The cable strand inspection involved wedging several strands to reveal the condition of the interior wires. This procedure was completed per NCHRP Report 534: Guidelines for Inspection and Evaluation of Suspension Bridge Parallel Wire Cables, 2004 Edition. H&H developed NYSDOT Inspection Reports and noted all deficiencies observed during inspection, creating field sketches, and updating and verifying the Bridge Inventory data. Paul was responsible for developing NBE elements and quantities. |
| **07/23 - Ongoing** | **2023-2026 ANNUAL GRAND CENTRAL TERMINAL TRAINSHED OVERHEAD/UNDERGRADE BRIDGE INSPECTION \| Metro-North Rail \| New York, NY**<br>Team Leader for the annual inspection cycles in the Grand Central Terminal Trainshed for the 168 Block units. The work includes the inspection of all structural components in accordance with FRA and MNR requirements including the rails, decks, structural framing, substructure, and adjacent infrastructure components within the trainshed. Paul coordinated access to the track level via Hi-Rail truck and walking inspection for over 80 Upper and Lower Level tracks and 10 ladders in the Grand Central Terminal Trainshed. He developed daily reports, and supported the preparation of flag reports, flag removal notifications, and annual inspection reports for each block using MNR's RailAdvise web platform. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Frederick Wetekamm, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **6** | |
| TITLE | **Senior Bridge Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **30** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **ME \| 2018 \| Construction Engineering Management; BS \| 1984 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 25369 \| LA \| 03/31/2026** | | | |
| YEAR REGISTERED | **1993** | DISCIPLINE | **Civil Engineering** | |

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| Contract role(s) / brief description of responsibilities | Frederick is a NBIS Bridge Inspection Team Leader. Certifications: Maintenance & Rehabilitation of Historic Bridges (LADOTD); FHWA NHI 130055 Safety Inspection of In-Service Bridges; Refresher NHI 130053; FHWA NHI 130078 Fracture Critical Inspection Techniques for Steel Bridges; FHWA Stream /Stability and Scour at Highway Bridges for Bridge Inspectors; FHWA NHI 139005, Driven Pile Foundations – Construction Monitoring; ATSSA Traffic Control Supervisor and Flagger. Frederick will serve as a **MOVABLE BRIDGES - STRUCTURAL** for this contract. **Frederick meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4**   |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. |
| **07/23 – Ongoing** | **H.009730.5 IN-DEPTH BRIDGE INSPECTION OF COMPLEX STRUCTURES \| LADOTD \| Statewide, LA**<br>Structural Team Leader performing inspection of complex structures such as cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges statewide under separate task orders. The inspection of two steel truss bridges (Jimmie Davis and Miller's Bluff), and a vertical lift bridge (West Fork) have been completed to date. |
| **11/20 - 02/21** | **ANNUAL INSPECTIONS OF ALMONASTER RAILROAD BASCULE BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Structural Inspection Team Leader for an annual inspection of the Almonaster Avenue Railroad Bascule, which involved a structural inspection of the fracture critical steel, primary and secondary steel members, an electrical inspection of the electrical systems and controls, and a mechanical inspection of the machinery. |
| **09/18 - 11/18** | **IDIQ MASTER BRIDGE DESIGN CONTRACT: NBIS INSPECTION OF I-110 BRIDGE OVER BILOXI BACK BAY \| MDOT \| Harrison, MS**<br>Structural Bridge Engineer/Inspector for in-depth routine/fracture critical inspection and load rating of I-110 Bridge over Biloxi Back Bay for Mississippi Department of Transportation. The inspection included electrical, mechanical, and structural inspection of the bascule and anchor spans and NBIS and element inspection for the entire bridge in accordance with state, AASHTO, and FHWA requirements. |
| **06/19 - 09/19** | **ANNUAL INSPECTION OF SEABROOK RAILROAD BASCULE BRIDGE \| Port of New Orleans \| New Orleans, LA**<br>Movable Bridge Engineer for the annual inspection of the Seabrook Trunnion Bascule Bridge. This inspection included a structural inspection of the fracture critical steel and primary and secondary steel members, an electrical inspection of the electrical systems and controls, and an inspection of the mechanical systems and machinery. |
| **01/23 - Ongoing** | **I-59 / I-20 BOX GIRDER BRIDGES INSPECTION AND LOAD RATING \| MDOT \| Meridian, MS**<br>Senior Bridge Engineer and Team Leader for the load rating of the two box girder bridges. Bridge No. 147.9A at I-59 and Bridge No. 131.5B at I-20 are located near Meridian in Lauderdale County. The inspection required night work to avoid lane closures on I-20 and I-59, as well as traffic control for lane closures and use of a confined space rescue team for inspection of inside the boxes. The load rating analyses included developing a finite element model of each bridge and for load ratings to follow LFR considering MDOT's permitted vehicle legal loads. The repair recommendations will be made based on the inspection results and the load rating. |
| **01/20 - Ongoing** | **ALMONASTER AVENUE RAILROAD BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Constructability Review Engineer for the bridge assessment, complete rehabilitative engineering design, and construction inspection services required for the partial replacement of this movable Strauss-heel trunnion bridge. H&H's assessment revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. Scope includes developing design plans to replace the span drive and span lock machinery, operating strut, guide assembly, live load bearings, counterweight trunnion pin, and bushing. The main trunnion bearings were rehabilitated and repositioned. |

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| **03/18 - 08/23** | **SR 609 MOVABLE BASCULE BRIDGE REHABILITATION \| MDOT \| Ocean Springs, MS**<br>Senior Bridge Structural Engineer responsible for inspection and full rehabilitation of the SR 609 bascule bridge, a task-order to the IDIQ Master Bridge Contract which included developing standard and special bridge services, statewide for MDOT. The scope includes in depth and fracture critical inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. All designs are in accordance with AASHTO, FHWA and MDOT guidelines and specifications. Load rating was performed using AASHTOWare BrDR load rating software. The project is currently in the construction phase. |
| **01/19 - Ongoing** | **SR 605 MOVABLE BASCULE BRIDGE REHABILITATION \| MDOT \| Ocean Springs, MS**<br>Structural Engineer responsible for the assessment, design, plan review, and quality control of SR 605 double-leaf bascule bridge, as a task-order to the IDIQ Master Bridge Contract which includes developing standard and special bridge services, statewide for MDOT. The scope of work includes inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. All designs are in accordance with AASHTO, FHWA and MDOT guidelines and specifications. Load rating was performed using AASHTOWare BrDR load rating software. |
| **01/96 - 07/07** | **LADOTD BRIDGE INSPECTION, OPERATIONS, AND MAINTENANCE, DISTRICT 02 \| LADOTD \| District 02, LA**<br>Program Manager for the Bridge Operations and Maintenance Program involving 33 movable and all fixed bridges in the New Orleans / Houma area. He provided construction inspection and created repair work orders and coordinated repairs, materials, equipment, labor, media information and/or traffic control. He wrote major repair requests and generated project plans and specifications for repair projects and accident damages to the tunnels. He served as the lead coordinator for the projects with LADOTD District and statewide forces, contractors, consultants, public officials, media, property owners, and the Bridge Maintenance Supervisor. He championed the first Bridge Operator Manual and Bridge Maintenance Manual for the movable bridges and provided technical training on implementing LADOTD mandated processes. |
| **08/20 - Ongoing** | **H.001498.6; LA 24 AND LA 16 COMPANY CANAL VERTICAL LIFT BRIDGE \| LADOTD \| Bourge, LA**<br>Project Engineer delivering construction engineering and inspection services for a new vertical lift bridge and operator's house. Services include daily monitoring of all construction activities; maintaining all construction field records; coordinating with LADOTD, contractor, parish government, and utilities; performing field testing; maintaining records of contractual operations, pay estimates and progress reports; preparing final estimate packages; conducting construction progress meetings; and construction closeout, etc. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Rima Zahalan, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **9** | |
| TITLE | **Structural Engineer / Team Leader** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **6** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2010 \| Structural Engineering; BS \| 2008 \| Civil Engineering; BA \| 2008 \| Mathematics** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 095009-1 \| NY \| 06/30/2025** | | | |
| YEAR REGISTERED | **2015** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Rima is a NBIS Bridge Inspection Team Leader. Certifications: NHI 130055 Safety Inspection of In-Service Bridges; Refresher NHI 130053; NHI 130078 Fracture Critical Inspection Techniques for Steel Bridges. Rima will serve as a **MOVABLE BRIDGES - STRUCTURAL** for this contract. **Rima meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 5** | | | 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. |
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| **01/17 - 12/23** | **NBIS INSPECTION OF THE GOETHALS BRIDGE \| New York New Jersey Link, LLC**<br>Team Leader responsible for the biennial inspection of the new Goethals Bridge replacement connecting I-278 between Staten Island, New York to Elizabeth, New Jersey. This cable stay main bridge spans a total length of 1635-ft, including a 900-ft main span over the Arthur Kill waterway. Primary structural elements were inspected such as the stay cables, cable anchorage and housing, main towers, steel girder and floor trusses, as well as prestressed concrete beams throughout the approach spans. Biennial inspection reports and Condition Survey Report were prepared. |
| **05/21 - 12/23** | **NBIS BIENNIAL INSPECTIONS OF THE MARINE PARKWAY AND CROSS BAY BRIDGE \| MTA Bridges and Tunnels \| New York, NY**<br>Quality Control Engineer responsible for the quality management of the biennial inspection of a long span vertical lift truss bridge and a 15-span prestressed concrete T-beam bridge along with six associated ramps at the two primary bridges. The Marine Parkway Bridge consists of enclosed structural concrete slabs at the abutment spans, approach steel deck truss spans, and the main vertical lift and through truss spans. The Cross Bay Bridge carries six lanes of traffic for its 3,00-ft length including a 275-ft prestressed concrete main span. Rima was responsible for regular field visits to all inspection team personnel to review safe inspection practices and to discuss inspection methods and findings at various locations. She was responsible for reviewing inspection reports for quality and accuracy. |
| **05/20 - 12/21**<br>**05/16 - 05/18** | **NBIS BIENNIAL INSPECTION OF THE ROBERT F. KENNEDY HARLEM LIFT BRIDGE \| MTA Bridges and Tunnels \| New York, NY**<br>Team Leader responsible for performing in-depth structural inspections, condition evaluations, reporting, and load ratings of the project bridges. The project includes inspection of mechanical and electrical systems of the Harlem River Lift Bridge and associated ramp structures of the Robert F. Kennedy Bridge, elevator inspection, fathometric surveys, diving inspections, design document preparation for structural repairs of elements requiring immediate repair, auxiliary testing to determine extent of deterioration, special interim inspections, and scoping studies for future projects related to the facility. |
| **05/19 - 12/20** | **NBIS INSPECTION OF THE HENRY HUDSON BRIDGE \| MTA Bridges and Tunnels \| New York, NY**<br>Team Leader responsible for the biennial and interim inspection of the Henry Hudson Bridge, associated ramp structures, and the overpass bridges at the Queens Midtown Tunnel and Hugh L. Carey Tunnel. the work included the inspection and examination of the condition of all structural components in accordance with NYSDOT requirements for the biennial inspection and miscellaneous repair design. The project includes inspection of the 850-ft main steel arch span of the Henry Hudson Bridge and the 120-ft concrete arch span of the Dyckman Street Bridge. Inspections also include the approaches, retaining walls, sign gantries, and light poles. |
| **05/18 - 06/19** | **NBIS BRIDGE INSPECTION OF THE VERRAZZANO-NARROWS BRIDGE \| MTA Bridges and Tunnels \| New York, NY**<br>Team Leader responsible for the inspection of the Verrazzano-Narrows Suspension Bridge, including the 4,260-ft main span. Inspection included the four main cables, suspender ropes, steel orthotropic deck, floor trusses, stringers and crossbeams, and stiffening truss components. Inspection was performed in compliance with AASHTO and NBIS standards and element level reporting. Special emphasis details and fracture critical elements and gusset plates were inspected hands-on. She managed four different inspection teams including subconsultants, access vendors, and facility operations for inspection access and lane closures. |

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| **06/14 - 10/14** | **ROUTE 1&9 PULASKI SKYWAY REHABILITATION | New Jersey DOT | Essex, NJ**<br>Team Leader who performed an in-depth inspection of the superstructure and substructure elements from Pier 78 to 98, including the main truss over the Passaic River, to document and assess existing conditions of all steelwork including trusses, gusset plates, truss bracing members, floor beams, and secondary members along with substructure elements necessary for the design of the structure rehabilitation. Rima performed load rating analysis for the inspected portion of the truss bridge, using CSi Bridge software to model and analyze the structure under the guidelines of the Load and Resistance Factor (LRFR) rating. |
| **01/13 - 12/15** | **INSPECTION OF 80 MORRIS COUNTY BRIDGES (14E5) AND 43 ON-SYSTEM & 32 OFF-SYSTEM MORRIS COUNTY BRIDGES, (14A1) | New Jersey DOT**<br>Team Leader for the structural evaluation, analysis, and inspection of over 150 Morris County Bridges for NJDOT. Structure types included arches, culverts, steel/concrete stringer and floorbeam systems, box beams, prestressed girders, trusses, concrete slabs, and thru girders. Responsibilities include performing and managing field teams for hands-on inspections, QA/QC of all structure inventory and appraisal items and bridge inspection reports, coding bridge elements, scheduling, agency/consultant negotiations and coordination, MPT/equipment arrangements, field priority repair identification and assessment, repair design and drawings, and SI&A/CombIS item and element coding. Equipment used included bucket trucks, snoopers, ladders, MPT coordination, and nondestructive testing. |
| **01/10 - 08/14** | **BRIDGE INSPECTION PROJECTS**<br>Assistant Team Leader responsible for QA/QC, hands-on bridge inspections, structural evaluation and analysis adhering to federal and state standards, scheduling, agency-consultant meetings and negotiations, arranging for traffic control/access permits/equipment, coordinating with various railroad agencies and subconsultants, preparing and reviewing bridge inspection reports, identifying and assessing priority repair issues, repair designs and drawings, coding Pontis/CombIS items and NBE/BME/ADE elements, and load rating analysis for: Inspection of 7 On- and 47 Off-System Bridge, Group 03E2-7, Burlington County (2012, 2014); Inspection of 59 On-System State Owned Bridges, Group ST1A (2011, 2013); Inspection of 2 Off- and 74 On-System Hunterdon County Bridges, Group 10F1 (2011, 2013); Inspection of 99 State Owned Minor Bridges, Group XL3A (2013) |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Brianna Kovacs, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **7** | |
| TITLE | **Structural Engineer / Team Leader** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2017 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 51187 \| MD \| 12/06/2025** | | | |
| YEAR REGISTERED | **2020** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Brianna is a NBIS Bridge Inspection Team Leader. Certifications: NHI 130055 Safety Inspection of In-Service Bridges; Refresher NHI 130053. Brianna will serve as a **MOVABLE BRIDGES - STRUCTURAL** 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. |
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| **06/22 - 08/23** | **SR 609 MOVABLE BASCULE BRIDGE INSPECTION AND LOAD RATING \| MDOT \| Ocean Springs, MS**<br>Bridge Inspector for inspection of SR 609 Bridge. The scope of work included the in-depth, NSTM, routine, and element level inspection of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches. Load rating was performed using AASHTOWare BrDR load rating software. |
| **05/18 - 12/18** | **I-110 BRIDGE OVER BILOXI BACK BAY \| MDOT \| Harrison, MS**<br>Bridge Inspector for routine/fracture critical inspection of I-110 Bridge over Biloxi Back Bay for Mississippi Department of Transportation. Inspection included electrical, mechanical, and structural inspection of all components of the bascule and anchor spans and NBIS and element inspection for the entire bridge. |
| **07/17 - 12/19** | **NBIS BRIDGE INSPECTION, EVALUATION, & RATING SERVICES \| Maryland DOT/SHA \| Statewide, MD**<br>Bridge Inspector Team Leader responsible for the condition inspection and evaluations of eight multi-girder interstate bridges on I-95 and I-495. Brianna performed this work in nighttime lane closures with multiple MOT set-ups and bucket truck access. Brianna recorded findings of deterioration, corrosion, and safety concerns as well as condition states for each of the bridge elements following AASHTO and updated SI&A following FHWA and client standards. Brianna used an ultrasonic thickness meter to determine the extent of section loss on structural elements. She developed all reports with color photographs, vertical clearance sheets, and sounding profiles in the client's web-based asset management and reporting system. She was responsible for the delivery of condition inspection and evaluation reports for bridges and culverts in several Maryland counties. Brianna developed task proposals, planned and coordinated the inspections, performed hands-on inspections, and developed reports with updated SI&A and ELI condition states in the client's asset management database. |
| **12/22 - Ongoing** | **REHABILITATION OF WILMINGTON MOVABLE BRIDGES \| Delaware DOT \| Wilmington, DE**<br>Structural Engineer responsible for performing a design-level inspection to determine repairs needed to extend the bridges' lifespan by 30 years. Brianna developed the recommendation report and initial cost estimate. |
| **07/22 - Ongoing** | **VDOT BRIDGE INSPECTION \| Virginia DOT \| Fairfax, VA**<br>Structural Bridge Inspection Team Leader responsible for the inspection of reinforced and prestressed concrete slab bridges and developing and reviewing the inspection reports. |
| **07/17 - 10/17** | **COMPREHENSIVE ENGINEERING SERVICES CONTRACT, CURTIS CREEK \| Maryland Transportation Authority \| Baltimore, MD**<br>Assistant Team Leader for the project involving the structural inspection of the I-695 drawbridge (parallel double-leaf bascule). She was responsible for preliminary and final designs, calculations, and drawings of temporary and permanent structural repairs to the I-695 Bridges over Curtis Creek. Under this contract, H&H performed the inspection of the I-695 bridges over Curtis Creek, which crosses over CSX rail tracks. To complete the inspection, H&H obtained right-of-entry permits and insurance for any work over active tracks. The bridge was accessed using an 85-ft manlift from within a lane closure at a track crossing beneath. This overall inspection was complicated by the immediate proximity of the Pennington Avenue bridges. All inspectors had current rail safety certifications and training for the equipment used. |

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| **11/18 - Ongoing** | **ANNUAL NBIS FACILITIES INSPECTION SERVICES \| Maryland Transportation Authority \| Statewide, MD**<br>Bridge Inspection Assistant Team Leader responsible for coordinating access and teams for the annual condition inspection and evaluation, including documenting all inventory data for MDTA bridges on I-95, I-695, I-895, and US 50 over the Chesapeake Bay. Brianna planned, scheduled, and coordinated inspection access for various interstate bridges over highways and waterways, typically made up of multi-girder superstructures. She obtained MOT lane closure and detour permits from City and State agencies, and coordinated weekly work schedules with MDTA, subconsultants, equipment and MOT vendors. Additional responsibilities include: overall facility tracking of inspections and reports for structures assigned to the JV team; hands-on and visual inspections of the facility bridges; recording SI&A and element level condition states; documenting inspection findings in client's web-based application for asset management; reviewing inspection reports generated by other firms to maintain consistency in reporting; processing invoices received from equipment and MOT vendors; preparing progress reports; and coordinating the NDT of pins and parapet tie-downs. |
| **09/17 - 12/18** | **ANNUAL NBIS FACILITIES INSPECTION \| Maryland Transportation Authority \| Statewide, MD**<br>Bridge Inspection Assistant Team Leader responsible for the planning, coordination, and execution of annual condition inspections and evaluations of 64 MDTA-owned bridges on a 60-mi length of I-95 for the JV project team. Brianna coordinated with firms and vendors to perform multiple simultaneous inspections and meet the client's FHWA asset anniversary dates. Brianna personally coordinated obtaining MOT lane closure permits, scheduling equipment, and MOT vendors for 19 bridges. She performed hands-on inspections, including night work, updated SI&A, and element level data collection and generated inspection reports in the client's web-based electronic asset management system. |
| **11/18 - 06/21** | **FACILITIES INSPECTIONS, INSPECTION, FRANCIS SCOTT KEY (FSK) BRIDGE \| Maryland Transportation Authority \| Statewide, MD**<br>Structural Bridge Inspector responsible for developing inspection cost proposal, coordination with subcontractors, owner, and equipment vendors, performing the inspections, and developing reports for physical on-site condition inspections for the Francis Scott Key Bridge as well as all traffic-related structures on the roadways surrounding the bridge. |
| **06/20 - 11/21** | **BRIDGE BWC595001 EMERGENCY INSPECTION AND REHABILITATION \| Maryland Transportation Authority \| Statewide, MD**<br>Structural Bridge Inspector and Load Rating Engineer responsible for initial emergency inspection, drawing repair plans and using load rating analysis software to perform the load rating based on the repair design. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Donald Marinelli, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **19** | |
| TITLE | **Mechanical Engineer / Team Leader** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **ME \| 2010 \| Mechanical Engineering; BS \| 2005 \| Mechanical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 43538 \| LA \| 09/30/2025** | | | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Mechanical Engineering** | |

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| Contract role(s) / brief description of responsibilities | Donald is a NBIS Bridge Inspection Team Leader and a Lead Mechanical Engineer. Certifications: NHI 130055 Safety Inspection of In-Service Bridges; Refresher 130053; FHWA-NHI 130078 Fracture Critical Inspection for Steel Bridges. Donald will serve as a **MOVABLE BRIDGES - MECHANICAL** for this contract. **Donald meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4**   |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **01/20 - Ongoing** | **ALMONASTER AVENUE RAILROAD BRIDGE OVER THE INDUSTRIAL CANAL REHABILITATION \| Port of New Orleans \| New Orleans, LA**<br>Mechanical Engineer for the bridge assessment and complete rehabilitative engineering design required for the partial replacement of this Strauss-heel trunnion bridge. H&H’s 2019 assessment of the circa-1920, National Register of Historic Places eligible bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. H&H developed design plans to replace the span drive and span lock machinery, operating strut, guide assembly, live load bearings, counterweight trunnion pin, and bushing. Main trunnion bearings were rehabilitated. |
| **10/19 - 01/20** | **ANNUAL INSPECTIONS OF ALMONASTER RAILROAD BASCULE BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Mechanical Engineer for an annual structural inspection of the fracture critical steel, primary and secondary steel members, an electrical inspection of the electrical systems and controls, and a mechanical inspection of the machinery. |
| **10/19 - 10/21** | **SEABROOK RAILROAD BASCULE BRIDGE ANNUAL INSPECTION \| Port of New Orleans \| New Orleans, LA**<br>Mechanical Engineer for the annual inspection of the Seabrook Trunnion Bascule Bridge crossing the Inner Harbor Navigation Canal in New Orleans. Services included routine and fracture critical inspection involving the structural, mechanical, and electrical inspection of all components of the bascule, counterweight, and tower spans per the Bridge Safety Management Program. NBIS and element inspection for the entire bridge were also conducted. |
| **06/23 - Ongoing** | **LAPALCO BRIDGE \| Jefferson Parish DPW \| Jefferson Parish, LA**<br>Mechanical Engineer for the design of a six-lane bascule bridge parallel and adjacent to the existing bridge. The new bridge will carry three westbound lanes and the existing bridge will be modified to carry three eastbound lanes plus a pedestrian and bicycle path. The scope includes the design of a new three-lane double-leaf bascule bridge and approach spans that will be north of and parallel to the existing bridge, as well as design modifications to the existing bridge to reconfigure it to include three eastbound lanes plus a pedestrian and bicycle path. H&H’s preliminary design work included a visual mechanical systems inspection. |
| **03/21 - 06/21** | **HOOD CANAL BRIDGE IN-DEPTH INSPECTION \| Washington State DOT \| Statewide, WA**<br>Lead Mechanical Engineer for the mechanical inspection including the lift span hydraulic power units, lift span cylinders, guides and live load bearings, span drive machinery, end lock hydraulic power units, end lock machinery, center lock hydraulic power units, center lock machinery, span support system including the guide roller assemblies, centering pyramids and bumpers, and traffic, barrier and storm gates. |
| **05/18 - 06/18** | **SR 609 MOVABLE BASCULE BRIDGE REHABILITATION \| MDOT \| Ocean Springs, MS**<br>Mechanical Engineer responsible for conducting strain gage balance testing as part of the full rehabilitation design of the SR 609 bascule bridge. Issued as a task-order to the IDIQ Master Bridge Contract, the scope included developing standard and special bridge services, statewide for MDOT. The work included inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. |

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| **08/08 - 08/10** | **WOODROW WILSON MEMORIAL BRIDGE \| Maryland DOT/SHA \| Washington, DC**<br>Mechanical Engineer responsible for preparing trunnion, span lock, and tail lock maintenance manuals for the new bascule leaves, developing load rating for bascule spans, and operating bridge for one year prior to initiation of the asset management contract. The scope included providing engineering support during bridge operations following the construction. Responsibilities included the operation of eight bascule leaves and all ancillary devices from the control house, visual inspection of the machinery rooms, electrical rooms, lock platforms, and pedestrian walkways during openings, troubleshooting during malfunctions and failures, recording electrical measurements during operations and reporting all deficiencies. The new bridge carries twelve lanes of Interstate I-95/495. |
| **03/18 - 10/18** | **MOVABLE BRIDGE ON-CALL INSPECTION & REPAIR SERVICES \| Carload Express & Delmarva Central Railroad \| Middletown, DE**<br>Lead Mechanical Engineer for the coordination, project set up, and project management with Carload Express regarding two movable bridges. Donald led the mechanical inspection of the Tower Drive on the C&D vertical lift bridge. He coordinated project with the Owner, performed the mechanical inspection of the lift bridge components and developed the report for the inspection. He led the investigation of the Seaford Swing Bridge mechanical wedge and miter rail machinery. He inspected the bevel gear set and documented the deteriorated gear teeth, bearing support, and shaft collar. A summary memo with repair recommendations was written and submitted to Carload Express for immediate repairs to the bevel gear set. Donald led the emergency response of the C&D Canal Lift bridge involving the bridge DC Gen-set malfunction. He coordinated with a local electrical contractor and performed on-site troubleshooting to assess the malfunctioning system. It was determined the exciter motor was not functioning properly, and a spare exciter motor was found and installed on-site to restore operations to the bridge. |
| **03/18 - 10/19** | **COW BAYOU SWING BRIDGE INSPECTION \| TxDOT \| Bridge City, TX**<br>Lead Mechanical Engineer for the investigation of the malfunctioning swing bridge. Donald investigated the turning machinery components to determine the cause of the bridge's operational issues. A summary report with repair recommendations was submitted to TxDOT to program replacement of the motor brake. |
| **05/09 - 08/17** | **2008 MDOT/SHA MOVABLE BRIDGE ENGINEERING SERVICES \| Maryland DOT/SHA \| Statewide, MD**<br>Mechanical Engineer for the on-call contract to perform structural, mechanical, and electrical condition inspection, evaluation, and design for emergency bridge repair and/or rehabilitation services of statewide movable bridges for the SHA's Bridge Inspection and Remedial Engineering Division. Responsibilities included planning AASHTO routine inspection of movable bridges statewide, performing the inspection of the mechanical systems at each bridge, inspection report preparation, rehabilitation design, and on-call field assignments because of operational issues. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Jason Biddle, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **13** | |
| TITLE | **Mechanical Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2010 \| Mechanical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 43431 \| LA \| 09/30/2025** | | | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Mechanical Engineering** | |

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| Contract role(s) / brief description of responsibilities | Jason is a NBIS Bridge Inspection Team Leader and a Lead Mechanical Engineer. Certifications: NHI 130055 Safety Inspection of In-Service Bridges; Refresher 130053; NHI 130078 Fracture Critical Inspection for Steel Bridges. Jason will serve as a **MOVABLE BRIDGES - MECHANICAL** for this contract. **Jason meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 5**   |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. |
| **05/17 - 09/22** | **US-17 SWING BRIDGE OVER THE PERQUIMANS RIVER DESIGN-BUILD \| Perquimans County, NC**<br>Mechanical Engineer providing preliminary and final mechanical engineering designs for this swing bridge replacement project that will replace the existing swing bridge with a new, off-line bridge. The swing span structure consists of a center-pivot Warren through truss supporting the concrete deck. Although similar in appearance to the existing swing span, the new span will improve geometrics, increase load carrying capacity and vertical clearance, and include all the conveniences of a modern operational system. Responsibilities for the project include reviewing final detail updates for various portions of the mechanical system prior to release for construction. H&H's responsibilities include the complete design of the new swing span, including structural, mechanical, electrical, and geotechnical engineering. |
| **06/18 - 09/20** | **CITY OF BALTIMORE BRIDGE DESIGN SERVICES ON-CALL CONTRACT \| City of Baltimore \| Baltimore, MD**<br>Mechanical Engineer developed mechanical remedial plans for the Hanover Street Bridge, a double-leaf Rall rolling lift to restore operational capability. Jason developed maintenance contract bid documents to cover routine maintenance for the electrical and mechanical systems at the City's two movable bridges. Responsibilities included developing and reviewing special provisions, maintenance checklist, and cost estimates. Design responsibilities included assessing components to determine the required repairs, developing contract documents (repair details, special provisions, and cost estimates) for the tail lock machinery repairs, and shop drawing review services for the replacement span lock machinery. |
| **04/15 - 08/22** | **REHOBOTH AVENUE BASCULE & SAVANNAH ROAD ROLLING LIFT BRIDGE REHABILITATION \| Delaware DOT \| Lewes, DE**<br>Mechanical Engineer for the rehabilitation of the Rehoboth Avenue Bridge (single-leaf bascule) and Savannah Road Bridge (double-leaf Scherzer rolling lift bascule). Responsibilities included performing the special rehabilitation inspection of the mechanical systems, report preparation, and preparation of rehabilitation documents for mechanical systems. Construction support services were provided during construction including shop drawing review. |
| **06/12 - 02/20** | **I-695 DRAWBRIDGE OVER CURTIS CREEK REHABILITATION \| Maryland Transportation Authority \| Baltimore, MD**<br>Mechanical Engineer for the mechanical rehabilitation of this parallel double-leaf bascule. Jason was responsible for assessing traffic control options with temporary bridge operations options during construction, assessing final machinery configuration options for the replacement of span lock mechanical components, and report preparation. Construction support services provided during the rehabilitation included specialized on-site inspection of the machinery during construction, inspection of the machinery during routine and test operations throughout construction, and assessment of the new span drive machinery reducers after shop testing. |
| **03/17 - 03/18** | **DELDOT MOVABLE BRIDGE MAINTENANCE AND REPAIRS CONTRACT \| Delaware DOT \| Statewide, DE**<br>Mechanical Engineer for the project involving the development of bid documents to perform the cyclical maintenance for DelDOT's eight movable bridges. Repair details were also developed for defects identified in recent inspection reports. Responsibilities for the project include developing bid documents, updating operations and maintenance manuals, developing repair details, and developing maintenance and repair cost estimates. Construction support services were provided including shop drawing review. |

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| **04/11 - 03/17** | **2008 MOVABLE BRIDGE ENGINEERING SERVICES ON-CALL CONTRACT \| Maryland SHA \| Statewide, MD**<br>Mechanical Engineer for on-call contract to design for emergency bridge repair and rehabilitation services of movable bridges: Maryland Ave Bridge (double-leaf Scherzer rolling lift bascule) – Provided on-site engineering support during replacement of the fractured main pinion; Chester River Bridge (double-leaf Scherzer rolling lift bascule) – Provided construction services including shop drawing review for the new motor and motor brake, and on-site engineering support during motor alignment and testing of the new motors; Tilghman Island Bridge (single-leaf Scherzer rolling lift bascule) – Investigated reported coupling and span operation issues; Pocomoke River Bridge (double-leaf trunnion bascule) – Developed repair details for replacement span drive machinery motors to be performed with the installation of new acceleration contractor system; Weems Creek Bridge (swing) – Provided emergency response at the request of Maryland DOT SHA to assess the condition of a cracked slewing cylinder connection bracket. |
| **11/15 - 02/16** | **EMERGENCY OPERATING ROPE REPLACEMENT FOR DULUTH AERIAL LIFT BRIDGE \| City of Duluth \| Duluth, MN**<br>Mechanical Engineer involving the replacement of the vertical lift bridge operating ropes. Responsibilities included on-site engineering support during the tensioning of new operating ropes and initial test operations of the bridge after installation. |
| **12/12 - 01/14** | **FRONT STREET & CEDAR CREEK BRIDGE EMERGENCY REPAIRS \| Delaware DOT \| DE**<br>Mechanical Engineer for the rehabilitation design for emergency repairs. Repairs at the Front Street Bridge (single-leaf bascule) included replacing the motor, brake thrusters, electrical wiring, navigation lights, bascule pier lights, disconnect switches and purging mechanical components of contaminated lubricant. Repairs at the Cedar Creek Bridge (bobtail swing) included replacing electrical wiring, navigation lights, limit switches, flexible lubrication lines, and purging mechanical components of contaminated lubricant. Responsibilities included the development of rehabilitation plans, shop drawing review, and on-site engineering support. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Travis Kimmins, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **6** | |
| TITLE | **Mechanical Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **15** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **MS \| 2003 \| Mechanical Engineering; BS \| 2001 \| Mechanical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 43676 \| LA \| 03/31/2026** | | | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Mechanical Engineering** | |
| Contract role(s) / brief description of responsibilities | Travis is a Mechanical Engineer, who specializes in movable bridge mechanical systems. Travis will serve as a **MOVABLE BRIDGES - MECHANICAL** 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. |
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| **01/20 - Ongoing** | **ALMONASTER AVENUE RAILROAD BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Mechanical Engineer for the bridge assessment, complete rehabilitative engineering design, and construction inspection services required for the partial replacement of the Almonaster Avenue Bridge, a movable Strauss-heel trunnion bridge. H&H’s 2019 assessment of the circa-1920 National Register of Historic Places eligible bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. H&H developed necessary design plans to replace the span drive and span lock machinery, operating strut, guide assembly, live load bearings, counterweight trunnion pin, and bushing. The main trunnion bearings were rehabilitated and repositioned. |
| **10/19 - 01/20** | **ANNUAL INSPECTIONS OF ALMONASTER RAILROAD BASCULE BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Mechanical Engineer for an annual inspection of the Almonaster Avenue Railroad Bascule, which involved a structural inspection of the fracture critical steel, primary and secondary steel members, an electrical inspection of the electrical systems and controls, and a mechanical inspection of the machinery. |
| **11/22 - 08/23** | **SR 605 BASCULE BRIDGE OVER INDUSTRIAL WATERWAY REHABILITATION \| MDOT \| Harrison County, MS**<br>Mechanical Engineer who led the design of the mechanical rehabilitation and providing construction services during construction of these twin double-leaf rolling bascules. The full rehabilitation of SR-605 bascule bridge, issued as a task-order to the IDIQ Master Bridge Contract, included engineering assessment, mechanical, electrical, and structural design in addition to the preparation of Traffic Control Plans. All designs were completed in accordance with AASHTO, FHWA, and MDOT guidelines and specifications. |
| **11/23 - 03/24** | **NASA STENNIS MECHANICAL BRIDGE INSPECTION \| National Aeronautics and Space Administration \| Stennis Space Center, MS**<br>Senior Mechanical Engineer for the in-depth inspection of the mechanical components of the bridge in accordance with AASHTO, NASA Guide for Bridge Inspection, National Bridge Inspection Standards (NBIS), and the most current version of the AASHTO Manual for Bridge Evaluation and other applicable documents. The scope includes inspection of all gearing, shafts, shaft couplings, trunnion bearings, machinery brakes, and center lock assemblies. The inspection report met NASA, NBIS, and MBE requirements. |
| **07/23 - Ongoing** | **H.009730.5 IN-DEPTH BRIDGE INSPECTION OF COMPLEX STRUCTURES \| LADOTD \| Statewide, LA**<br>Mechanical Engineer performing mechanical inspection of complex structures such as cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges statewide under separate task orders. Inspection of two steel truss bridges (Jimmie Davis and Miller’s Bluff) and a vertical lift bridge (West Fork) have been completed to date. |
| **11/20 - 08/23** | **SR 609 BASCULE BRIDGE REHABILITATION \| MDOT \| Ocean Springs, MS**<br>Lead Mechanical Engineer responsible for conducting plans review of mechanical rehabilitation plans involving a full mechanical rehabilitation of the operating machinery as well as the HVAC and plumbing systems for the control house. Construction support services were provided as part of the full rehabilitation of the SR 609 bascule bridge. Issued as a task-order to the IDIQ Master Bridge Contract, the scope included developing standard and special bridge services, statewide for MDOT. The scope of work includes inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. All designs are in accordance with AASHTO, FHWA, and MDOT guidelines and specifications. H&H is currently performing construction phase services for the project. |

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| **02/21 - 02/23** | **DISTRICTWIDE LOCAL GOVERNMENT BRIDGE INSPECTIONS \| FDOT \| Districtwide, FL**<br>Mechanical Engineer assisting on this on-call District 6 Master Work Order Agreement. Services included providing routine and interim inspections of the mechanical and electrical systems on state-owned movable bridges in accordance with federal and state regulations. Inspection reports, outlining detailed inspection findings, and prioritized repair recommendations are provided to the prime consultant. |
| **10/21 - Ongoing** | **OSARC NBIS INSPECTION OF THREE MOVABLE BRIDGES \| MDOT \| Statewide, MS**<br>Mechanical Engineer conducting in-depth inspections of the mechanical and electrical components of three movable bridges for Mississippi Office of State Aid Road Construction. These include the FAS 104/Wittman Road Bridge over Bayou Portage, the Popp's Ferry Road Bridge over Back Bay Biloxi, and the Cedar Lake Road Bridge over the Tchoutacabouffa River. To date, H&H has completed mechanical and electrical inspections of the Bayou Portage Bridge and the Popp's Ferry Bridge. The Cedar Lake Road Bridge is scheduled March of 2022. Upon conclusion of each inspection, H&H will deliver detailed inspection reports outlining the condition of the bridge and making recommendations for rehabilitation or replacement of deficient bridge machinery components. |
| **09/19 - 03/21** | **JUPITER FEDERAL BRIDGE REPLACEMENT \| FDOT \| Jupiter, FL**<br>Senior Movable Bridge Mechanical Construction Engineer responsible for mechanical systems design for this bascule bridge replacement project. H&H served as Engineer of Record for the project, which addresses structural and functional deficiencies of the existing US 1/SR-5 Jupiter Federal Bridge from CR-A1A to Beach Road. The scope included the development of vertical and horizontal alignment for bridge replacement alternatives and study of the resulting impacts. The design incorporated intersection improvements and improved traffic functions at both ends of the approximately 2,960-ft-long project corridor into the bridge replacement design. H&H provided construction inspection support services and quality reviews. |
| **06/23 - Ongoing** | **LAPALCO BRIDGE \| Jefferson Parish DPW \| Jefferson Parish, LA**<br>Mechanical Engineer for the design of a six-lane bascule bridge parallel and adjacent to the existing bridge. The new bridge will carry three westbound lanes and the existing bridge will be modified to carry three eastbound lanes plus a pedestrian and bicycle path. The scope includes the design of a new three-lane double-leaf bascule bridge and approach spans that will be north of and parallel to the existing bridge, as well as design modifications to the existing bridge to reconfigure it to include three eastbound lanes plus a pedestrian and bicycle path. H&H's preliminary design work included a visual mechanical systems inspection. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Marco Lara, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **6** | |
| TITLE | **Electrical Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **13** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2004 \| Electrical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 44115 \| LA \| 03/31/2026** | | | |
| YEAR REGISTERED | **2019** | DISCIPLINE | **Electrical Engineering** | |
| Contract role(s) / brief description of responsibilities | Marco is an Electrical Engineer who specializes in bridge inspection for movable bridge electrical systems. Marco will serve as a **MOVABLE BRIDGES - ELECTRICAL** 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. |
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| **01/20 - 04/23** | **ALMONASTER AVENUE RAILROAD BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Electrical Engineer for the bridge assessment, complete rehabilitative engineering design, and construction phase services required for the partial replacement of this Strauss-heel trunnion bridge. H&H's assessment revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. H&H developed necessary design plans to replace the span drive and span lock machinery, operating strut, guide assembly, live load bearings, counterweight trunnion pin, and bushing. The main trunnion bearings were rehabilitated and repositioned. |
| **04/18 - 08/23** | **SR 609 OVER OLD FORT BAYOU BASCULE BRIDGE REHABILITATION \| MDOT \| Gulfport, MS**<br>Electrical Engineer responsible for electrical inspection and design services as part of the full rehabilitation of SR 609 bascule bridge, as a task-order to the IDIQ Master Bridge Contract which includes developing standard and special bridge services, statewide for MDOT. H&H's scope of work includes inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. All designs are in accordance with AASHTO, FHWA, and MDOT guidelines/specifications. H&H is currently providing construction phase services. |
| **07/23 – Ongoing** | **H.009730.5 IN-DEPTH BRIDGE INSPECTION OF COMPLEX STRUCTURES \| LADOTD \| Statewide, LA**<br>Electrical Engineer for Calcasieu River Vertical Lift Bridge at West Fork. The electrical system routine inspection included inspecting accessible components of the main bridge power distribution, bridge grounding system, motor controls, control systems (panel and consoles), electrical systems for the traffic control lighting system, traffic gate assemblies, traffic resistance barriers, span lock motors, span drive braking system, span drive motors, limit switches and related conduit and wiring. |
| **01/19 - Ongoing** | **LAPALCO BOULEVARD MOVABLE BRIDGE OVER HARVEY CANAL \| Jefferson Parish DPW \| Westwego, LA**<br>Electrical Engineer contributing to the pre-design electrical inspection and resulting Bridge Design Report (BDR) for the rehabilitation and widening of the existing four-lane Lapalco Boulevard project includes rehabilitation to the existing four-lane bridge with three lanes of traffic and a new pedestrian/bike lanes as well as the design of a new three-lane double bascule movable bridge crossing of Harvey Canal to be constructed as an independent structure immediately adjacent and north of the existing bridge with a new operator house. Improvements to bridge and roadway approaches and development of a Traffic Control Plan was also included. |
| **09/23 - 02/24** | **OSARC NBIS INSPECTION OF TWO MOVABLE BRIDGES \| MDOT \| Statewide, MS**<br>Electrical Engineer for in-depth inspections of the electrical components of FAS 104/Wittman Road Bridge over Bayou Portage and the Popp's Ferry Road Bridge over Back Bay Biloxi for Mississippi Office of State Aid Road Construction. Marco completed electrical inspections of the Bayou Portage Bridge and the Popp's Ferry Bridge. He delivered detailed inspection reports outlining the condition of the bridge and made recommendations for rehabilitation or replacement of deficient bridge machinery components. |
| **01/11 - 12/12** | **CENTER STREET SWING BRIDGE \| Ohio DOT \| Cleveland, OH**<br>Electrical Inspector responsible for engineering support and construction inspection of the electrical rehabilitation of a bob-tail swing bridge. A partial electrical system replacement was performed, which included new solid-state drives and motors while retaining and upgrading existing motor controls and wiring for traffic gates, locks, and wedges. |

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| **02/13 - 08/14** | **MARINE PARKWAY VERTICAL LIFT BRIDGE INSPECTION \| MTA Bridges and Tunnels \| New York, NY**<br>Electrical Engineer responsible for in-depth electrical inspection of the existing span drive and synchro-tie motors, auxiliary drive motors, warning gates, limit switches, motor control center, termination cabinets, and control console. Marco witnessed and oversaw voltage, current, and RPM chart recording of all the main motors in the North and South Towers to provide analysis and recommendations to the TBTA. Other responsibilities included insulation resistance (megger) testing and inspection of the main span drive motors. Inspection was performed in accordance with the requirements of FHWA IP 77-10 (Bridge Inspection Manual for Movable Bridges), NYSDOT TA 87-007, and the AASHTO Movable Bridge, Inspection, Evaluation, and Maintenance Manual. |
| **03/18 - 07/19** | **BROREIN STREET BASCULE BRIDGE OVER HILLSBOROUGH RIVER \| Hillsborough County Government \| Tampa, FL**<br>Electrical Engineer responsible for producing and developing calculations and design plans for this double-leaf bascule bridge rehabilitation. This rehabilitation involved replacing aging electrical equipment, such as the main drive motors, brakes, motor control panels, span drive system and lock motor, limit switches, lighting, and upgrading the electrical service. Services included inspections of the structural, electrical, and mechanical components; a BDR; structural, electrical, and mechanical construction plans; Traffic Control Plan; specifications; and engineer's estimate of probable construction cost. |
| **04/09 - 06/13** | **CRESCENT BEACH BRIDGE REHABILITATION (SR 206) \| FDOT \| St. Johns County, FL**<br>Electrical Engineer responsible for rehabilitation of existing double-leaf, trunnion bascule bridge. Rehabilitation consisted of replacement of electrical power and controls with new Motor Control Center (MCC) and programmable logic controller (PLC) and replacement of drum switches and wound rotor motors with flux vector motors, drives, and brakes. Replacement of traffic gates, new open grid decking, and tender house improvements were included. Permit application was created for submarine cable replacement. Provided services included shop inspections, witness testing, field inspection, and estimate of completion. |
| **01/24 - 05/24** | **PORT ARANSAS FERRY MECHANICAL / ELECTRICAL INSPECTION \| TxDOT \| Port Aransas, TX**<br>Electrical Engineer for the inspection of mechanical and electrical systems of Corpus Christi SH 361 Ferry Ramps 1 – 11. Each of the Harbor Island ferry ramp structures consists of a ferry landing with two tower structures supporting a movable span (or ramp), which lowers onto the deck of the ferry. The scope included performing a condition assessment of all electrical and mechanical systems, measurement of motor loads during operation, insulation resistance testing of the motor windings, and identifying deficiencies within the mechanical and electrical systems that require action to improve the operation and reliability of the ramp systems. H&H created reports for the inspection process and element level assessment of the current conditions of the mechanical and electrical systems of the ramps including recommendations for repair, rehabilitations, and improvements. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Andrew Barthle, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **20** | |
| TITLE | **Electrical Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **1** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2003 \| Electrical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 34062 \| LA \| 03/31/2025** | | | |
| YEAR REGISTERED | **2008** | DISCIPLINE | **Electrical Engineering** | |
| Contract role(s) / brief description of responsibilities | Andrew is a Bridge Inspector and Design Engineer for movable bridge electrical systems. Andrew will serve as a **MOVABLE BRIDGES - ELECTRICAL** 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. |
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| **01/20 - 04/23** | **ALMONASTER AVENUE RAILROAD BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Electrical Engineer for the bridge assessment, complete rehabilitative engineering design, and construction phase services required for the partial replacement of this Strauss-heel trunnion bridge. H&H's assessment of the bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. H&H developed necessary design plans to replace the span drive and span lock machinery, operating strut, guide assembly, live load bearings, counterweight trunnion pin, and bushing. The main trunnion bearings were rehabilitated and repositioned. |
| **08/08 - 06/24** | **H.002798.6; BAYOU TECHE SWING BRIDGE AT OAKLAWN \| LADOTD \| St. Mary Parish, LA**<br>Electrical Engineer responsible for providing electrical design calculations, plan preparations, and post-design services for the bridge power distribution and relay-based control system for this movable bridge. Built in 1941, the original National Register of Historic Places eligible bridge was replaced with a new hydraulically-operated swing bridge. H&H provided electrical design for the bascule bridge in line with DOTD's design requirements and standard design details and coordinated closely with the other design disciplines to assure success. All design deliverables were made in accordance with the project schedule. Due to permitting issues, design activities were placed on hold for several years extending the schedule. H&H is currently providing construction phase services for the project. |
| **08/08 - 08/13** | **SP 700-99-0430; JUDGE SEEBER VERTICAL LIFT BRIDGE OVER INNER HARBOR NAVIGATIONAL CANAL \| LADOTD \| New Orleans, LA**<br>Electrical Engineer responsible for overseeing the replacement of the vertical lift bridge's entire electrical system for this Preservation Priority Bridge. The scope included replacing the replay-based control system, and essentially the in-kind replacement of the switched secondary resistance motor drive with synchro-tie skew control. Andrew prepared the initial scoping inspection report and coordinated post design services for the electrical and machinery rehabilitation of a 250-ft tower-drive vertical lift span. |
| **05/18 - 12/18** | **I-110 BRIDGE OVER THE BACK BAY OF BILOXI \| MDOT \| Harrison, MS**<br>Lead Electrical Engineer for routine/fracture critical inspection of I-110 Bridge over the Back Bay of Biloxi for the Mississippi Department of Transportation. Inspection included electrical, mechanical, and structural inspection of all components of the bascule and anchor spans and NBIS and element inspection for the entire bridge. |
| **09/06 - 11/07** | **KCS RAILROAD SWING BRIDGE OVER OUACHITA RIVER \| Kansas City Southern Railway Company \| Monroe, LA**<br>Electrical Engineer responsible for the design, calculations, plan preparation, and specifications for repairs to the bridge electrical system for this hydraulically-operated bridge. Project required replacement of track girders, drum girder repairs, and lateral bracing; retrofit of turning mechanism (bearing wheels and spider rods), rail lifters; and the upgrade of the electrical control system on a new pre-cast pivot pier cap while maintaining railroad traffic and limited navigation closure. |
| **04/18 - 08/23** | **SR 609 OVER OLD FORT BAYOU BASCULE BRIDGE REHABILITATION \| MDOT \| Gulfport, MS**<br>Electrical Engineer of Record responsible for electrical inspection and design services as part of the full rehabilitation of SR 609 bascule bridge (as a task-order to the IDIQ Master Bridge Contract) which includes developing standard and special bridge services, statewide for MDOT. H&H's scope of work includes inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. All designs are in accordance with AASHTO, FHWA, and MDOT guidelines/specifications. H&H is currently providing construction phase services. |

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| **01/19 - 08/20** | **SR 605 OVER INDUSTRIAL WATERWAY CANAL BASCULE BRIDGE REHABILITATION \| MDOT \| Ocean Springs, MS**<br>Electrical Quality Control Engineer responsible for the assessment, design, plan review, and quality control of electrical systems for the SR 605 double-leaf bascule bridge (as a task-order to the IDIQ Master Bridge Contract) which included providing standard and special bridge services, statewide for MDOT. The scope included the inspection of structural, mechanical, and electrical components of the bridge and roadway approaches and the development of maintenance and rehabilitation/repair plans for elements identified during inspection. All designs were prepared in accordance with AASHTO, FHWA and MDOT guidelines & specs. |
| **02/23 - Ongoing** | **VENETIAN CAUSEWAY OVER BISCAYNE BAY \| Miami-Dade County Public Works \| Miami, FL**<br>Lead Electrical Engineer responsible for the delivery of final design and post-design services for the replacement of the double-leaf, rolling-lift bascule bridge (Bridge 10) along the historic Venetian Causeway. The 305-ft replacement bridge includes 77-ft arched approach spans flanking a 151-ft double-leaf bascule span with cruciform aesthetic railings. The bridge is designed to meet the resilience demands of Biscayne Bay including sea-level rise. |
| **05/12 - 10/15** | **MIAMI AVENUE TWIN BASCULE BRIDGES \| Miami-Dade County Public Works \| Miami, FL**<br>Electrical Engineer responsible for the design, calculations, specifications, and plan preparation for electrical system modifications to accommodate new span locks required for $6M rehabilitation of twin double-leaf bascule span constructed in 1985. The project required replacement of bascule span deck grating and span locks, as well as cleaning and painting of steel superstructure. |
| **10/19 - 10/21** | **SEABROOK RAILROAD BASCULE BRIDGE ANNUAL INSPECTION \| Port of New Orleans \| New Orleans, LA**<br>Electrical Engineer for the annual inspection of the Seabrook Trunnion Bascule Bridge crossing the Inner Harbor Navigation Canal in New Orleans. Services included routine and fracture critical inspection involving the structural, mechanical, and electrical inspection of all components of the bascule, counterweight, and tower spans per the Bridge Safety Management Program. NBIS and element inspection were conducted for the entire bridge. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Kenneth Pecquet, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **5** | |
| TITLE | **Electrical Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **5** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2012 \| Electrical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 47471 \| LA \| 09/30/2025** | | | |
| YEAR REGISTERED | **2023** | DISCIPLINE | **Electrical Engineering** | |
| Contract role(s) / brief description of responsibilities | Kenneth is an Electrical Engineer and Inspector. Kenneth will serve as a **MOVABLE BRIDGES - ELECTRICAL** 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. |
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| **12/19 - 08/24** | **H.002798.6 BAYOU TECHE SWING BRIDGE AT OAKLAWN \| LADOTD \| St. Mary Parish, LA**<br>Electrical Engineer responsible for providing post-design electrical design calculations and plan revisions for the bridge power distribution and relay-based control system for this movable bridge. Built in 1941, the original historically significant bridge was replaced with a new hydraulically-operated swing bridge. H&H provided the electrical design for the bridge in line with LADOTD’s design requirements and standard design details and coordinated closely with other design disciplines to ensure success. All design deliverables adhered to the schedule. Due to permitting issues, design was placed on hold for several years extending the schedule. |
| **10/19 - 08/23** | **SR 609 OVER OLD FORT BAYOU BASCULE BRIDGE REHABILITATION \| MDOT \| Gulfport, MS**<br>Movable Bridge Electrical Engineer contributing to the electrical design services for the full rehabilitation of SR 609 bascule bridge, as a task-order to the IDIQ Master Bridge Contract which includes developing standard and special bridge services, statewide for MDOT. The scope of work includes inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. |
| **01/20 - Ongoing** | **ALMONASTER AVENUE RAILROAD BRIDGE OVER THE INDUSTRIAL CANAL REHABILITATION \| Port of New Orleans \| New Orleans, LA**<br>Movable Bridge Electrical Engineer for the bridge assessment, rehabilitative engineering design, and construction inspection services required for the partial replacement of the Almonaster Avenue Bridge, a movable Strauss-heel trunnion bridge’s electrical systems. H&H’s 2019 assessment of the circa-1920, eligible for the National Register of Historic Places bridge revealed improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. H&H developed necessary design plans to replace the span drive/span lock machinery, operating strut, guide assembly, live load bearings, counterweight trunnion pin, and bushing. The main trunnion bearings were rehabilitated and repositioned. |
| **03/19 - 01/20** | **SR 605 MOVABLE BASCULE BRIDGE REHABILITATION \| MDOT \| Harrison County, MS**<br>Movable Bridge Electrical Engineer Intern contributing to the electrical design for the full rehabilitation of SR-605 bascule bridge as a task-order to the IDIQ Master Bridge Contract including engineering assessment, mechanical, electrical, and structural design in addition to the Traffic Control Plans. All designs were completed in accordance with AASHTO, FHWA, and MDOT guidelines and specifications. |
| **10/19 - 09/19** | **ANNUAL INSPECTION OF ALMONASTER RAILROAD BASCULE BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Movable Bridge Electrical Engineer Intern for an annual inspection of the Almonaster Avenue Railroad Bascule, which involved a structural inspection of the fracture critical steel, primary and secondary steel members, an electrical inspection of the electrical systems and controls, and a mechanical inspection of the machinery. |
| **06/19 - 09/19** | **ANNUAL INSPECTION OF SEABROOK RAILROAD BASCULE BRIDGE \| Port of New Orleans \| New Orleans, LA**<br>Movable Bridge Electrical Engineer Intern for the annual inspection of the Seabrook Trunnion Bascule Bridge. This inspection included a structural inspection of the fracture critical steel and primary and secondary steel members, an electrical inspection of the electrical systems and controls, and an inspection of the mechanical systems and machinery. |

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| **07/18 - Ongoing** | **DISTRICTWIDE STATE IN-DEPTH BRIDGE INSPECTIONS CONTRACT, DISTRICT 2 \| FDOT \| Jacksonville Area, FL**<br>Movable Bridge Electrical Engineer for the on-call inspection of movable bridge structures located throughout District 2 under the Master Work Order Agreement. Services included the mechanical and electrical system routine and interim inspections of nine assigned movable bridges in accordance with federal and state regulations. Inspection reports outlining detailed inspection findings and prioritized repair recommendations were provided to the prime consultant. |
| **01/24 - 05/24** | **PORT ARANSAS FERRY MECHANICAL / ELECTRICAL INSPECTION \| TxOT \| Port Aransas, TX**<br>Electrical Engineer for the inspection of mechanical and electrical systems of Corpus Christi SH 361 Ferry Ramps 1 – 11. Each of the Harbor Island ferry ramp structures consists of a ferry landing with two tower structures supporting a movable span (or ramp), which lowers onto the deck of the ferry. The scope included performing a condition assessment of all electrical and mechanical systems, measurement of motor loads during operation, insulation resistance testing of the motor windings, and identifying deficiencies within the mechanical and electrical systems that require action to improve the operation and reliability of the ramp systems. H&H created reports for the inspection process and element level assessment of the current conditions of the mechanical and electrical systems of the ramps including recommendations for repair, rehabilitations, and improvements. |
| **07/23 - Ongoing** | **H.009730.5 IN-DEPTH BRIDGE INSPECTION OF COMPLEX STRUCTURES \| LADOTD \| Statewide, LA**<br>Electrical Inspector performing electrical inspection of complex structures such as cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges statewide under separate task orders. A recent task order included inspection of mechanical components of a vertical lift bridge (West Fork). |
| **10/23 - 01/24** | **BAYOU PORTAGE BASCULE BRIDGE \| Mississippi OSARC \| Pass Christian, MS**<br>Electrical Engineer for in-depth electrical l inspection of this single-leaf bascule bridge which included conditional assessment of the bridge's mechanical and electrical systems. He performed testing of motors, motor brakes, and span locks. Ken evaluated all electrical components and prepared the inspection report. |
| **09/22 - 04/24** | **CEDAR LAKE BRIDGE INSPECTION \| Mississippi OSARC \| Biloxi, MS**<br>Electrical Engineer for in-depth electrical inspection for the swing bridge. He performed testing of electrical service, motors, motor brakes, and span locks. He reviewed previous bridge inspection reports and prepared checklist for field evaluation of corrected and uncorrected deficiencies. Tasks included submitting a detailed report to the client documenting deficiencies and recommendations. |
| **08/23 - Ongoing** | **H.009730.5 LADOTD MOVABLE BRIDGE MANUAL \| LADOTD \| New Orleans, LA**<br>Electrical Engineer responsible for assisting in development of electrical components of LADOTD Movable Bridge Inspection Manual (including details, photos, illustrations, and specific examples); building a lesson plan and materials for the classroom training from the inspection manual; and providing classroom and field training. |

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| FIRM EMPLOYED BY | **Hardesty & Hanover, LLC** | | |  |
| NAME | **Erik Diaz, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **5** | |
| TITLE | **Structural Engineer** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **11** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2008 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 37712 \| LA \| 09/30/2025** | | | |
| YEAR REGISTERED | **2013** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Erik is a NBIS Bridge Inspection Team Leader and a Bridge Load Rating Engineer. Certifications: NHI 130055 Safety Inspection of In-Service Bridges; NHI 130078 Fracture Critical Inspection Techniques for Steel Bridges; Maintenance & Rehabilitation of Historic Bridges (LADOTD). Erik will serve as a **BRIDGE DESIGN & ANALYSIS** 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. |
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| **07/23 – Ongoing** | **H.009730.5 IN-DEPTH BRIDGE INSPECTION OF COMPLEX STRUCTURES \| LADOTD \| Statewide, LA**<br>Structural Engineer performing inspection of complex structures such as cantilever trusses, cable-stayed bridges, steel vertical lift bridges, and plate girder bascule bridges statewide under separate task orders. Inspection of two steel truss bridges (Jimmie Davis and Miller's Bluff) and a vertical lift bridge (West Fork) have been completed to date. |
| **01/20 - Ongoing** | **ALMONASTER AVENUE RAILROAD BRIDGE OVER THE INDUSTRIAL CANAL \| Port of New Orleans \| New Orleans, LA**<br>Structural Engineer for the bridge assessment, rehabilitative engineering design, and construction inspection services required for the partial replacement of the Almonaster Avenue Bridge, a movable Strauss-heel trunnion bridge. H&H's 2019 assessment of the circa-1920, National Register of Historic Places eligible bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although the existing substructure could remain, modifications to other bridge elements were deemed necessary to accommodate the rehabilitated superstructure. All design work is according to Louisiana DOTD Standard and Specifications and reviewed by LADOTD. |
| **08/19 - 08/20** | **SR-605 BASCULE BRIDGE OVER INDUSTRIAL WATERWAY \| MDOT \| Harrison County, MS**<br>Senior Structural Engineer performing the bridge load rating for movable bridge and fixed bridge approaches. Erik contributed to the structural design for the comprehensive rehabilitation of this bascule bridge over the Industrial Waterway. Work on this project included design and detailing of a new PPC pile-supported reinforced concrete generator platform as well as the design and detailing of steel access improvements. All designs are in accordance with AASHTO, FHWA and MDOT guidelines and specifications. Load rating was performed using AASHTOWare BrDR load rating software. |
| **12/12 - 10/15** | **HOUMA NAVIGATION CANAL BRIDGE REHABILITATION \| LADOTD \| Houma, LA**<br>Movable Bridge Structural Engineer responsible for performing bridge inspections to identify repairs for rehabilitation as well as providing bridge rating to identify areas for strengthening. Erik designed and detailed various elements for bridge rehabilitation. |
| **08/19 - 10/19** | **SEABROOK BASCULE BRIDGE BEARING REPAIRS \| Port of New Orleans \| New Orleans, LA**<br>Movable Bridge Field Engineer for the construction of repairs to the concrete bent cap at the toe of the span. Work on this project included design of bent cap strengthening due to cracking at bridge bearing, and tracking contractor progress and construction compliance with design plans. |
| **07/16 - 07/17** | **TWO US-11 BASCULE BRIDGES OVER LAKE PONTCHARTRAIN REHABILITATION \| LADOTD \| Jefferson and St. Tammany Parishes, LA**<br>Senior Movable Bridge Engineer for the comprehensive rehabilitation of one bascule and replacement of another bascule bridge over Lake Pontchartrain. Work on this project included the inspection of old spans, the rehabilitation design development for the north bascule span and fender, as well as the design of construction plans for a new south bascule span. |
| **10/14 - 12/15** | **BRIDGE RATINGS FOR 110 BRIDGES \| LADOTD \| Statewide, LA**<br>Bridge Structural Engineer responsible for developing spreadsheets and processes for rating of several bridge structures. Erik performed load ratings for bridge superstructures and substructures using AASHTOWare BrDR load rating software and Excel. He also developed the bridge load rating reports. |

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| **08/19 - Ongoing** | **LAPALCO BOULEVARD MOVABLE BRIDGE OVER HARVEY CANAL \| Jefferson Parish DPW \| Jefferson Parish, LA**<br>Senior Bridge Engineer for the pre-design inspection and design of a new three-lane double bascule movable bridge crossing of Harvey Canal and the widening of the existing four-lane Lapalco Boulevard to provide a facility carrying three lanes of traffic in each direction. The new bridge is constructed as an independent structure immediately adjacent and north of the existing bridge with a new operator house. The project includes rehabilitation to the existing four-lane bridge with three lanes of traffic and a new pedestrian/bike lane, improvements to bridge and roadway approaches, and development of a Traffic Control Plan. All design work is according to Louisiana DOTD Standard and Specifications and reviewed by LADOTD. Load rating was performed using AASHTOWare BrDR load rating software. |
| **08/19 - 08/23** | **SR 609 MOVABLE BASCULE BRIDGE REHABILITATION \| MDOT \| Ocean Springs, MS**<br>Senior Structural Engineer for full rehabilitation of SR 609 bascule bridge, as a task-order to the IDIQ Master Bridge Contract which included developing standard and special bridge services, statewide for MDOT. Scope of work included load rating modeling and analysis, inspection and rehabilitation of structural, mechanical, and electrical components of the bridge, as well as the roadway approaches and development of maintenance and repair plans. All designs are in accordance with AASHTO, FHWA and MDOT guidelines and specifications. Load rating was performed using AASHTOWare BrDR load rating software. |
| **08/15 - 02/19** | **VERMILLION RIVER VERTICAL LIFT BRIDGES REHABILITATION \| LADOTD \| Vermillion Parish, LA**<br>Senior Structural Engineer for the inspection, rating, and final rehabilitation recommendations report for two steel vertical lift bridges over the Vermillion River. Work on this project included inspection and load rating to identify components of the bridge to be rehabilitated. Evaluation of various alternatives for strengthening the bridge and increasing vehicular vertical clearance. Erik produced engineers cost estimate for repairs and prepared final report of recommendations. |
| **08/23 - Ongoing** | **H.009730.5 LADOTD MOVABLE BRIDGE MANUAL \| LADOTD \| New Orleans, LA**<br>Senior Structural Engineer responsible for assisting in development of structural components of LADOTD Movable Bridge Inspection Manual (including details, photos, illustrations, and specific examples); building a lesson plan and materials for the classroom training from the inspection manual; and providing classroom and field training. The manual will include: bridge inspection principles and overview; movable bridge overview; mechanical, electrical, and structural inspection of movable bridges; operator house; and classroom and field training for electrical, mechanical, and structural. |

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| FIRM EMPLOYED BY | **Collins Engineers South, Inc.** | | |  |
| NAME | **Beau Kamrath, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **8** | |
| TITLE | **Dive Team Leader** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **2** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2013 \| Structural Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 46453 \| LA \| 09/30/2024** | | | |
| YEAR REGISTERED | **2022** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Beau will serve as a **UNDERWATER BRIDGE INSPECTION - TASK LEAD** for this contract. **Beau meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 8** | | |  |



| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
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| **05/24 – Ongoing** | **VDOT STATEWIDE, EMERGENCY UNDERWATER BRIDGE INSPECTION (LOA 112) \| Richmond District, VA**<br>Project Manager and Dive Team Leader. Beau was the responsible for managing the project, preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **01/24 – Ongoing** | **VDOT STATEWIDE, 5 UNDERWATER BRIDGE INSPECTIONS (LOA 97) \| Richmond District, VA**<br>Assistant Project Manager and Dive Team Leader. Beau was responsible for assisting in preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **01/24 – Ongoing** | **VDOT STATEWIDE, 11 UNDERWATER BRIDGE INSPECTIONS (LOA 94) \| Richmond District, VA**<br>Dive Team Leader. Beau was responsible for arranging access equipment, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **07/23 – 02/24** | **VDOT STATEWIDE, 40 UNDERWATER BRIDGE INSPECTIONS (LOA 89) \| Richmond District, VA**<br>Project Manager and Dive Team Leader. Beau was responsible for managing the project, preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/23 – 11/23** | **FHWA-EFLD, 12 UNDERWATER BRIDGE INSPECTIONS \| Nationwide**<br>Dive Team Leader. Beau was responsible for arranging access equipment, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **03/23 – 10/23** | **VDOT STATEWIDE, 6 UNDERWATER BRIDGE INSPECTIONS (LOA 65) \| Richmond District, VA**<br>Project Manager and Dive Team Leader. Beau was responsible for managing the project, preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |

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| **02/23 – 08/23** | **VDOT STATEWIDE, 10 UNDERWATER BRIDGE INSPECTION (LOA 72) | Richmond District, VA**<br>Project Manager and Dive Team Leader. Beau was the Assistant Project Manager and Dive Team Leader. He was responsible for assisting in preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **02/22 – 01/23** | **VDOT STATEWIDE, 13 UNDERWATER BRIDGE INSPECTIONS (LOA 32) | Richmond District, VA**<br>Project Manager and Dive Team Leader. Beau was responsible for managing the project, preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **02/22 – 01/23** | **VDOT STATEWIDE, 34 UNDERWATER BRIDGE INSPECTIONS (LOA 30) | Richmond District, VA**<br>Project Manager and Dive Team Leader. Beau was responsible for managing the project, preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **12/21 – 07/22** | **VDOT STATEWIDE, UNDERWATER BRIDGE INSPECTION (LOA 29) | Richmond District, VA**<br>Project Manager and Dive Team Leader. Beau was responsible for managing the project, preparing the fee estimate, arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, quality control reviews of reports, and submitting final deliverables and invoices. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |

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| FIRM EMPLOYED BY | **Collins Engineers South, Inc.** | | |  |
| NAME | **Joshua Johnson, PE** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **10** | |
| TITLE | **Dive Team Leader** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **9** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2003 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PE No. 27049 \| KY \| 06/30/2025** | | | |
| YEAR REGISTERED | **2010** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Joshua will serve as a **UNDERWATER BRIDGE INSPECTION** for this contract. **Joshua meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 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. |
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| **05/24 – Ongoing** | **ODOT, 11 UNDERWATER BRIDGE INSPECTIONS, DISTRICT 12 \| Ohio DOT \| Statewide, OH**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/24 – Ongoing** | **ODOT, 50 UNDERWATER BRIDGE INSPECTIONS AND 4 BRIDGE HYDROGRAPHIC SURVEYS, DISTRICT 9 \| Ohio DOT \| Statewide, OH**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/24 – Ongoing** | **TDOT, 15 UNDERWATER BRIDGE INSPECTIONS \| TDOT \| Statewide, TN**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **02/24 – Ongoing** | **KYTC, 19 UNDERWATER BRIDGE INSPECTIONS, AND HYDROGRAPHIC SURVEYS (TO 1) \| KYTC \| Statewide, KY**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **01/24 – 05/24** | **ODOT, UNDERWATER BRIDGE INSPECTIONS (TO 2), DISTRICT 11 \| Ohio DOT \| Statewide, OH**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/23 – 11/23** | **FHWA-EFLD, 12 UNDERWATER BRIDGE INSPECTIONS \| Nationwide**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |

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| **02/23 – 12/23** | **KYTC, 8 UNDERWATER BRIDGE INSPECTIONS, AND HYDROGRAPHIC SURVEYS (TO 1) \| KYTC \| Statewide, KY**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/22 – 12/22** | **TDOT, UNDERWATER INSPECTION AND IMAGING OF 9 OFF-SYSTEM BRIDGES (TO 1) \| TDOT \| Statewide, TN**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/22 – 12/22** | **TDOT, UNDERWATER INSPECTION AND IMAGING OF 20 ON-SYSTEM BRIDGES (TO 1) \| TDOT \| Statewide, TN**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/22 – 11/22** | **TDOT, UNDERWATER INSPECTION AND IMAGING OF 19 ON-SYSTEM BRIDGES (TO 2) \| TDOT \| Statewide, TN**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/22 – 09/22** | **TDOT, UNDERWATER INSPECTION AND IMAGING OF 1 OFF-SYSTEM BRIDGE (TO 2) \| TDOT \| Statewide, TN**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **04/22 – 12/22** | **ODOT, 51 ROUTINE UNDERWATER BRIDGE INSPECTIONS (TO 1), DISTRICT 11 \| Ohio DOT \| Statewide, OH**<br>Dive Team Leader. Joshua was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |

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| FIRM EMPLOYED BY | **Collins Engineers South, Inc.** | | |
| NAME | **Andrew Baldwin, EIT** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **5** |
| TITLE | **Dive Team Leader** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** |

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| DEGREE(S) / YEARS / SPECIALIZATION | | **BS \| 2019 \| Civil Engineering** | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | | **EIT No. 74669 \| KY \| 12/02/2029** | |
| YEAR REGISTERED | **2021** | DISCIPLINE | **Civil Engineering** |

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| Contract role(s) / brief description of responsibilities | Andrew will serve as a **UNDERWATER BRIDGE INSPECTION** for this contract. **Andrew meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 8** |


| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
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| **08/24 – Ongoing** | **TXDOT, 48 UNDERWATER INSPECTIONS (WA 5) \| TxDOT \| Statewide, TX**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **06/24 – Ongoing** | **USFWS-SEH, FISHING BRIDGE UNDERWATER INSPECTION \| Vian, OK**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **05/24 – Ongoing** | **ODOT, 11 UNDERWATER BRIDGE INSPECTIONS, DISTRICT 12 \| Ohio DOT \| Statewide, OH**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **03/24 – 03/24** | **TRADEPOINT ATLANTIC, BRIDGE AC-1 UNDERWATER INSPECTION \| Sparrows Point, MD**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **01/24 – Ongoing** | **TXDOT, 63 UNDERWATER INSPECTIONS (WA 3) \| TxDOT \| Statewide, TX**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **03/23 – 11/23** | **FHWA-EFLD, ABOVE-WATER, UNDERWATER, AND FRACTURE CRITICAL BRIDGE INSPECTION \| Nationwide**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |

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| **08/21 – 08/22** | **VDOT, STATEWIDE UNDERWATER BRIDGE INSPECTIONS (LOA 24) \| VDOT \| Northern Virginia District, VA**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **06/21 – 08/22** | **AMTRAK, 52 UNDERWATER BRIDGE INSPECTIONS \| Amtrak \| Nationwide**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **06/21 – 02/22** | **VDOT, STATEWIDE 4 EMERGENCY SCOUR INSPECTIONS (LOA 19) \| VDOT \| Fredericksburg, VA**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **01/21 – 01/22** | **VDOT, STATEWIDE 50 ROUTINE UNDERWATER BRIDGE INSPECTIONS (LOA 17) \| VDOT \| Statewide, VA**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **08/20 – 12/20** | **VDOT, 9 EMERGENCY ABOVE-WATER AND UNDERWATER BRIDGE INSPECTIONS (LOA 55) \| VDOT \| Statewide, VA**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |
| **07/20 – 04/22** | **VDOT, STATEWIDE 89 UNDERWATER BRIDGE INSPECTIONS (LOA 15) \| VDOT \| Statewide, VA**<br>Dive Team Leader. Andrew was responsible for arranging access equipment, scheduling work, performing and leading inspections, gathering field notes, and quality control reviews of reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment as the designated diving supervisor. |

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| FIRM EMPLOYED BY | **Collins Engineers South, Inc.** | | | |
| NAME | **Caroline Knapp, EIT** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **3** |
| TITLE | **Dive Inspector** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2021 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **EIT No. 0420073811 \| VA \| N/A** | | | |
| YEAR REGISTERED | **2021** | DISCIPLINE | **Civil Engineering** | |
| Contract role(s) / brief description of responsibilities | Caroline will serve as a **UNDERWATER BRIDGE INSPECTION** for this contract. **Caroline meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 9** | | | |


| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
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| **05/24 – Ongoing** | **VDOT STATEWIDE, EMERGENCY UNDERWATER BRIDGE INSPECTION (LOA 112) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **05/24 – Ongoing** | **FHWA-EFL, 28 UNITED STATES AIR FORCE BRIDGE INSPECTIONS \| Nationwide**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **02/24 – Ongoing** | **VDOT, 10 UNDERWATER AND 1 ABOVE-WATER AND UNDERWATER INSPECTION (LOA 14) \| VDOT \| Lynchburg District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **01/24 – Ongoing** | **VDOT STATEWIDE, 5 UNDERWATER BRIDGE INSPECTIONS (LOA 97) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **01/24 – Ongoing** | **VDOT STATEWIDE, 11 UNDERWATER BRIDGE INSPECTIONS (LOA 94) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **09/23 – 12/23** | **FHWA EFLD, 5 NATIONAL PARK SERVICES UNDERWATER BRIDGE INSPECTIONS \| Nationwide**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **07/23 – 02/24** | **VDOT STATEWIDE, 40 UNDERWATER BRIDGE INSPECTIONS (LOA 89) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |

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| **05/23 – 11/23** | **FHWA-EFLD, 12 UNDERWATER BRIDGE INSPECTIONS \| Nationwide**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **02/23 – 08/23** | **VDOT STATEWIDE, 10 UNDERWATER BRIDGE INSPECTION (LOA 72) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **07/22 – 03/23** | **VDOT STATEWIDE, 2 UNDERWATER BRIDGE INSPECTIONS (LOA 19) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **02/22 – 08/22** | **VDOT STATEWIDE, ABOVE-WATER AND UNDERWATER BRIDGE INSPECTIONS (LOA 39) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **02/22 – 01/23** | **VDOT STATEWIDE, 13 UNDERWATER BRIDGE INSPECTIONS (LOA 32) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **02/22 – 01/23** | **VDOT STATEWIDE, 34 UNDERWATER BRIDGE INSPECTIONS (LOA 30) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **12/21 – 07/22** | **VDOT STATEWIDE, UNDERWATER BRIDGE INSPECTION (LOA 29) \| VDOT \| Richmond District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **09/21 – 08/22** | **VDOT STATEWIDE, 7 UNDERWATER BRIDGE INSPECTIONS (LOA 27) \| VDOT \| Fredericksburg District, VA**<br>Dive Team Member. Caroline performed inspections, gathered field notes, and wrote reports. Additionally, she performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. She performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |

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| FIRM EMPLOYED BY | **Collins Engineers South, Inc.** | | |  |
| NAME | **Desmond Castillo** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **4** | |
| TITLE | **Dive Inspector** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2022 \| Civil Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **N/A** | |
| Contract role(s) / brief description of responsibilities | Desmond will serve as a **UNDERWATER BRIDGE INSPECTION** for this contract. **Desmond meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 9** | | | 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. |
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| **01/24 – Ongoing** | **TXDOT, 63 UNDERWATER BRIDGE INSPECTIONS (WA 3) \| TxDOT \| Statewide, TX**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **10/23 – 04/24** | **NAVFAC MIDLANT, P930 EVALUATION \| Norfolk, VA**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **09/23 – 05/24** | **NAVFAC MIDLANT, PIERS 12 AND 14 INSPECTIONS \| Norfolk, VA**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **09/23 – 11/23** | **NECHES RIVER INFRASTRUCTURE INSPECTIONS \| City of Beaumont \| Beaumont, TX**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **09/23 – 12/23** | **NAVFAC-EXWC, BANGOR MARGINAL WHARF UNDERWATER INSPECTIONS \| Bangor, WA**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **06/23 – 12/23** | **BERTH 139 WATERFRONT FACILITY INSPECTION \| Port of Tampa \| Tampa, FL**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |

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| **07/23 – 12/23** | **BERTH 6 CONSTRUCTION MANAGEMENT / CONSTRUCTION INSPECTIONS AUXILIARY \| Port Arthur International Public Port \| Port Arthur, TX**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **05/23 – 05/24** | **BAE SYSTEMS JACKSONVILLE SHIP REPAIR, INC., 4K RAILWAY SURVEY AND CERTIFICATION \| Jacksonville, FL**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **05/23 – 06/23** | **BUCKEYE PARTNERS, L.P., EMERGENCY WATERFRONT INSPECTION OF MARRERO TERMINAL DOCK 3 \| Marrero, LA**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **02/23 – 03/23** | **TXDOT, 13 UNDERWATER BRIDGE INSPECTIONS (WO 1) \| TxDOT \| Statewide, TX**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **01/23 – 03/23** | **CHENIERE - SABINE PASS LNG, ABOVE-WATER AND UNDERWATER INSPECTION \| Sabine Pass, LA**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **01/23 – 03/23** | **ORANGE COUNTY ECONOMIC DEVELOPMENT CORPORATION, HUMBLE ISLAND STUDY \| Orange, TX**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |
| **04/22 – 04/22** | **BASF CHEMICALS DIVISION, UNDERWATER RAILROAD BRIDGE INSPECTION \| Freeport, TX**<br>Dive Team Member. Desmond performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. |

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| FIRM EMPLOYED BY | **Collins Engineers South, Inc.** | | |  |
| NAME | **Caleb Klein** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **1** | |
| TITLE | **Dive Inspector** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **5** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **AAS \| 2024 \| Process Operations** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **N/A** | |
| Contract role(s) / brief description of responsibilities | Caleb will serve as a **UNDERWATER BRIDGE INSPECTION** for this contract. **Caleb meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 9** | | | 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. | | | |
| **07/24 – Ongoing** | **USCG - CEU-CLEVELAND, OH, HAWKINS POINT UNDERWATER INSPECTION \| Baltimore, MD**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |
| **06/24 – Ongoing** | **USFWS, FISHING BRIDGE UNDERWATER INSPECTION \| Vian, OK**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |
| **05/24 – Ongoing** | **FHWA-EFL, 28 UNITED STATES AIR FORCE BRIDGE INSPECTIONS \| Nationwide**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |
| **04/24 – Ongoing** | **CSX TRANSPORTATION, INC., B&O PIER UNDERWATER CONSTRUCTION INSPECTION \| Curtis Bay, MD**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |
| **04/24 – Ongoing** | **USCG, 26 ATON INSPECTIONS AND ASSESSMENTS (TO 13) \| Various Locations, TX/FL/PR**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |
| **01/24 – Ongoing** | **TXDOT, 63 UNDERWATER BRIDGE INSPECTIONS (WA 3) \| TxDOT \| Statewide, TX**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |
| **12/23 – 04/24** | **USCG GALVESTON BASE, INSPECTION OF EXISTING BREAKWATER \| Galveston, TX**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. Additionally, he performed standard inspection practices, including crack gauging and concrete-sounding field note preparation. He performed diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |
| **07/23 – 12/23** | **BERTH 6 CONSTRUCTION MANAGEMENT / CONSTRUCTION INSPECTIONS AUXILIARY \| Port Arthur International Public Port \| Port Arthur, TX**<br>Dive Team Member. Caleb performed inspections, gathered field notes, and wrote reports. He performed standard inspection practices and diving operations as a diver using commercial SCUBA or SSA equipment or operated the comms box and diving equipment. | | | |

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| FIRM EMPLOYED BY | **KTA-Tator, Inc.** | | |  |
| NAME | **Robert Lanterman** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **22** | |
| TITLE | **Supervisor-Other (Senior Coatings Consultant)** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **6** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 1999 \| Chemical Engineering** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **NACE Certified Coating Inspector, Level III #13505; SSPC Certified Protective Coatings Specialist #2015-820-136** | |
| Contract role(s) / brief description of responsibilities | Robert is a Senior Coatings Consultant with 28 years of experience in coatings services. He will provide coating condition assessment services. Robert will serve as a **COATINGS/NDT INSPECTION** for this contract. **Robert meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 6** | | | 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. |
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| **03/24 - 04/24** | **LADOTD \| St. Landry Parish, LA**<br>Senior Coatings Consultant. Robert performed document review and coating condition assessment services for the US 190 Krotz Springs Bridges (eastbound and westbound) in St. Landry Parish. He prepared a report detailing the findings of the assessment and providing recommendations for the maintenance of the coating system on this bridge. KTA was a subconsultant. |
| **03/22 - 03/22** | **SOUTH EAST PHILADELPHIA TRANSPORTATION AUTHORITY (SEPTA) \| Philadelphia, PA**<br>Senior Coatings Consultant. Robert evaluated the existing coating condition (visual examination, coating thickness and adhesion measurements, substrate examination, and coating sample procurement) on the eastern end of the Market Street Frankford Elevated Viaduct and provided recommendations on appropriate maintenance strategies, opinions of probable construction cost, and modification of the existing SEPTA surface preparation and coating application specifications for use in bidding the work to prospective contractors. KTA was a subconsultant. |
| **09/21 - 12/21** | **LADOTD \| Baton Rouge, LA**<br>Senior Coatings Consultant. Robert performed a coating condition assessment and assisted with the development of surface preparation, coating application, and environmental/worker protection and containment specifications/drawing notes for the rehabilitation of the IWGO Bridge in Baton Rouge. KTA was a subconsultant. |
| **07/20 - 08/20** | **CUYAHOGA COUNTY (OH) DEPARTMENT OF PUBLIC WORKS \| Cleveland, OH**<br>Senior Coatings Consultant. Robert provided coating condition assessment supervision for coatings laboratory testing, development of a maintenance painting strategy and recommendations, and development of an opinion of probable costs for the maintenance painting of the Denison Harvard Bridge in Cleveland. KTA was a subconsultant. |
| **02/20 - 05/20** | **LADOTD \| Alexandria, LA**<br>Senior Coatings Consultant. Robert provided coating condition assessment services, supervision of coatings laboratory testing, and report preparation for the rehabilitation of the coating system on the Jackson Street (Red River) Lift Bridge. KTA was a subconsultant. |
| **02/18 - 06/19** | **DELAWARE RIVER PORT AUTHORITY \| Gloucester, NJ**<br>Senior Coatings Consultant. Robert provided coating consulting and project engineering services for a coating condition assessment of the NJ approach spans to the Walt Whitman Bridge. He performed a coating condition assessment of the spans to develop future maintenance painting strategies. KTA was a subconsultant. |
| **03/17 - 05/17** | **LADOTD \| Morgan City, LA**<br>Senior Coatings Consultant. Robert performed a coating condition assessment, supervised coatings laboratory testing, and prepared a report with recommendations for the rehabilitation of the coating system on the US 90 Morgan City Bridge and Nearby Structures. KTA was a subconsultant. |
| **02/17 - 03/17** | **LADOTD \| Luling, LA**<br>Senior Coatings Consultant. Robert performed a condition assessment of the weathering steel tower and girders on the I-310 Luling Bridge. He prepared a report detailing the conditions found and providing recommendations for the remediation of the corrosion problems on this bridge. KTA was a subconsultant. |

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| FIRM EMPLOYED BY | **KTA-Tator, Inc.** | | |  |
| NAME | **James Kretzler** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **11** | |
| TITLE | **Supervisor-Other (ASNT Level III)** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **14** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **N/A** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **Level III ASNT #186946** | |

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| Contract role(s) / brief description of responsibilities | James is a ANST Level III Inspector who will establish techniques, procedures, methods, etc. for performing NDE inspections. James is an AWS certified welding inspector #07020431 and he is a NACE Coatings Inspector CIP Level I #54804. James will serve as a **COATINGS/NDT INSPECTION** for this contract. **James meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 7**   |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc. |
| **07/15 - Ongoing** | **KTA STEEL/CONCRETE/NDE GROUP**<br>NDE Department Manager. James is managing the NDE Department of the KTA Steel/Concrete/NDE Group. He has financial and operational responsibilities along with project management, business development, hiring, and training for non-destructive examination services. James is providing Level III services internally for KTA and externally for clients that include writing and reviewing NDE procedures and certifying NDE technicians. He is providing NDE training services for Level II Magnetic Particle and Level II Dye Penetrant inspection as well as Ultrasonic Level I and II classes covering UT thickness, straight beam, and angle beam inspections. |
| **10/21 - 10/21** | **NORTH DAKOTA DEPARTMENT OF TRANSPORTATION \| Bismark, ND**<br>KTA Project Manager. As a sub, James was the KTA project manager for Phased Array Ultrasonic Testing (PAUT) on various bridges throughout North Dakota. |
| **03/16 - 05/16** | **I-10 CALCASIEU BRIDGE \| LADOTD \| Calcasieu Parish, LA**<br>Inspection Supervisor. James supervised the UT inspection of the bridge pins on this structure. He reviewed the inspection data and issued an opinion regarding the condition of the pins. KTA was a subconsultant to another engineering firm. |
| **06/15 - 12/19** | **NEW YORK STATE DEPARTMENT OF TRANSPORTATION \| Albany, NY**<br>KTA Project Manager. As the prime consultant, James was the KTA project manager for CWI/NDT and coating inspection services during the fabrication of bridge girders at various shop locations. KTA provided material sampling services for flat bar and rebar and verifying welding tests in accordance with NYSDOT standards. |
| **12/12 - Ongoing** | **CONNECTICUT DEPARTMENT OF TRANSPORTATION \| Newington, CT**<br>KTA Project Manager. As the prime consultant on three consecutive multi-year statewide contracts, James was and is the KTA project manager for steel and concrete fabrication and coatings inspection services at various shop locations. |
| **12/12 - 07/15** | **PENNSYLVANIA DEPARTMENT OF TRANSPORTATION \| Harrisburg, PA**<br>KTA Project Manager. James was a KTA Supervisor overseeing the inspection responsibilities of QA inspectors on bridge fabrication projects in various shops throughout Pennsylvania and Ohio. He reviewed NDE procedures and completed site audits on NDE technicians and oversaw all NDE activities on various projects. |
| **06/08 - 12/12** | **A&A CONSULTANTS \| Pittsburgh, PA**<br>Structural Steel Inspection Supervisor. As an employee of A&A Consultants, James performed various inspections for the North Shore Connector Project in Pittsburgh. He performed visual and dye penetrant weld examinations for a temporary bridge and shoring on Tony Dorset Drive spanning the “cut and cover” portion of the light rail system. James also provided inspection services on 30 light poles for this project at Jett Industries, Ellwood City, PA in December 2009, and completed MT/VT inspection of splice plate welds on retaining wall pilings and smoke wall rebar in January 2010. |
| **05/08, 12/09, 01/10** | **A&A CONSULTANTS**<br>NDE/CWI Inspections. As an employee of A&A Consultants, James provided NDE and CWI services to three inspection consultant companies, conducted inspections for Pennsylvania Department of Transportation bridge projects involving the fabrication of girders, cross frames, and tooth dams. He managed and trained a staff of nine inspectors. |

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| FIRM EMPLOYED BY | **Chustz Surveying, LLC** | | |  |
| NAME | **Julian Chustz, PLS** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **16** | |
| TITLE | **Surveyor/Supervisor** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **0** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 2012 \| Geomatics** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PLS No.4657 \| LA \| 9/30/2026** | | | |
| YEAR REGISTERED | **2021** | DISCIPLINE | **Professional Land Surveyor** | |
| Contract role(s) / brief description of responsibilities | Julian is a Professional Land Surveyor registered in the state of Louisiana with a minimum of five years experience in underwater imaging. Julian will oversee all field operations and serve as a **SURVEY** for this contract. **James meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 10** | | | 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. |
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| **01/23 - 08/23** | **AUTOMATED REVETMENT SURVEYS ON THE MISSISSIPPI, ATCHAFALAYA, AND RED RIVERS, USACE, NEW ORLEANS DISTRICT, LA, MVN CONTRACT W912P8-20-C-0057**<br>Supervisor. Julian was responsible for data coordination and deliverables. Chustz provided Automated Multibeam surveys for 456 miles on the Mississippi, Atchafalaya and Red Rivers. DGPS and Automated River Gauges were used for control. Deliverables included ASCII XYZ Files and QA/QC Reports. |
| **03/23 - 08/23** | **REVETMENT ANNUAL SURVEYS AND GENERAL HYDROGRAPHIC SURVEYS, USACE, MEMPHIS DISTRICT, MVM CONTRACT W912EE-20-D-0001, TASK ORDER 23F0051**<br>Supervisor. Julian was responsible for data coordination and deliverables. The type of surveys that Chustz provided were Automated Hydrographic utilizing Multibeam on 87 Revetments and Single Beam technology along with Mobile LiDAR from the vessel for 360 miles of the Mississippi River. Deliverables included ASCII XYZ Files. |
| **11/21 - 12/21** | **POST IDA GRAND ISLE SURVEYS, GRAND ISLE, USACE, NEW ORLEANS DISTRICT, MVN CONTRACT W912P8-20-D-0001**<br>Supervisor. Julian was responsible for data coordination and deliverables. Chustz provided Static GPS, Single Beam and Multibeam Hydrographic surveys, Aerial LiDAR, and Aerial Imagery surveys of the Grand Isle jetty system. Deliverables included Static GPS Network Reports, an Orthomosaic, XYZ ASCII Files, and a Final Survey Report. |
| **04/16 - 02/18** | **BRIDGE SURVEYS, SOUTHERN LOUISIANA, DOTD CONTRACT 4400006382**<br>Supervisor. Julian was responsible for data coordination and deliverables. The types of surveys that Chustz provided were Hydrographic Single Beam monitoring of 87 bridges across Southern Louisiana along with additional multibeam surveys as requested. Deliverables included a Survey Reports, Sounding Charts, Field Notes, Annotated Photos, and Bridge Data Charts. |
| **10/16 - 01/218** | **COMITE DIVERSION SURVEYS, NEW ORLEANS DISTRICT, MVN CONTRACT W912P8-15-D-0009, TASK ORDER 38**<br>Supervisor. Julian was responsible for data coordination and deliverables. The types of surveys that Chustz provided were Topographic, Single Beam and Multibeam Hydrographic, Mobile Laser Scanning, Overbanks, Static GPS, and RTK. Deliverables included MicroStation InRoads DGN and DTM files, and ASCII Files. |

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| FIRM EMPLOYED BY | **Chustz Surveying, LLC** | | |  |
| NAME | **James Chustz, Jr., PLS** | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **29** | |
| TITLE | **Contract Project Manager** | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **21** | |
| DEGREE(S) / YEARS / SPECIALIZATION | **Boundary Surveying Classes \| 1983** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **PLS No.4657 \| LA \| 3/31/2026** | | | |
| YEAR REGISTERED | **1992** | DISCIPLINE | **Professional Land Surveyor** | |

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| Contract role(s) / brief description of responsibilities | James is a Contract Project Manager and Professional Land Surveyor registered in the state of Louisiana with five years minimum experience underwater imaging. James will oversee all aspects of surveying and serve as a **SURVEY** for this contract. **James meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 11** |
| Experience dates (mm/yy - mm/yy) | Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. |
| **01/23 - 08/23** | **AUTOMATED REVETMENT SURVEYS ON THE MISSISSIPPI, ATCHAFALAYA, AND RED RIVERS, USACE, NEW ORLEANS DISTRICT, LA, MVN CONTRACT W912P8-20-C-0057**<br>Principal/Surveyor. James was responsible for the overall management of this job. Chustz provided Automated Multibeam surveys for 456 miles on the Mississippi, Atchafalaya and Red Rivers. DGPS and Automated River Gauges were used for control. Deliverables included ASCII XYZ Files and QA/QC Reports. |
| **04/23 - 09/23** | **MISSISSIPPI RIVER GENERAL HYDROGRAPHIC, VICKSBURG DISTRICT, USACE, MVK CONTRACT W912EE-20-D-0001, TASK ORDER 23F0051**<br>Principal/Surveyor. James was responsible for the overall management of this job. The type of surveys that Chustz provided were Hydrographic utilizing Multibeam and Single Beam technology along with Mobile LiDAR from the vessel positioned by DGPS for 297 miles of the Mississippi River. Deliverables included ASCII XYZ Files. |
| **03/22 - 08/22** | **LA 20: LA 304 – LA 307, CHACKBAY, LADOTD H.014728.5**<br>Principal/Surveyor. James was responsible for the overall management of this job. The types of surveys that Chustz provided were Topographic, Single Beam Hydrographic, Aerial LiDAR and Photogrammetry, Static GPS, and RTK. Deliverables included MicroStation InRoads DGN, DTM, and ALG files, Utility Forms, GPS Photos, and ASCII Files. |
| **11/21 - 12/21** | **POST IDA GRAND ISLE SURVEYS, GRAND ISLE, USACE, NEW ORLEANS DISTRICT, MVN CONTRACT W912P8-20-D-0001**<br>Principal/Surveyor. James was responsible for the overall management of this job. Chustz provided Static GPS, Single Beam and Multibeam Hydrographic surveys, Aerial LiDAR, and Aerial Imagery surveys of the Grand Isle jetty system. Deliverables included Static GPS Network Reports, an Orthomosaic, XYZ ASCII Files, and a Final Survey Report. |
| **04/16 - 02/18** | **BRIDGE SURVEYS, SOUTHERN LOUISIANA, DOTD CONTRACT 4400006382.**<br>Principal/Surveyor. James wwas responsible for the overall management of this job. The types of surveys that Chustz provided were Hydrographic Single Beam monitoring of 87 bridges across Southern Louisiana along with additional multibeam surveys as requested. Deliverables included a Survey Reports, Sounding Charts, Field Notes, Annotated Photos, and Bridge Data Charts. |

MEETS MINIMUM LADOTD PERSONNEL REQ.

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| FIRM EMPLOYED BY | **Chustz Surveying, LLC** | | |  |
| NAME | **Mark Huber, CH** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **4** |
| TITLE | **QA/QC Manager** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **40** |
| DEGREE(S) / YEARS / SPECIALIZATION | **N/A** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **Certified Hydrographer No.181 \| National \| 12/31/2024** | | | |
| YEAR REGISTERED | **1995** | DISCIPLINE | **Certified Hydrographer, Survey** | |
| Contract role(s) / brief description of responsibilities | Mark is a Certified Hydrographer with five years minimum experience in underwater imaging. Mark will oversee all hydrographic data collection and processing. Mark will serve as a **SURVEY** 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. |
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| **01/23 - 08/23** | **AUTOMATED REVETMENT SURVEYS ON THE MISSISSIPPI, ATCHAFALAYA, AND RED RIVERS, USACE, NEW ORLEANS DISTRICT, LA, MVN CONTRACT W912P8-20-C-0057**<br>QA/QC Manager. Mark was responsible for the QA/QC of the hydrographic data and final deliverables. Chustz provided Automated Multibeam surveys for 456 miles on the Mississippi, Atchafalaya and Red Rivers. DGPS and Automated River Gauges were used for control. Deliverables included ASCII XYZ Files and QA/QC Reports. |
| **04/23 - 09/23** | **MISSISSIPPI RIVER GENERAL HYDROGRAPHIC, VICKSBURG DISTRICT, USACE, MVK CONTRACT W912EE-20-D-0001, TASK ORDER 23F0051**<br>QA/QC Manager. Mark was responsible for the QA/QC of the hydrographic data and final deliverables. The type of surveys that Chustz provided were Automated Hydrographic utilizing Multibeam and Single Beam technology along with Mobile LiDAR from the vessel positioned by DGPS for 297 miles of the Mississippi River. Deliverables included ASCII XYZ Files. |
| **03/22 - 03/23** | **REGGIO MARSH CREATION AND HYDROLOGIC RESTORATION PROJECT, CPRA CONTRACT 4400022832 TO 1**<br>QA/QC Manager. Mark was responsible for the QA/QC of the hydrographic data and final deliverables. The types of surveys Chustz provided were Topographic, Conventional, Single Beam, and Multibeam Hydrographic, Static GPS, Establishing Baselines, Geodetic Control, Aerial Photogrammetry, Geophysical, and Magnetometer throughout the Marsh area. Deliverables included Plan/Profile Sheets, AutoCAD DWG files, a Detailed Survey Report, Cross Sectional Diagrams, Field Notes, Fully Constrained Static GPS Network, and Final Data in ASCII format. |
| **03/22 - 08/22** | **LA 20: LA 304 – LA 307, CHACKBAY, LADOTD H.014728.5**<br>QA/QC Manager. Mark was responsible for the QA/QC of the hydrographic data and final deliverables. The types of surveys that Chustz provided were Topographic, Single Beam Hydrographic, Aerial LiDAR and Photogrammetry, Static GPS, and RTK. Deliverables included MicroStation InRoads DGN, DTM, and ALG files, Utility Forms, GPS Photos, and ASCII Files. |
| **11/21 - 12/21** | **POST IDA GRAND ISLE SURVEYS, GRAND ISLE, USACE, NEW ORLEANS DISTRICT, MVN CONTRACT W912P8-20-D-0001**<br>QA/QC Manager. Mark was responsible for the QA/QC of the hydrographic data and final deliverables. Chustz provided Static GPS, Single Beam and Multibeam Hydrographic surveys, Aerial LiDAR, and Aerial Imagery of the Grand Isle jetty system. Deliverables included GPS Network Reports, an Orthomosaic, XYZ ASCII Files, and a Final Survey Report. |

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| FIRM EMPLOYED BY | **Chustz Surveying, LLC** | | |  |
| NAME | **Craig Villemarette** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **25** |
| TITLE | **Party Chief** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **4** |
| 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 | Craig is a Party Chief with five years of minimum experience in underwater imaging. Craig will be in charge of daily data collection and the safety of his crew. Craig will serve as a **SURVEY** 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. |
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| **01/23 - 08/23** | **AUTOMATED REVETMENT SURVEYS ON THE MISSISSIPPI, ATCHAFALAYA, AND RED RIVERS, USACE, NEW ORLEANS DISTRICT, LA, MVN CONTRACT W912P8-20-C-0057**<br>Party Chief. Craig was responsible for supervision of his crew and data collection. Chustz provided Automated Multibeam surveys for 456 miles on the Mississippi, Atchafalaya and Red Rivers. DGPS and Automated River Gauges were used for control. Deliverables included ASCII XYZ Files and QA/QC Reports. |
| **04/23 - 09/23** | **MISSISSIPPI RIVER GENERAL HYDROGRAPHIC, VICKSBURG DISTRICT, USACE, MVK CONTRACT W912EE-20-D-0001, TASK ORDER 23F0051**<br>Party Chief. Craig was responsible for supervision of his crew and data collection. The type of surveys that Chustz provided were Automated Hydrographic utilizing Multibeam and Single Beam technology along with Mobile LiDAR from the vessel positioned by DGPS for 297 miles of the Mississippi River. Deliverables included ASCII XYZ Files. |
| **03/23 - 08/23** | **REVETMENT ANNUAL SURVEYS AND GENERAL HYDROGRAPHIC SURVEYS, USACE, MEMPHIS DISTRICT, MVM CONTRACT W912EE-20-D-0001, TASK ORDER 23F0051**<br>Party Chief. Craig was responsible for supervision of his crew and data collection. The type of surveys that Chustz provided were Automated Hydrographic utilizing Multibeam on 87 Revetments and Single Beam technology along with Mobile LiDAR from the vessel for 360 miles of the Mississippi River. Deliverables included ASCII XYZ Files. |
| **04/16 - 02/18** | **BRIDGE SURVEYS, SOUTHERN LOUISIANA, DOTD CONTRACT 4400006382**<br>Party Chief. Craig was responsible for supervision of his crew and data collection. The types of surveys that Chustz provided were Hydrographic Single Beam monitoring of 87 bridges across Southern Louisiana along with additional multibeam surveys as requested. Deliverables included a Survey Reports, Sounding Charts, Field Notes, Annotated Photos, and Bridge Data Charts. |
| **10/16 - 01/18** | **COMITE DIVERSION SURVEYS, NEW ORLEANS DISTRICT, MVN CONTRACT W912P8-15-D-0009, TASK ORDER 38**<br>Party Chief. Craig was responsible for supervision of his crew and data collection. The types of surveys that Chustz provided were Topographic, Single Beam and Multibeam Hydrographic, Mobile Laser Scanning, Overbanks, Static GPS, and RTK. Deliverables included MicroStation InRoads DGN and DTM files, and ASCII Files. |

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| FIRM EMPLOYED BY | **L30 Traffic Consulting, LLC dba L30 Traffic Control** | | |  |
| NAME | **Angela McNulty** | | YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER | **16** |
| TITLE | **President** | | YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) | **13** |
| DEGREE(S) / YEARS / SPECIALIZATION | **BS \| 1997 \| Mechanical Engineering; MBA \| 2000 \| Electronic Commerce Focus** | | | |
| ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE | **N/A** | | | |
| YEAR REGISTERED | **N/A** | DISCIPLINE | **N/A** | |

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| Contract role(s) / brief description of responsibilities | With more than 29 years of operations and consulting experience, Angela has brought her engineering and operations expertise, coupled with her utility and hands-on field experience, to the traffic control industry. She has provided executive and project level consulting services to several Florida agencies, working directly for the Secretary or Agency Director. Agencies served include the Agency for Persons with Disabilities, Department of Children and Families, Department of Management Services and Department of Transportation. Angela models the processes and procedures of the company after the State of Florida Standard Plans/Standard Specifications for work zone applications, the Federal MUTCD, FDOT Design Manual, FDOT Construction Manual and the Construction Project Admin Manual. Her experience from designing products for a Fortune 500 company as a Mechanical Engineer, to leading projects for some of Florida's most vulnerable citizens and implementing safe work zones demonstrate a long-term commitment to public safety. Angela will serve as a **TRAFFIC CONTROL** 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. |
| **Ongoing** | **FDOT HIGHWAY FLY-OVER PROJECT TRAFFIC CONTROL \| FDOT \| Panama City Beach, FL**<br>Traffic Control. Angela provided the following traffic control services and devices for the design and build of a highway fly-over: supplied certified WTSs (Worksite Traffic Supervisors), certified TCTs (Traffic Control Technicians) and certified Flaggers; scheduled and coordinated Traffic Control Officers (with uniform and official police vehicle); provided TMA (Truck Mounted Attenuators) with operators; setup multiple lane closures, flagging operations, crossings and diversions; provided DOT approved temporary traffic control devices (cones, signs, drums, barricades, arrow boards, message boards, attenuator trailers, stop/slow paddles, bridge mounted signs); installed temporary crash cushions; installed temporary and permanent post mounted signs and installed pedestrian detours using LCD channelizing devices. |
| **01/16 - Ongoing** | **MISSISSIPPI COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS \| Mississippi Office of State Aid Road Construction \| Statewide, MS**<br>Traffic Control. Angela provided the following annual traffic control services: supplied certified WTSs, certified TCTs and certified Flaggers; scheduled and coordinated Traffic Control Officers (with uniform and official police vehicle); provided TMA with operators; setup multiple lane closures, flagging operations, crossings and diversions; provided DOT approved temporary traffic control devices (cones, signs, drums, barricades, arrow boards, message boards, attenuator trailers, stop/slow paddles, bridge mounted signs). |
| **10/20 - 10/20** | **US84 OVER MISSISSIPPI RIVER IN-DEPTH INSPECTIONS \| MDOT \| Natchez, MS & Vidalia, LA**<br>Traffic Control. Angela provided traffic control and safety boat services for the in-depth inspection of the twin steel through trusses along US84 over the Mississippi River. Traffic control services included developing traffic control plans; supplying certified WTSs, certified TCTs and flaggers; scheduled and coordinated traffic control officers (with an official police vehicle); provided TMA with operators; provided safety boat with operator; setup an alternating single lane closure with flagging operations; provided approved temporary traffic control devices (cones, signs, drums, barricades, arrow boards, message boards). |
| **06/17 - 06/17** | **MOVABLE BRIDGE IN-DEPTH BRIDGE INSPECTIONS \| MDOT \| Harrison County, MS**<br>Traffic Control. Angela provided traffic control and safety boat services for the in-depth and fracture critical inspections on two bascule bridges (SR605 over the Industrial Waterway, Gulfport, MS; SR609 over Old Fort Bayou, Ocean Springs, MS). L30 worked with Stantec to ensure traffic control operated safely and was maintained through the inspection duration. Angela coordinated with local authorities to have police presence during lane and bridge closures. A traffic control plan was approved by MDOT prior to starting inspection operations. Night time closures were required to operate bridge openings for observation purposes. |

# Section 17

**Photo from the Ohio River Bridges Inspection**

***Stantec Project***

17. **Staff Experience:**

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| FIRM NAME | **Stantec Consulting Services Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **US 82 CABLE STAYED IN-DEPTH BRIDGE INSPECTION** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **N/A** | OWNER'S NAME | **Mississippi Department of Transportation** |
| PROJECT LOCATION | **Washington County, Mississippi** | OWNER'S PROJECT MANAGER | **Scott Westerfield, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **401 North West Street, Jackson, MS 39201 \| 601-359-7200 \| swesterfield@mdot.ms.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **05/16** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$890** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **10/16** | 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.)*

## Stantec conducted an in-depth inspection on the US 82 Cable Stay Bridge, or the Jesse Brent Memorial Bridge, over the Mississippi River located near Greenville in Washington County, MS.

The bridge was opened in 2010 and connects Shives, Arkansas with Refuge, Mississippi. Total bridge length is approximately 2.5 miles with three main spans that are 595.5-ft, 1378-ft, and 595.5-ft long. Responsibilities during the inspection included a routine NBI inspection, element level inspection, fracture critical inspection of the edge girders and floorbeams in the cable stayed spans, hydrographic survey of the river channel, deck elevation survey of the cable stayed spans, hands-on visual inspection of the stay cables and anchorages, and an in-depth cable system inspection.

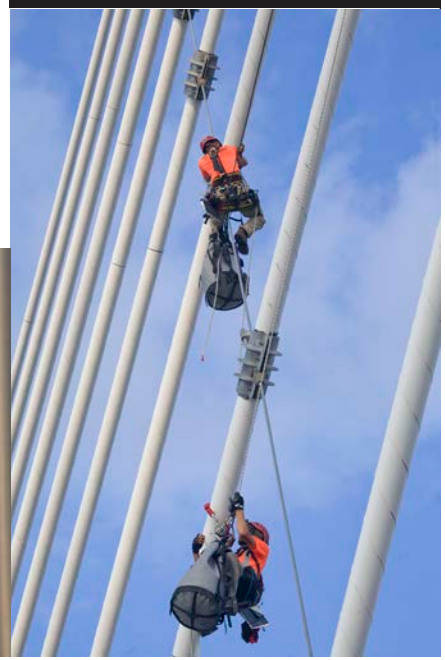
The hands-on inspection of the two main towers and cables was performed using advanced industrial rope access techniques following the safe practice guidelines approved by the Society of Professional Roped Access Technicians (SPRAT). Each cable was repelled from the anchor point in the tower to the anchor point at the deck. Two underbridge-access platform trucks were used to inspect the approach spans which consist of prestressed concrete and structural steel girders. Stantec self-performed the hydrographic survey of the Mississippi River channel using a single beam echo sounder and GPS recording system. Cross sections were produced at 50-ft intervals from 500-ft upstream to 500-ft downstream of the structure. A deck elevation survey of the main spans was performed at night to minimize structure movements and changes due to temperature. Both the hydrographic and deck elevation surveys were compared to existing data provided by MDOT. The in-depth cable and anchorage testing was performed by a subconsultant.

Stantec utilized personnel from seven different offices to complete the inspection. Stantec was responsible for coordinating with traffic control, local entities, and MDOT over the duration of the inspection. The in-depth cable and anchorage testing was completed in June and the remaining inspection activities were completed in July. A draft report was submitted within 30 days after finishing the inspection and a final report was delivered to MDOT 90 days after the inspection.

TEAM MEMBERS INVOLVED: **B. JOHNSON, R. NATALUK, D. CRESSMAN, A. LEITH, M. LAWLER, J. KREBS**

**PROJECT RELEVANCE:**

- ☑ Bridge (NBIS) Inspections
- ☑ Element Level Inspections
- ☑ Fracture Critical Inspections
- ☑ In-Depth Cable Inspections
- ☑ Hydrographic Survey
- ☑ Deck Evaluation Survey
- ☑ Aggressive Field Schedule



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| FIRM NAME | **Stantec Consulting Services Inc.** | | | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **US 84 OVER THE MISSISSIPPI RIVER BRIDGE INSPECTIONS** | | | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **BR-0015-01(125)/106021-106000** | OWNER'S NAME | **Mississippi Department of Transportation** | | |
| PROJECT LOCATION | **Adams County, Mississippi** | | | OWNER'S PROJECT MANAGER | **Neal Terry, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **401 North West Street, Jackson, MS 39201 \| 601-359-7209 \| nterry@mdot.ms.gov** | | | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **08/20** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | | | **$417** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **03/21** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | | | **$183** |

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

## Stantec was assigned by the Mississippi Department of Transportation to perform bridge inspection services on the two trusses along US 84 over the Mississippi River.

**PROJECT RELEVANCE:**

- ☑ Bridge (NBIS) Inspections
- ☑ In-Depth Inspections
- ☑ Element Level Inspections
- ☑ Fracture Critical Inspections
- ☑ UT Pin Testing
- ☑ Bathymetric Survey

Structures 10018 (westbound) and 10019 (eastbound) consist of a series of approach spans (six westbound, five eastbound) starting at the west end in Louisiana with five steel through truss spans crossing the river and terminating on the east bank in Mississippi. Each structure is approximately 4,200-ft long and supported by reinforced concrete substructure units. Inspection activities performed include routine (NBIS and element level) inspection, fracture critical inspection, ultrasonic pin testing (eastbound only), and bathymetric survey of the channel.

An arm's length inspection was performed on all bridge members. A combination of different inspection techniques was used to accomplish the field work. Society of Professional Rope Access Technicians climbers were responsible for inspecting truss members near each tower, specifically upper chords, verticals, diagonals, gusset plates, and lateral bracing. A two-man team, with the use of a manlift on the bridge deck, was responsible for the remaining truss members above deck. The deck and associated elements were observed from the roadway surface within lane closures. Structure 10019 has an access catwalk below deck which was used to deploy climbers to inspect below deck items. An under bridge inspection vehicle was required to access and inspect all below deck elements on Structure 10018. Inspection of the approach spans was accomplished using ladders and a manlift.

A detailed inspection report was developed for each structure in accordance with the AASHTO Manual for Bridge Element Inspection. Each report included bridge information, element level condition assessment, recommended maintenance, bathymetric survey results, fracture critical member schematics, inspection photographs, and detailed defect charts.

TEAM MEMBERS INVOLVED: **B. JOHNSON, R. NATALUK, A. LEITH, D. CRESSMAN, K. BOSWORTH, C. JENKINS, I. KIDNEY, T. KIVI**

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| FIRM NAME | **Stantec Consulting Services Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **TRUSS BRIDGES INSPECTION AND LOAD RATING** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **NBIS (140)/108451-101000** | OWNER'S NAME | **Mississippi Department of Transportation** |
| PROJECT LOCATION | **Itawamba, Leflore, Quitman and Stone Counties, Mississippi** | OWNER'S PROJECT MANAGER | **Neal Terry, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **401 North West Street, Jackson, MS 39201 \| 601-359-7209 \| nterry@mdot.ms.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **12/20** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$461** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **04/22** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$370** |

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

**Stantec was contracted by the Mississippi Department of Transportation (MDOT) to perform in-depth bridge inspections and load rating services in accordance with the National Bridge Inspection Standards (NBIS) for four trusses: Bridge 11766 SR 178 over the Mantachie Canal in Itawamba County (150' truss main span), Bridge 12746 US 82 over the Yazoo River in Leflore County (180' truss main span), Bridge 14175 SR 322 over Coldwater River in Quitman County (120' truss main span), and Bridge 14526 SR 26 over Black Creek in Stine County (150' truss main span).**

**PROJECT RELEVANCE:**

- ☑ Bridge (NBIS) Inspections
- ☑ Element Level Inspections
- ☑ Fracture Critical Inspections
- ☑ AASHTO Load Ratings

An arm's length inspection was performed on all truss primary and secondary members. Access was accomplished through the deployment of Society of Professional Rope Access Technician (SPRAT) safe work practices and guidelines, including aid climbing, grillon climbing, and beam rolling. Inspections were performed and organized to minimize traffic impact and maximize safety.

All in-depth inspection reports were developed in accordance with the AASHTO Manual for Bridge Element Inspection. Each report included the project approach, element level condition assessment, maintenance and repair recommendations, dimension verification of primary members, dimensioned gusset plate drawings, a fracture critical member schematic, defect drawings, and detailed defect chart organized by element and photographs to illustrate observations and findings.

Load ratings are being performed using AASHTOWare BrR in accordance with AASHTO LFR specifications at the request of MDOT. Primary truss members, gusset plates, stringers, and floorbeams are included in the analysis for each bridge. In addition to the standard vehicles as specified by AASHTO, MDOT provided a set of legal load trucks to incorporate in the analyses. Fracture critical inspection and documenting procedures are being updated using the final load rating analysis results.

TEAM MEMBERS INVOLVED: **B. JOHNSON, K. MALPANI, R. NATALUK, K. BOSWORTH, D. CRESSMAN, C. JENKINS, B. BENIFIELD, M. YE**

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| FIRM NAME | **Stantec Consulting Services Inc.** | | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | | **Bridge** |
| PROJECT NAME | **MISSISSIPPI COMPLEX BRIDGE INSPECTION AND LOAD RATING** | | FIRM RESPONSIBILITY (prime or sub?) | | **Prime** |
| PROJECT NUMBER | **NBIS(157)/107621-107000 & NBIS(156)/107621-107100** | OWNER'S NAME | **Mississippi Office of State Aid Road Construction** | | |
| PROJECT LOCATION | **Statewide, Mississippi** | | OWNER'S PROJECT MANAGER | | **David Barrett, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **412 Woodrow Wilson Ave., Jackson, MS 39206 \| 601-359-7129 \| dbarrett@osarc.state.ms.us** | | | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **08/23** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | | | **$1,563** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **Ongoing** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | | | **$1,364** |

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

## The Mississippi Office of State Aid Road Construction implemented a bridge inspection program on bridges that have been identified by county engineers as complex bridges in 2010.

**PROJECT RELEVANCE:**

- ☑ Bridge (NBIS) Inspections
- ☑ Bridge Repair Inspection
- ☑ Initial Repair Inspection
- ☑ Element Level Inspections
- ☑ Fracture Critical Inspection
- ☑ AASHTO Load Ratings
- ☑ Inspection Reporting

Stantec is responsible for performing bridge inspections and determining bridge load ratings for 250+ complex bridges located in 11 different counties in Mississippi. An arm's length inspection is required for each bridge component which requires us to use an underbridge access platform truck on some bridges and introduce truss climbing on others. Structure types range from concrete and steel to timber and masonry. Currently our inventory has one steel truss bridge which requires truss climbers to perform a detailed inspection. All Stantec team leaders are NBI certified.

During field operations, we are responsible for coordinating with local emergency responders and county engineers when traffic is impacted. When a lane or bridge closure is required to perform the inspection, we are responsible for providing the necessary equipment, supplies, and manpower to operate the closure. All closures are in accordance with current MUTCD requirements.

Bridge load ratings are performed in accordance with AASHTO Load Factor Rating (LFR) or Allowable Stress Design (ASD) requirements. Each structure's inspection and load rating results are documented using Assetwise for that particular year. Stantec has been awarded this project on a two-year term contract since 2011. Stantec's inventory on the most recent contract exceeded 170 different bridges.

On the current contract, awarded in 2022, Stantec has completed two work assignments and has two active work assignments.

TEAM MEMBERS INVOLVED: **B. JOHNSON, R. NATALUK, M. LAWLER, J. KREBS, D. CRESSMAN, M. BRODNAX, K. MALPANI, R. CATRON, A. LEITH, C. GREENWELL, M. YE**

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| FIRM NAME | **Stantec Consulting Services Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **SR 28 OVER PEARL RIVER BRIDGE REPAIRS** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **SP-0013-02(037)** | OWNER'S NAME | **Mississippi Department of Transportation** |
| PROJECT LOCATION | **Copiah & Simpson Counties, Mississippi** | OWNER'S PROJECT MANAGER | **Micah Dew, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **401 North West Street, Jackson, MS 39201 \| 601-359-7200 \| mdew@mdot.ms.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **03/24** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$73** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **Ongoing** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$73** |

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

## The bridge, located on SR28, near Georgetown, MS, consists of a 550-ft three-span (150-250-150-ft) continuous steel through truss founded on reinforced concrete piers.

**PROJECT RELEVANCE:**

- ☑ Emergency Damage Inspection
- ☑ Fracture Critical Inspection
- ☑ Repair Plan Development
- ☑ Aggressive Schedule

On March 21, 2024, a hauling vehicle, traveling west, impacted several portals and sway frames due to carrying an oversized load. Several truss members in the main span and east anchor span of the bridge were distorted or fractured, including two main load-bearing posts at the east pier. MDOT requested Stantec to perform a damage inspection to assist with determining the extent of damage. On March 25, 2024, Stantec performed an initial site inspection and followed up with a detailed inspection of the east portion of the bridge on March 28, 2024. Rope access techniques were used to access lower and upper chord members, gusset plates, and floor beams; a bucket truck was used to inspect upper chord, vertical, diagonal, and sway bracing members and connections. During the inspection, member sizes and connection configurations were field verified against the existing plans and shop drawings. An upper chord member was found to have a full depth fracture which prevented opening the bridge to traffic until repairs can be completed. Stantec delivered a summary of findings report, along with repair recommendations, six days after the inspection.

Stantec developed repair plans that include limits of heat straightening and member replacement less than one month from the inspection date. To expedite the design phase, MDOT requested the stability analysis and member design be included in the construction contract. The project was advertised in May 2024. Stantec will provide construction support services which will include reviewing contractor submittals, performing site observations, and addressing requests for information.


TEAM MEMBERS INVOLVED: **B. JOHNSON, M. BRODNAX, R. CATRON**

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| FIRM NAME | **Hardesty & Hanover, LLC** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **LADOTD IN-DEPTH INSPECTION OF COMPLEX STRUCTURES** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **4400023511 H.009730.5** | OWNER'S NAME | **Louisiana Department of Transportation and Development** |
| PROJECT LOCATION | **Statewide, LA** | OWNER'S PROJECT MANAGER | **Stephanie Doolittle, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **1201 Capitol Access Road, Baton Rouge, LA 70804 \| 225.379.1329 \| Stephanie.doolittle@la.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **07/23** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$5,000** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **Ongoing** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$4,980** |

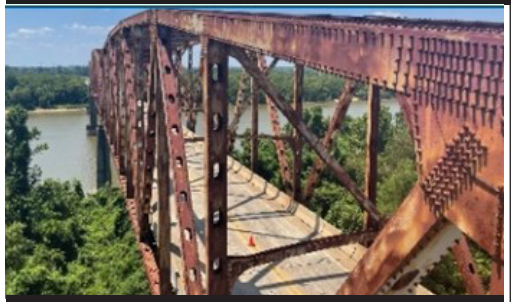
*Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)*

## This is an ongoing 5-year contract for LADOTD.

Red River Miller's Bluff

**PROJECT RELEVANCE:**

- ☑ Assessment of Complex Movable Bridges
- ☑ Fracture Critical Inspection of Truss & Floor System
- ☑ NBIS/AASHTO Element Level Inspections
- ☑ Mechanical & Electrical Systems Engineering



Red River Jimmie Davis

Calcasieu River West Fork

After the first round of inspections, an inspection report was submitted to LADOTD according to the schedule of deliverables. H&H updated and uploaded the element inspection data to LADOTD's software program. The structural inspections consisted of hands-on observation of all members of the superstructures by means of under bridge inspection vehicle (UBIV) or man lift. The UBIV was used for the inspection of the floor system members, bearings, the underside of all decks and concrete piers below the deck. Routine inspection of the vertical lift span of the Calcasieu River (West Fork) Bridge mechanical system included inspecting accessible components of the machinery for the span drive, span support, span guides, span locks, and traffic barriers and gates. The electrical system routine inspection included inspecting accessible components of the main bridge power distribution, bridge grounding system, motor controls, control systems (panel and consoles), electrical systems for the traffic control lighting system, traffic gate assemblies, traffic resistance barriers, span lock motors, span drive braking system, span drive motors, limit switches and related conduit and wiring.

- The Red River Miller's Bluff and Jimmie Davis structural inspections were each two-day inspections that included traffic control, two UBIs, one man lift, rescue boat, and general inspection tools. For each inspection, a six person H&H structural inspection team completed the required deliverables within 40-days.
- The Calcasieu River West Fork structural inspection was a three-day inspection that included traffic control, one UBI, one man lift, rescue boat, and general inspection tools. A four-person H&H mechanical and electrical inspection team spent a total of four days in Lake Charles, LA. The Calcasieu River bridge was built as a movable bridge, although it is not in operation. LADOTD requested H&H to inspect the mechanical and electrical components in lieu of reopening. The teams completed the required deliverables within 40 days of the inspection.

TEAM MEMBERS INVOLVED: **FRED WETEKAMM; ERIK DIAZ; KEN PECQUET; MARCO LARA**

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| FIRM NAME | **Hardesty & Hanover, LLC** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **IDIQ MOVABLE BRIDGE ANNUAL INSPECTION FOR THE ALMONASTER AND SEABROOK AVENUE RAILROAD BRIDGES** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **N/A** | OWNER'S NAME | **Port of New Orleans** |
| PROJECT LOCATION | **New Orleans, LA** | OWNER'S PROJECT MANAGER | **Randy P. Songy, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **1201 Capitol Access Road, Baton Rouge, LA 70804 \| 504-528-3308 \| randy.songy@portnola.com** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **10/18** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$505** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **12/22** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$500** |

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

## Under the 2019 IDIQ Movable Bridge Inspection and Load Rating for the Port of New Orleans, H&H has been performing Annual NBIS bridge assessment services for two movable bridges: the Almonaster Avenue Bridge and Seabrook Avenue Bridge.

**PROJECT RELEVANCE:**

- ☑ Assessment of Complex Movable Bridges
- ☑ Fracture Critical Inspection of Truss & Floor System
- ☑ NBIS/AASHTO Element Level Inspections
- ☑ Repair Recommendations, Estimates & Rehab Design
- ☑ Structural Analysis & Load Ratings
- ☑ Mechanical & Electrical Systems Engineering
- ☑ Non-Destructive Testing

The Annual Inspections included the comprehensive examination of the structural, mechanical, and electrical systems for each complex movable bridge.

The Almonaster Avenue Bridge is a movable Strauss-heel trunnion bridge that crosses over the Industrial Canal and provides two vehicular lanes and a single railroad track crossing down the center of the span. H&H's 2019 assessment of the circa-1920 bascule bridge revealed that improvements to the electrical and mechanical systems, superstructure, and counterweight were required to return this bridge to its full operating capability. Although, the existing substructure could remain, modifications were deemed necessary to accommodate the rehabilitated superstructure. H&H developed the necessary bridge remedial design recommendations for full rehabilitation of this movable bridge.

Seabrook Avenue Bridge

Almonaster Avenue Bridge

H&H engineers and NBIS-certified inspection staff performed routine and fracture critical inspection of the bascule, counterweight, and tower span for the Seabrook Trunnion Bascule Bridge crossing the Inner Harbor Navigation Canal (IHNC). NBIS and element structural inspection consisted of a visual and hands-on examination of the bascule spans, tower span, counterweight truss, counterweight, and the fender system. The underside inspection consisted of hands-on examination of the bascule span stringers and floor beams, as well as a cursory inspection of the east and west approaches. This included both a walk-through visual examination and audible observations of the pins, trunnions, span locks and operating machinery. Also observed were the lighting and warning systems of the approach roadways, navigation channel, and pier buildings. Nondestructive testing of eight pins were performed.

TEAM MEMBERS INVOLVED: **FRED WETEKAMM; RYAN NOLAN; ERIK DIAZ; DON MARINELLI; TRAVIS KIMMINS; ANDREW BARTHLE; KEN PECQUET; MARCO LARA**

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| FIRM NAME | **Hardesty & Hanover, LLC** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **2018-2020 MDOT IDIQ COMPREHENSIVE BRIDGE ENGINEERING SERVICES** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **N/A** | OWNER'S NAME | **Mississippi Department of Transportation** |
| PROJECT LOCATION | **Harrison County, Mississippi** | OWNER'S PROJECT MANAGER | **Neal Terry, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **401 North West Street, Jackson, Mississippi 39215 \| 601-359-7209 \| nterry@mdot.ms.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **05/18** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$3,500** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **Ongoing** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$3,400** |

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

**H&H was selected to provide movable bridge engineering services under the MDOT IDIQ Master Contract to provide standard and special bridge services, statewide.**

The projects included in this contract were:

**I-110 Biloxi Back Bay Bascule Bridge:** H&H performed a Routine and Fracture Critical, Routine, and NBIS Element Level Inspection for all structural, mechanical, and electrical components of the complex movable bridge comprising a twin double-leaf rolling bascule bridge, with a cast-in-place concrete deck that carries four lanes of interstate traffic and a pedestrian walkway. Routine structural inspection consisted of a visual and hands-on examination of the approach spans, bascule spans and anchor spans, and the fender system. Fracture critical inspection consisted of a hands-on examination of the bascule span girders and floor beams, and the girders of both anchor spans. Routine mechanical and electrical inspection included a trunnion examination, span locks and operating machinery. A Final Report was prepared with a findings summary and proposed recommendations for bridge maintenance and repair.

**PROJECT RELEVANCE:**

- ☑ Long Span - Complex Movable Bridge
- ☑ IDIQ Delivery For Bridge Inspection & Design
- ☑ NBIS/AASHTO Element Level Inspections
- ☑ Routine & Fracture Critical Bridge Inspection
- ☑ Repair Recommendations, Estimates & Rehab Design
- ☑ Mechanical & Electrical Engineering
- ☑ Work Zone Traffic Control
- ☑ Construction Support Services
- ☑ Access: Boats, Barge W/Mainlift, Snoopers, Ladders, Catwalks

**SR-609 Bascule Bridge:** H&H performed load rating and a site assessment and developed rehabilitation design plans for the structural, mechanical, and electrical components of this complex movable bridge. Structural work included removal of the existing paint system (lead abatement) and repainting all structural steel, replacing the existing grid deck, structural strengthening of the bascule leaves, replacing all high strength connection bolts exhibiting corrosion with mechanically-galvanized high strength bolts (A325), repairing cracks in structural steel, and repairing deck joints. Mechanical work included removing and replacing machinery with AASHTO compliant machinery (trunnions, span locks). Electrical work included replacing the emergency generator, motor control center, motor drives, span motors, brakes, all conduits and wiring, submarine cable and cabinets, and bascule pier navigation lighting. H&H is currently providing construction phase services for the project.

**SR-605 Bascule Bridge over Industrial Seaway Canal:** H&H performed load rating and a site assessment, developed rehabilitation design plans for the structural, mechanical, and electrical components of this complex movable bridge involving roadway approaches, operator house, and developed maintenance and repair plans, preparation of work zone traffic control plans, and construction support services. Structural work included removal of the existing paint system (lead abatement) and repainting all structural steel, replacing the existing grid deck, structural strengthening, replacing all high strength connection bolts exhibiting corrosion with mechanically-galvanized high strength bolts (A325), repairing cracks in structural steel, and repairing deck joints. Mechanical work included removing and replacing machinery with AASHTO compliant machinery (trunnions, span locks). Electrical work included replacing the emergency generator, motor control center, motor drives, span motors, brakes, all conduits and wiring, submarine cable and cabinets, and bascule pier navigation lighting. H&H is currently providing construction phase services project.

TEAM MEMBERS INVOLVED: **FRED WETEKAMM; ERIK DIAZ; KEN PECQUET; MARCO LARA**

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| FIRM NAME | **KTA-Tator, Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **KROTZ SPRINGS BRIDGE** | FIRM RESPONSIBILITY (prime or sub?) | **Sub** |
| PROJECT NUMBER | **4400025311 task order** | OWNER'S NAME | **LADOTD (Hardesty & Hanover, LLP – prime consultant)** |
| PROJECT LOCATION | **St. Landry Parish, LA** | OWNER'S PROJECT MANAGER | **Babak "Bobby" Naghavi, PE, PH, PhD – Hardesty & Hanover** |
| OWNER'S ADDRESS, PHONE, EMAIL | **3850 N. Causeway Blvd, Suite 1625, Metairie, LA 70002 504-605-7940 bnaghavi@hardestyhanover.com** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **02/24** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$5,000** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **04/24** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$12** |

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

## The Krotz Springs Bridge is owned and operated by LADOTD.

**PROJECT RELEVANCE:**
☑ Steel Coating Assessment

The bridge was constructed in 1973 and consists of eastbound and westbound structures. Each bridge carries two lanes of vehicle traffic over the Atchafalaya River in Krotz Springs, Louisiana. The bridges consist of a 3-span truss main span that measures 780 ft. The coating history indicates that the westbound bridge was last coated in December of 2017 and the eastbound bridge was last coated in May of 2016, both with a coating system consisting of a zinc epoxy primer, epoxy intermediate, and urethane finish.

In September 2023, as a subconsultant to Hardesty & Hanover, LLP, KTA performed a coating condition assessment on both structures. The purpose of this assessment was to determine the coating of the existing coatings on the structure in order to develop a maintenance painting strategy for the bridge.

A visual assessment of the coated surfaces was conducted to determine the type, extent, and location of coating breakdown and corrosion on the structure. Coating thickness, number of coats, and adhesion were determined using appropriate instrumentation. Samples were removed for further laboratory examination to determine if toxic metal concentrations were present in the existing coatings and to generically identify the coating type. Photographs of typical coating conditions were taken. The results of the field and laboratory testing, a discussion of those results, and photographs were included in a report prepared and submitted to Hardesty & Hanover.

TEAM MEMBERS INVOLVED: **R. LANTERMAN**

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| FIRM NAME | **KTA-Tator, Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **JACKSON AVENUE (RED RIVER) LIFT BRIDGE** | FIRM RESPONSIBILITY (prime or sub?) | **Sub** |
| PROJECT NUMBER | **4400013322, TO #1** | OWNER'S NAME | **LADOTD (Gresham, Smith Partners – GSP – prime consultant)** |
| PROJECT LOCATION | **Alexandria, LA** | OWNER'S PROJECT MANAGER | **John Weres, PE, GSP** |
| OWNER'S ADDRESS, PHONE, EMAIL | **10000 Perkins Rowe, Suite 280, Baton Rouge, LA 70810 \| 225-960-5480 \| john.weres@greshamsmith.com** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **002/20** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$5,000** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **05/20** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$11** |

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

## The Jackson Avenue (Red River) Lift Bridge in Alexandria, Louisiana carries two lanes of traffic over the Red River.

**PROJECT RELEVANCE:**
☑ Steel Coating Assessment

The main span is a through truss design with a 300' vertical lift span centered between the two towers.

Under Gresham Smith's task order agreement with LADOTD, KTA completed a coating condition assessment of this bridge. The coating condition assessment was conducted on February 18 and 19, 2020. The purpose of this assessment was to determine the coating of the existing coatings on the structure in order to develop a maintenance painting strategy for the bridge.

A visual assessment of the coated surfaces was conducted to determine the type, extent, and location of coating breakdown and corrosion on the structure. Coating thickness, number of coats, and adhesion were determined using appropriate instrumentation. Samples were removed for further laboratory examination to determine if toxic metal concentrations were present in the existing coatings and to generically identify the coating type. Photographs of typical coating conditions were taken. The results of the field and laboratory testing, a discussion of those results, and photographs were included in a report prepared and submitted to Gresham Smith. A discussion of various maintenance painting options was presented along with recommendations for the maintenance painting of this structure.

TEAM MEMBERS INVOLVED: **R. LANTERMAN**

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| FIRM NAME | **KTA-Tator, Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **PHASED ARRAY UT INSPECTION OF BRIDGE PINS** | FIRM RESPONSIBILITY (prime or sub?) | **Sub** |
| PROJECT NUMBER | **N/A** | OWNER'S NAME | **North Dakota DOT (Fickett Structural Solutions – prime consultant)** |
| PROJECT LOCATION | **Various locations throughout North Dakota** | OWNER'S PROJECT MANAGER | **Todd Demski (Fickett)** |
| OWNER'S ADDRESS, PHONE, EMAIL | **11425 Hanson Blvd. NW, Minneapolis, MN 55433 \| 763-285-7963 \| tdemski@fickettinc.com** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **10/21** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$200** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **10/21** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$21** |

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

**In October 2021, as a subconsultant to Fickett Structural Solutions (Fickett), KTA provided Phased Array Ultrasonic Testing (PAUT) of bridge pins on various bridges throughout the state of North Dakota.**

**PROJECT RELEVANCE:**
☑ Ultrasonic (PAUT) Pin Testing

PAUT is used to detect component failures and can be applied for inspection of welds, thickness measurements, corrosion inspection, and flaw detection.

The KTA NDE Inspector conducted the PAUT testing in accordance with NDDOT specifications, KTA standard operating procedures, and NDDOT/Fickett contract documents. The KTA NDE Inspector prepared daily inspection reports to document the activities and findings as witnessed at each bridge location. The reports were submitted to the Engineer after review by the KTA Project Manager. Material requiring rework was not released until properly repaired.

TEAM MEMBERS INVOLVED: **J. KRETZLER**

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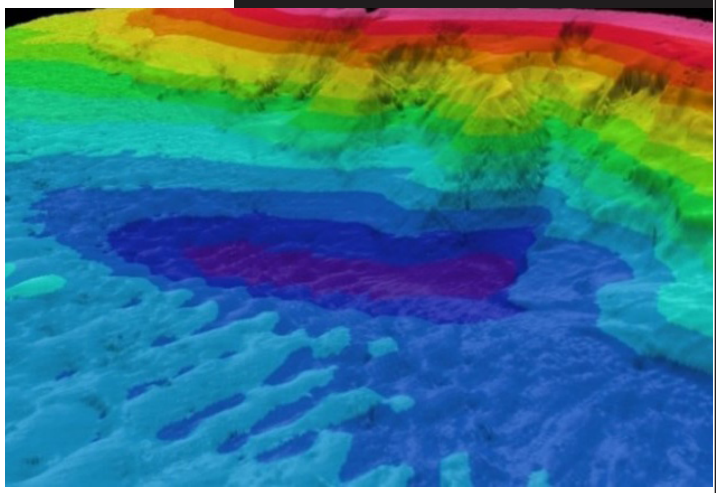
|---|---|---|---|
| FIRM NAME | **Chustz Surveying, LLC** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Survey** |
| PROJECT NAME | **MISSISSIPPI, ATCHAFALAYA, AND RED RIVER REVETMENT SURVEYS** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **W912P8-20-C-0057** | OWNER'S NAME | **New Orleans District Army Corps of Engineers** |
| PROJECT LOCATION | **New Orleans District, LA** | OWNER'S PROJECT MANAGER | **M. Damien French** |
| OWNER'S ADDRESS, PHONE, EMAIL | **7400 Leake Ave, New Orleans, LA / 504-862-1865 / Michael.d.french@usace.army.mil** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **01/23** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$1,182** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **08/23** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$1,182** |

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

**Chustz Surveying (CSI) was tasked to perform the Multibeam Hydrographic Surveys for the Automated Revetment Surveys on the Mississippi, Atchafalaya and Red Rivers including the Old River Control Channels from Mile 326.0 to Mile 0.0 utilizing multibeam hydrographic and real time mobile terrestrial laser scanning survey methods.**

**PROJECT RELEVANCE:**

- ☑ *Crewed and uncrewed underwater imaging surveys*
- ☑ **Vessel mounted mobile laser scanning**



CSI developed a strategic work plan to cover as much geographic area as possible deploying multiple survey vessels on all three waterways to efficiently collect the data. Data was collected and regulary transmitted to the office for processing, editing, combining and transmittal. A Riegl VZ400  3D laser scanner, an EdgeTech 6205S2 side scan/multibeam system, an R2Sonic 2024, an R2Sonic 2022, and our Echoboat unmanned survey drone equipped with a R2Sonic 2020 multibeam echosounder were used to perform these tasks, each with its own specialized application.

The hydrographic data was processed by highly trained technicians with the latest version of HYPACK while the laser data is processed with Terrascan. All of the current data is compared to historical data as part of our QA/QC process prior to transmittal.

TEAM MEMBERS INVOLVED: **JAMES CHUSTZ; JULIAN CHUSTZ; MARK HUBER; CRAIG VILLEMARETTE**

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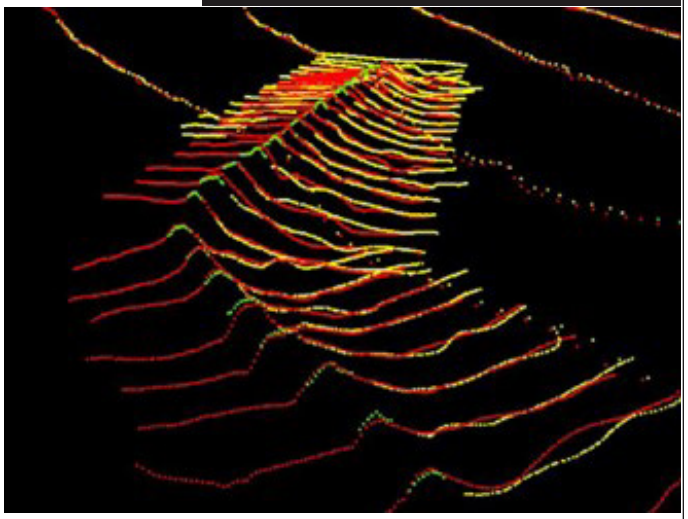
|---|---|---|---|
| FIRM NAME | **Chustz Surveying, LLC** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Survey** |
| PROJECT NAME | **MISSISSIPPI RIVER GENERAL HYDROGRAPHIC SURVEYS** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **W912EE23F0051** | OWNER'S NAME | **Vicksburg District Army Corps of Engineers** |
| PROJECT LOCATION | **Vicksburg District, MS** | OWNER'S PROJECT MANAGER | **Steve Harmon** |
| OWNER'S ADDRESS, PHONE, EMAIL | **4155 Clay St., Vicksburg, MS / 601-631-7539 / Steven.K.Harmon@usace.army.mil** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **04/23** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$529** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **09/23** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$529** |

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

**CSI has been awarded the district's Mississippi River General Hydrographic Surveys project since 2004 and has successfully completed each task order on our ahead of schedule.**

**PROJECT RELEVANCE:**

- ☑ Underwater Imaging Surveys
- ☑ Vessel Mounted Mobile Laser Scanning



These task orders consisted of surveying 297 miles of the Mississippi River, separated into 15 single beam reaches and two multibeam reaches. Single beam cross sections were collected at 0.2 mile intervals from bank to bank and at 100 foot intervals over each dike. Bank to bank surveys were required for the Multibeam reaches as well, covering 19.7 miles. All survey operations were overseen by a Certified Hydrographer and a registered PLS.

All staff gauges were referenced to published MRC benchmarks and strategicly set along each reach, with readings twice a day, providing the most accurate corrections for each day's work. For this work effort, CSI deployed four hydrographic survey vessels, one equipped with an EdgeTech 6205S2 side scan/multibeam system and a VZ400 3D laser scanner, and three single beam hydrographic survey vessels equipped with CEESCOPE and Odom CV100 single beam echosounders. With water levels extremely low, CSI utilized our multibeam/3D laser scanning vessel and collected bankline LiDAR data for all 297 miles of river, allowing the project to continue under the low water conditions.

The data was processed and QC'd utilizing the latest Hypack and Fledermaus software. All LiDAR data was then merged with the hydrographic data for a seamless dataset covering the required limits of the project. This is the first time LiDAR data was collected for the entirety of this project. It was then compared to our historical data and analyzed. Once the final QC checks were completed by a registered PLS, the data was compiled for delivery and transmitted to the USACE.

This job displays our ability to utilize the necessary manpower and equipment to overcome obstacles and complete the job in a timely and efficent manner, demonstrating or ability to exceed the requirements of this solicitation. CSI has received exceptional ratings on this project since 2004.

TEAM MEMBERS INVOLVED: **JAMES CHUSTZ; JULIAN CHUSTZ; MARK HUBER; CRAIG VILLEMARETTE**

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| FIRM NAME | **Chustz Surveying, LLC** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Survey** |
| PROJECT NAME | **SOUTH LA BRIDGE MONITORING HYDROGRAPHIC SURVEYS** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **H.008768** | OWNER'S NAME | **Coastal Protection and Restoration Authority** |
| PROJECT LOCATION | **South Louisiana** | OWNER'S PROJECT MANAGER | **Eric Lanier** |
| OWNER'S ADDRESS, PHONE, EMAIL | **1201 Capitol Access Rd., Baton Rouge, LA / 225-379-1101 / Eric.Lanier@la.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **04/16** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$738** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **02/18** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$738** |

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

## CSI was asked to perform the Hydrographic Single Beam Monitoring Surveys at 87 bridges across the Southern Region of Louisiana.

**PROJECT RELEVANCE:**
☑ **Underwater Imaging Surveys**


The survey involved cross sections across each body of water with depths recorded at specific intervals as per each bridge.

To achieve this, first, control and alignment was verified at each site utilizing RTK survey methods. The hydrographic surveys were obtained using Differential Global Positioning Systems (DGPS) for horizontal positioning of the survey vessel and the supplied baselines at each bridge. Vertical control was available at each bridge and supplied by the DOTD.

A single beam hydrographic survey crew was deployed to each bridge at the specified dates to be surveyed and they conducted the surveys in a timely and efficient manner. 3rd Order levels were used to measure the water surface elevation for vertical control.

In addition to the planned monitoring surveys, CSI was also tasked with collecting multibeam hydrographic data at the US 190 Sabine River bridge crossing near Merryville, LA due to high waters and possible scouring. We quickly deployed our 28 ft vessel equipped with an R2Sonic 2024 multibeam system and collected the data right away. CSI was also tasked with conducting another multibeam survey at the LA 511 Jimmie Davis bridge crossing and locating the bridge piling footings underwater. We were able to successfully complete the survey and locate the footings as part of this effort.

The hydrographic data was processed by highly trained technicians with the latest version of HYPACK and supplied spreadsheets were filled out with the sounding information. All bridges were photographed and any debris was noted and reported to the DOTD within 24 hours. All of the current data is compared to historical data as part of our QA/QC process prior to transmittal.

CSI has extensive experience with hydrographic surveying and is very confident in our ability to collect the most accurate data.

TEAM MEMBERS INVOLVED: **JAMES CHUSTZ; JULIAN CHUSTZ; CRAIG VILLEMARETTE**

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| FIRM NAME | **Collins Engineers South, Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **STATEWIDE UNDERWATER BRIDGE INSPECTIONS** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **88-3IDP5001** | OWNER'S NAME | **Texas Department of Transportation** |
| PROJECT LOCATION | **Statewide, Texas** | OWNER'S PROJECT MANAGER | **Graham Bettis** |
| OWNER'S ADDRESS, PHONE, EMAIL | **125 E. 11th Street, Austin, TX 78701 / 512.416.2567 / Graham.bettis@txdot.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **02/23** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$566 to date** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **Ongoing** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$254 to date** |

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

## As prime consultant, Collins was awarded one of two Statewide Underwater Bridge Inspection Master Contracts for the Texas DOT.

**PROJECT RELEVANCE:**

- ☑ Underwater Inspection
- ☑ IDIQ Contract

The Texas DOT has 55,175 bridges, more than any other state and double the number of the state with the second-most bridges. Of those bridges, 43,193 are over water, and 30 are international bridges between Texas and Mexico.

To date, Collins has completed 4 work authorizations, including 106 underwater bridge inspections. The inspections included all submerged portions of the substructure and foundation bridge elements within the waterway from the waterline to the mudline. Collins performed Level I inspections on 100% of all inspected elements, Level II inspections on 10% of the inspected elements, and Level III inspections, as needed. Non-destructive testing was conducted on steel piles using an ultrasonic thickness gauge to determine section loss. Collins paid particular attention to any cracks, spalling, erosion, exposure, and deterioration of concrete, timber, steel substructures, piling, and abutments. Soundings were taken to depict the stream bottom along the bridge's centerline and any evidence of scour around the substructure elements upstream and downstream.

Before mobilizing, Collins developed a Bridge Underwater Inspection Plan, dive plan, and job hazard analysis for each bridge inspection. Following completion of the field inspections, Collins prepared a Bridge Underwater Inspection Report for each structure, including bridge inventory information, inspection findings, prioritized repair recommendations, scour assessment, drawings, above-water and underwater photographs, and NBIS condition ratings. Diving operations were completed in accordance with ADCI Consensus Standards and OSHA regulations 29 CFR Part 1910, Subpart T-Commercial Diving Operations. A combination of commercial scuba and surface-supplied air diving equipment was used. All project operations were completed in accordance with NBIS 23 CFR 650 Subpart C, the FHWA Bridge Inspector's Reference Manual, FHWA's "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges," AASHTO's Manual for Bridge Element Inspection, and all other applicable FHWA, federal, state, and local regulations and specifications. All reports were entered into TXDOT's AssetWise Database.

TEAM MEMBERS INVOLVED: **BEAU KAMRATH; ANDREW BALDWIN; DESMOND CASTILLO; CALEB KLEIN**

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|---|---|---|---|
| FIRM NAME | **Collins Engineers South, Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **UNDERWATER BRIDGE INSPECTIONS (SB20170817)** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **46369** | OWNER'S NAME | **Virginia Department of Transportation** |
| PROJECT LOCATION | **Statewide, Virginia** | OWNER'S PROJECT MANAGER | **Brett Frazer, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **1401 East Broad Street, Richmond, VA 23219 / 302.371.2734 / Brett.Frazer@vdot.virginia.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **04/18** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$3,027** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **08/22** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$1,515** |

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

## As prime consultant, Collins was retained to inspect bridges underwater in all 9 Districts within Virginia.

**PROJECT RELEVANCE:**

- ☑ Underwater Inspection
- ☑ IDIQ Contract

To date, underwater bridge inspections have been performed on 269 bridges and culverts. Bridges ranged in size from simple span structures over stream crossings to large moveable structures crossing large bodies of water and included routine, in-depth, and emergency inspections.

The inspections included all submerged portions of the substructure and foundation bridge elements within the waterway from the waterline to the mudline. Collins performed Level I inspections on 100% of all inspected elements, Level II inspections on 10% of the inspected elements, and Level III inspections, as needed. Non-destructive testing was conducted on steel piles using an ultrasonic thickness gauge to determine section losses resulting from corrosion and on timber piles using corings to determine the presence and extent of deterioration resulting from wood borer (teredo) infestation. Soundings were taken with a continuous recording fathometer to depict the stream bottom along the centerline of the bridge and to depict any evidence of scour around the substructure elements both upstream and downstream. Acoustic imaging was performed on larger structures to obtain a comprehensive view of the substructure units and surrounding channel bottom. Before mobilizing, Collins developed a Bridge Underwater Inspection Plan, dive plan, and job hazard analysis for each bridge inspection. Following completion of the field inspections, Collins prepared a Bridge Underwater Inspection Report for each structure, including bridge inventory information, inspection findings, prioritized repair recommendations, scour assessment, drawings, above-water and underwater photographs, and NBIS condition ratings.

Diving operations were completed in accordance with ADCI Consensus Standards and OSHA regulations 29 CFR Part 1910, Subpart T-Commercial Diving Operations. A combination of commercial scuba and surface-supplied air diving equipment was used. All project operations were completed in accordance with VDOT's IIM-S&B-27.8, NBIS 23 CFR 650 Subpart C, the FHWA Bridge Inspector's Reference Manual, FHWA's "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges," AASHTO's Manual for Bridge Element Inspection, and all other applicable FHWA, federal, state, and local regulations and specifications.

TEAM MEMBERS INVOLVED: **BEAU KAMRATH; ANDREW BALDWIN; CAROLINE KNAPP**

| | | | |
|---|---|---|---|
| FIRM NAME | **Collins Engineers South, Inc.** | PAST PERFORMANCE EVALUATION CATEGORY(IES)* | **Bridge** |
| PROJECT NAME | **ABOVE-WATER AND UNDERWATER INSPECTION AND LOAD RATING OF BRIDGE AND TUNNEL STRUCTURES** | FIRM RESPONSIBILITY (prime or sub?) | **Prime** |
| PROJECT NUMBER | **DTFH7117D00003L** | OWNER'S NAME | **Federal Highway Administration - Eastern Federal Lands Highway Division** |
| PROJECT LOCATION | **Nationwide** | OWNER'S PROJECT MANAGER | **Marcus Miller, PE** |
| OWNER'S ADDRESS, PHONE, EMAIL | **Quantum Park, 22001 Loudoun County Pkwy, Suite E2-3-300, Ashburn, VA 20147 \| 703.404.6252 \| Marcus.Miller@fhwa.dot.gov** | | |
| SERVICES COMMENCED BY THIS FIRM (MM/YY) | **05/18** | TOTAL CONSULTANT CONTRACT COST ($1,000's) | **$5,653** |
| SERVICES COMPLETED BY THIS FIRM (MM/YY) | **12/23** | COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's) | **$4,910** |

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

**PROJECT RELEVANCE:**

- ☑ Underwater Inspection
- ☑ IDIQ Contract

## As prime consultant, Collins was retained to perform above-water and underwater inspections, load ratings, and scour assessments of bridges and tunnels.

Many structures were inspected under the contract, including bridges having configurations of single and continuous span, multibeam, girders, box beams, frames, slabs, trusses, suspension, arches, and culverts. In addition, several tunnels have been inspected. The materials inspected have included concrete, reinforced concrete, prestressed concrete, masonry, steel, and timber.

Under the current contract, Collins performed 1,025 bridge and tunnel inspections, including 65 underwater inspections.

Collins performed varying types inspections, including routine, fracture-critical, initial, in-depth, and element-level throughout multiple national parks, including the National Capital Region (NCR) and Baltimore-Washington Parkway, Veteran Health Administration (VHA) facilities, National Cemetery Association (NCA), Department of Defense (DoD) facilities, and national forests. The inspections included the substructure, superstructure, deck, and traffic and safety features for each structure and identified any structural and functional deficiencies. The inspection procedures conformed to the requirements of the AASHTO Manual for Bridge Element Inspection; 23 CFR 650 Subpart C, NBIS, and Federal Lands Highway Division (FLH) Policies.

Collins performed the routine underwater inspection at 24 facilities throughout the National Park Service (NPS) system and multiple Department of Defense (DoD) facilities. The inspections consisted of a Level I inspection of all substructure units within the waterway from the high-water mark to the mudline, with Level II inspections performed on 10% of the substructure units, and soundings around each inspected substructure unit. Due to the various size and remote and non-remote locations of the bridges, a combination of commercial scuba and surface-supplied air diving equipment was used.

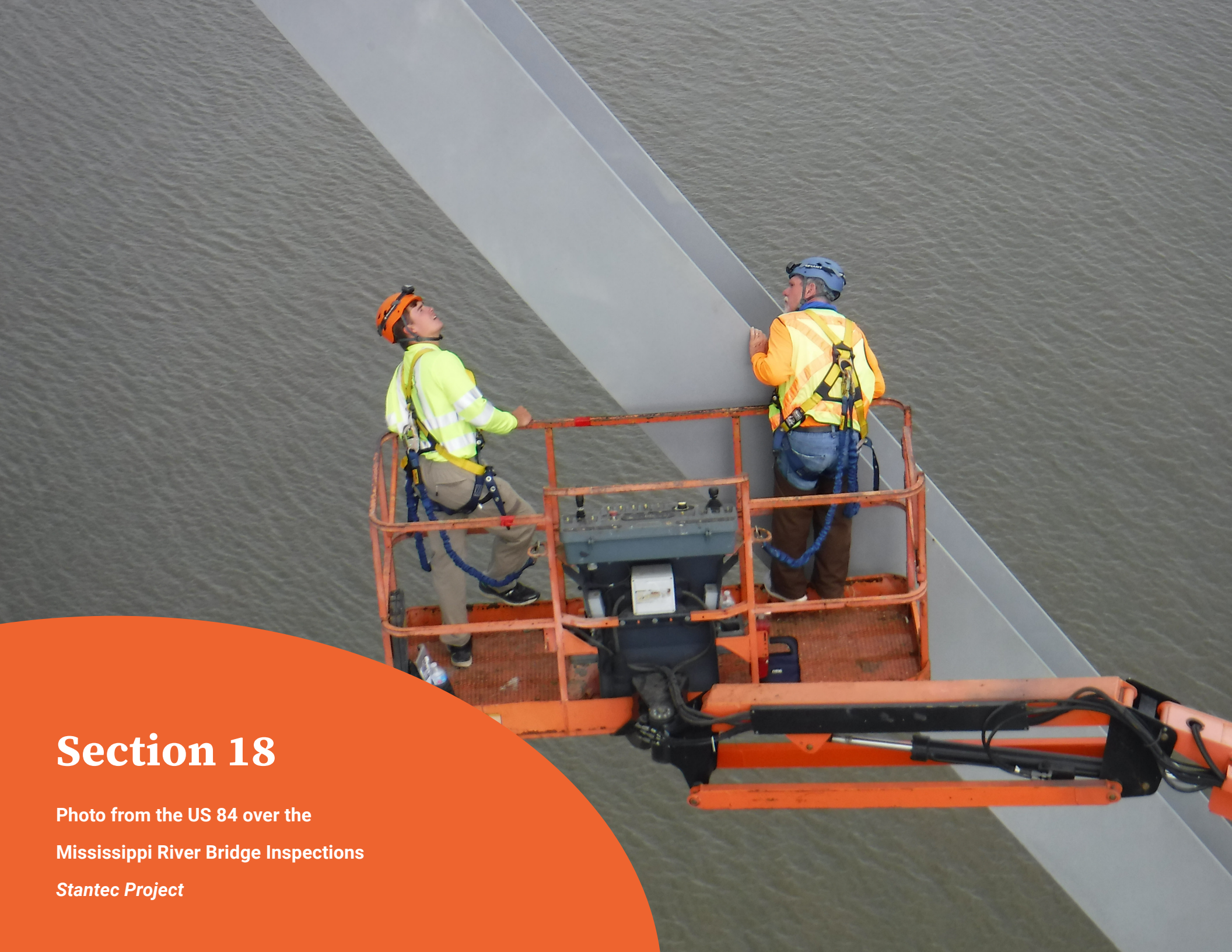
TEAM MEMBERS INVOLVED: **BEAU KAMRATH; JOSHUA JOHNSON; ANDREW BALDWIN; CAROLINE KNAPP**

# Section 18

**Photo from the US 84 over the**

**Mississippi River Bridge Inspections**

***Stantec Project***



18. **Approach and Methodology:**

## PROJECT UNDERSTANDING

The Louisiana Department of Transportation and Development (DOTD) is seeking to select qualified bridge inspection consultants to assist with the inspection and evaluation of complex bridge structures within the state to satisfy requirements of the National Bridge Inspection Standards (NBIS) and Specifications for the National Bridge Inventory (SNBI). With the Federal Highway Administration (FHWA) targeted conversion date from NBIS to SNBI set for March 2025, this contract will include collecting necessary data in accordance with SNBI requirements as directed. Schedules will follow all DOTD, NBIS, and SNBI requirements, as well as meet these and all FHWA regulations and guidelines. Inspections will be started in the month assigned according to the recorded bridge frequency.

**CHALLENGES THAT MAY ARISE BEFORE OR DURING TASK ORDERS:**

- Assigning Appropriate Staff
- Determining Access Methods
- Identifying Constraints / Restrictions
- Impacts During Inspections (Roadways, Waterways, Rails, etc.)
- SNBI Conversion (Data)
- Coordination between services

Inspections may consist of routine, in-depth, and fracture critical (Non-redundant Steel Tension Member, NSTM) evaluations of cable stayed, suspension, truss and movable structures. Additional services may include collecting SNBI data, collecting data on submerged elements using underwater divers, assessing steel coating systems, performing ultrasonic testing on truss pins and assemblies, surveying channel cross-sections with hydrographic and underwater imaging techniques, and verifying bridge alignment and vertical clearances using topographic surveying. All work and proposed staff will follow and meet the requirements of the NBIS, SNBI, DOTD Bridge Inspection Manual, AASHTO Manual for Bridge Evaluation, and other DOTD, FHWA, and AASHTO references as stated. InspectX, or other DOTD approved software, will be used to document inspection findings, element quantities, condition states, streambed profile, and other relevant inspection information and recommendations.

## TEAM COMPOSITION

**Stantec** is an industry leader in the field of bridge inspection and will serve as the prime consultant to manage task orders as assigned by DOTD. We have assembled a highly specialized team that meets or exceeds requirements outlined in the contract advertisement, including all personnel qualifications, applicable specifications, and applications. **Brian Johnson, PE will serve as Project Manager** for this contract. He will supervise each task order to ensure DOTD expectations and requirements are met. Currently, he serves as the project manager on the Bridge Preservation IDIQ for DOTD. He brings 24 years of experience in bridge engineering and has managed an annual inspection contract with the Mississippi Office of State Aid Road Construction since 2010.

Stantec has teamed with Hardesty & Hanover (complex and movable bridge inspections), Collins Engineers South, Inc. (underwater inspections), Chustz Surveying, LLC (surveying & underwater imaging), KTA-Tator, Inc. (coating assessment, non-destructive evaluation & testing), and L30 Traffic Control (traffic control) to deliver the needed services as outlined in attachment "A" of the advertisement. This team has the depth, experience, and flexibility to perform multiple large and complex inspection tasks concurrently.

Judge Seeber Lift Bridge over Industrial Canal Rehab

## SPECIALIZED SERVICES

Additional services that might be required to complete an in-depth inspection:

**Maintenance of Traffic** and **Safety Boat** operations during inspection activities will be overseen and performed by ***L30 Traffic Control*** with assistance from ***Stantec*** in developing traffic control plans.

**Bridge Access** may include rope access. ***Stantec*** has 35 Society of Professional Rope Access Technicians (SPRAT) personnel that work fulltime as inspectors.

**FAA Part 107 Drone Pilots** from our ***Stantec*** bridge inspection teams can support by providing high resolution photography, video, and 3D modeling.

**Railroad Coordination** will be performed by ***Stantec*** under the direction of ***Ross White***. He has extensive experience working with railroad companies.

**Bridge Load Rating and Emergency Rehabilitation Designs Services** will be managed and overseen by our seasoned ***Stantec*** bridge engineers.

## TEAM APPROACH & METHODOLOGY

The Stantec Team has been performing long-span, complex, and movable bridge inspections for many decades. With this experience, we have a refined Project Management Framework that will serve as a guide throughout each task order and assist with mitigating identified challenges.

***PROJECT MANAGEMENT FRAMEWORK:***

*Each task order will go through the following framework:*

- Initial Assessment
- Scoping Meeting & Project Setup
- Project Kickoff Meeting
- Pre-Inspection Mobilization
- Field Inspection
- Inspection Reporting
- Quality Assurance / Quality Control
- Repair / Rehab Plans & Load Capacity (if required)

**TYPICAL BRIDGE INSPECTION SCHEDULE**

| INSPECTION PROCESS | DURATION | MONTHS 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Initial Assessment | 15 days | | | | | | | | | | |
| Scoping Meeting / Project Setup | 30 days | | | | | | | | | | |
| Kickoff Meeting w/ DOTD | 1 day | | | | | | | | | | |
| Pre-Inspection Mobilization | 20 days | | | | | | | | | | |
| Internal Kickoff Meeting | 1 day | | | | | | | | | | |
| Field Inspection | Varies | | | | | | | | | | |
| Inspection Reporting | | | | | | | | | | | |
| Draft Inspection Report | 30 days | | | | | | | | | | |
| DOTD Review / Comments | 15 days | | | | | | | | | | |
| Final Inspection Report | 15 days | | | | | | | | | | |
| QA/QC | Varies | | | | | | | | | | |
| Traffic Control Implementation | - | | | | | | | | | | |
| Progress Meetings | - | | | | | | | | | | |
| Load Capacity Analysis* | - | | | | | | | | | | |
| Repair/Rehabilitation Plans* | - | | | | | | | | | | |

*if required LEGEND: Office Work Field Work DOTD Review Meetings

**Initial Assessment -** Upon receiving a task order from DOTD, our Team will review the assigned bridge(s) and request available data. Using this data, we will assess structure location and type, anticipated inspection access, services needed (routine, fracture critical, underwater, coating assessment, NDE, survey), and how quickly to mobilize depending on DOTD's urgency. When necessary, a seasoned team leader (TL) will perform field reconnaissance to gather information that cannot be determined from available data. While performing this initial assessment, we will request a scoping meeting with the DOTD PM. A tentative inspection plan, schedule, and a Quality Management Plan (QMP), specific for this task, will be prepared and presented to the DOTD PM prior to the scoping meeting.

**Scoping Meeting & Project Setup -** The scoping meeting's primary purposes are to establish a clear understanding of project goals and discuss concerns related to public/traffic impacts during the inspection. Additional agenda items will include identifying key personnel (Stantec Team & DOTD); establishing communication protocols with DOTD; reviewing previously provided data to ensure it is complete; reviewing our proposed inspection plan, schedule, and QMP; identifying permit approvals (if any); determining ongoing construction operations at or near the site for coordination purposes; and establishing reporting requirements. We will incorporate a progress meeting schedule tailored to structure complexity and anticipated inspection duration. Our team will distribute minutes to the attendees for review which will be the basis of developing the task order scope and work hour estimate.

**Project Leaders will consist of the Project Manager, QA/QC Manager, Field Supervisor, and Team Leader(s). Additional roles will be assigned based on inspection needs and requirements.**

**Project Kickoff Meeting -** After negotiating final work hours, we will request a notice to proceed and, if necessary, a project kickoff meeting. The goal of this meeting will be to review and adjust our inspection plan to accommodate any changes that may have occurred from the initial scoping meeting.

Fracture Critical Inspection of US 82 Cable Stayed Bridge Over Mississippi River

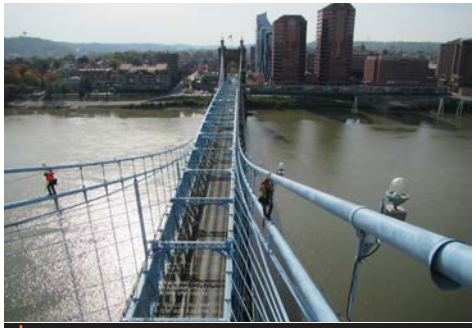
**Pre-Inspection Mobilization -** During this time, we will develop a thorough inspection plan which will include the following: 1) Document review – perform a thorough document review of previous inspection reports, load ratings, and construction documents. This will allow inspection team members to prepare appropriately for the inspection, organize field note sheets, and familiarize themselves with any special emphasis elements and NSTM / fracture critical details. 2) Traffic control plan – prepare and submit a traffic control plan to the appropriate DOTD District. 3) Permits (if applicable) – prepare and submit relative permit applications. (e.g. local municipality approvals for lane closures, right of entry for railway or navigable waterway crossings). 4) Inspection forms – develop inspection forms / note sheets for each element. Available element level data, commentary, defects, condition states, fatigue prone details, fracture critical members, and previous repairs will be included on these forms or pre-loaded on field tablets to streamline the note taking process. 5) Access and logistics – confirm required access equipment, lane closure schemes, safety boats, railroad flaggers, and hydrographic survey boats will be available and in-place during field operations. Coordination will be the responsibility of the PM and assigned TL for the inspection. 6) Safety plan – complete a Health, Safety, Security and Environment (HSSE) risk management assessment and relative documentation. Safety is our top priority, and we are committed to providing and maintaining a safe work zone for our inspection personnel, DOTD personnel, traveling public, and others that may be in and around the inspection site. The HSSE plan identifies project site risks and hazards and includes daily safety reviews with inspection team members to report upon and mitigate additional items that may arise.

The PM will hold an internal kickoff meeting with the full inspection team, including subconsultants, to perform a final review of prepared documents and confirm the inspection schedule.

**Field Inspection -** After confirming the field start date with DOTD, we will have our inspection team mobilize in accordance with the inspection plan. Our inspection will be performed in accordance with the DOTD Bridge Inspection Manual (2020), the DOTD Recording and Coding Guide (2020), the AASHTO Manual for Bridge Element Inspection (2019), the FHWA Bridge Inspector's Reference Manual (2022), and NBIS/SNBI requirements as determined

**CRITICAL FINDINGS:**
**Any discovery of a critical finding will be communicated immediately to the District Inspection Supervisor and ADA of Operations or District Bridge Engineer per the DOTD Bridge Inspection Manual requirements.**

during the initial assessment. In July 2024, DOTD issued an updated Structure Type Code list that will be incorporated on each inspection. The primary goals of the NBIS/SNBI are to ensure highway bridge safety, collect consistent inspection data, identify critical conditions, verify structure inventory and appraisal (SI&A) data, and verify load posting requirements.



NSTM and Element Level Inspection of John Roebling Suspension Bridge over Ohio River

A Field Supervisor (FS), typically a certified TL, will manage field activities including inspection operations, coordination, updating the PM on daily progress, and reporting critical findings using the form in Appendix A-12 of the DOTD Bridge Inspection Manual. Clear and concise notes will be recorded, with supporting photographs. Field notes will be explicit and unambiguous as to the condition and location of the elements and include quantitative measurements of deficiencies (e.g. concrete spall size, crack dimensions, section loss dimensions, etc.). Daily, the FS will review collected data to ensure it is complete, accurate, and consistent. Periodically, the QA/QC Manager, (or designee) and/or PM, will make site visits to provide team guidance, ensure work zone safety, review collected data, and address other logistics as needed.

Inspection of typical steel or concrete approach spans, and their corresponding elements, is generally completed via the use of ground methods, ladders, boats, manlifts, pontoon barge lifts, and under-bridge inspection units (UBIT, Snooper, or Hydra Platform). Inspection team size can range from small efficient teams of four experienced bridge inspectors to larger teams of eight to 12 highly-trained personnel to tackle larger bridges in a shorter timeframe. Larger teams are strategically broken into smaller groups lead by seasoned TLs to evaluate and complete certain bridge elements and components such as approach spans, main spans, towers, cables, truss chords, floor systems, and deck topside. Having one team complete the evaluation of all similar bridge elements and components helps keep collected elements data consistent.

Inspection personnel assigned to evaluate NSTM will have taken the *NHI Course 130078 - Fracture Critical Inspection Techniques for Steel Bridges*. Inspectors will take care to concentrate efforts on fatigue-prone details, out-of-plane bending locations, intersecting welds creating areas of constraint, floor beam & stringer connections, built-up members, previously noted cracks, areas where debris collects, and other historically problematic areas and details. If a suspected crack is identified, the area will be thoroughly cleaned and Magnetic Particle (MT) or Dye Penetrant (PT) testing will be performed to mark termination points for future inspection tracking, stop drilling, or cold expansion repair to induce a compressive force. Section loss is calculated by comparing as-built thickness to the field collected thickness using either vernier calipers or a calibrated D-meter.

**Inspection Reporting -** Data collected in the field will be summarized in an inspection report prepared in accordance with the DOTD Bridge Inspection Manual. At a minimum, reports will include an executive summary, scope of work, inspection access, NBI ratings, element level quantities & conditions states, narrative detailing findings, repair / rehabilitation recommendations, photographs, and sketches. InspectX will be used to transmit element level, load rating, and SI&A / SNBI data. A preliminary report will be prepared by the inspection team and transmitted to our QA/QC Manager for review and comments prior to delivery to DOTD. A draft inspection report will be started during the mobilization phase and completed within 30 days from the last inspection day. DOTD will have adequate review time to provide comments prior to transmitting the final report. A final inspection report will incorporate comments received and be transmitted within 45 days from the last inspection day.

**Quality Assurance / Quality Control -** The QA/QC Manager will be responsible for maintaining the goals set forth in the QMP and performing reviews on field activities and inspection reports. A sample QMP is included in this proposal for reference. QA/QC Managers will be experienced bridge inspectors with knowledge and expertise on a variety of structure types and inspection services.

**Repairs / Rehabilitation Plans & Load Capacity Analysis -** At the discretion of DOTD, recommendations from the inspection report may evolve into repair or rehabilitation plans and/or load capacity analyses. Our bridge engineers have extensive experience delivering such services to DOTD and are currently preparing repair plans for a project along I-10. A typical schedule for these types of projects include: 1) Structure Assessment (described above); 2) Preliminary Plans (if needed); 3) Final Plan Development; 4) Construction Support. Task orders of this nature will be managed by a senior bridge engineer with experience in delivering similar projects to DOTD. Plan delivery schedules will be determined during the scoping meeting and are typically established to match the complexity of the scope and to allow adequate review by DOTD.

## BRIDGE TYPE INSPECTION APPROACH & FOCUS

**Cable-Stay and Suspension Main Span Inspection:** On many modern cable-stayed structures, access to the main span's floor system and components is accomplished by utilizing either a bridge's built-in inspection traveler system, SPRAT techniques, UBITs, or a combination of all three. Tower access is typically accomplished by climbing existing interior ladder systems, rappelling / ascending the exterior, use of advanced drones, or a combination of all three. Stayed cable anchorage points along the supporting edge girders can be accessed off the side of the deck using tie-off and fall protection methods or mechanical equipment. The length of the cables from the towers to deck can be inspected via drones, SPRAT techniques, or sighted visually from the top and bottom to identify anchorage boot conditions, sheathing cracking, rain & wind drip edging, moisture infiltration points, wind-tie issues, and other defects. In-situ cable load testing, via harmonic frequency vibration techniques, can be used

to backcheck cable tensions as compared to the design or as-built loading conditions. Performing a series of deck profile surveys and comparing results over time can be beneficial to determining overall structure movement and patterns or problems with cable tensions. Span dampeners are accessed at the top of the main span river piers and evaluated for movement, seal conditions, oil leakage, and general deterioration. Special attention is paid to any modular deck joints and their horizontal and vertical positioning to evaluate and discover span alignment issues.

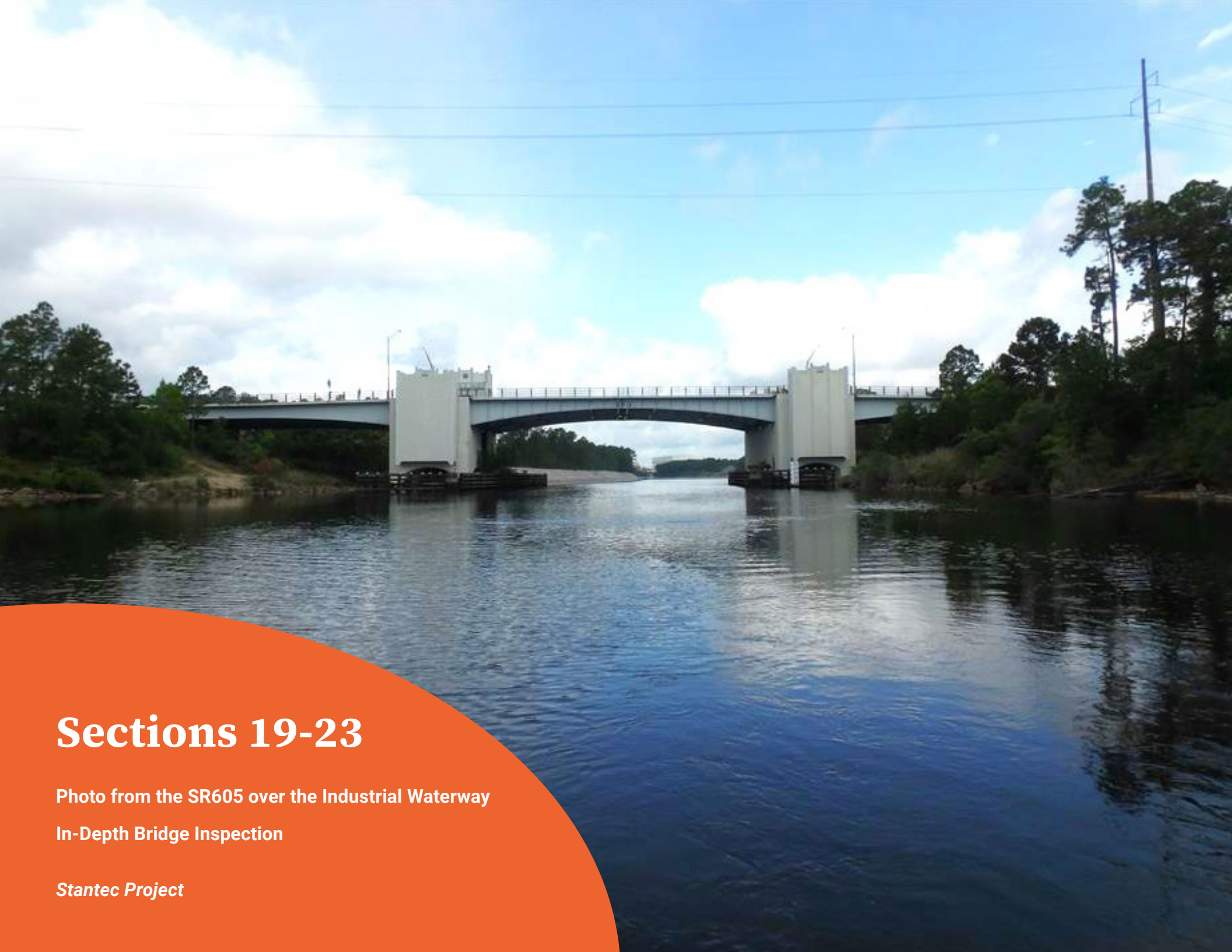
Angus L. Macdonald Bridge over Halifax Harbor: SPRAT Inspection for Rehabilitation

Main cables on suspension bridges, including suspender or hanger cables, clamps, and girder connections, are inspected along their length in a similar manner to cables on stayed bridges. The wrapping on suspension cables can be unwrapped in isolated locations to evaluate individual strand condition and to detect moisture. Close attention is paid to the high stress bearing areas at top of the suspension towers at the saddles. Main cable anchorage splay points, after the end anchor spans, are closely monitored and evaluated for broken strands, corrosion, general deterioration, and other deficiencies. Anchorage masses are inspected for movement, cracking, section loss, and deterioration.

**Truss Inspection:** SPRAT rope access and special aid climbing techniques are an extremely efficient and cost-effective method to perform a 100% hands-on inspection of above and below deck components such as bottom / top chords, verticals, diagonals, gusset plates, bearings, end posts, portals, sway frames, top and bottom lateral bracing floor beams, and stringers. To expedite the field inspection process, mechanical lift equipment is commonly deployed under spans over land or roads and from roadway shoulders on the deck, if traffic conditions are suitable. Floor beams and stringer clip angle connections can, at times, be accessed by inspectors using specialized beam rollers.

The primary National Bridge Element (NBE) superstructure members are comprised of: Stringer (Element 113), Truss (Element 120), Floor Beam (Element 152), Gusset Plate (Element 162), Movable Bearing (Element 311), and Fixed Bearing (Element 313). Secondary steel superstructure elements, or Non-AASHTO Elements, are comprised of Portal Struts, Struts and Sway Bracing, Top Lateral Bracing, and Bottom Lateral Bracing. All elements will have quantities verified, condition states updated, and commentary devoted to include defect type, sizes, severity, and location. All areas of excessive corrosion and section loss to primary load carrying members and gusset plates / connections are cleaned and the area, thickness, and remaining section properties are recorded and sketched for load rating purposes. Steel coating protective systems are evaluated separately from the physical member condition. Results of any ultrasonic testing for pins, or other non-destructive evaluations performed on-site, are included in the inspection reporting.

**Movable Bridge Inspection:** Inspecting movable bridges requires expertise in structural, mechanical, and electrical fields. Appendix A-17 of the DOTD Bridge Inspection Manual has a dedicated set of Agency Defined Elements (ADE) for the evaluation and documentation of movable bridge elements and components. The most common movable bridge types are vertical lift, bascule, and swing span. Although operations may vary between these types, the approach to inspection and observation are similar. ***Structural inspections*** are like an in-depth truss inspection, as the expected fatigue-prone locations and deterioration methods are generally the same; therefore, the approach and staffing requirements will mimic those for a typical fracture critical inspection. Structural interfaces with machinery, whether steel or concrete, will be examined to determine if there are signs of relative movements, due to crevice corrosion or failing grout. Additional areas of emphasis will include supports at span joints, rocker bearings, load shoe assemblies, lifting girders, span guides, and guide rails, depending on movable bridge type. ***Machinery system inspections*** will be performed in accordance with the standard processes outlined in the AASHTO Manual; however, some items are not covered but will be included during the inspection. Vertical lift bridges are prone to trunnion shaft fatigue cracks. These shafts will be analyzed to estimate the number of cycles to failure and inspected by removing the caps and partially lifting the bridge. Wire rope inspection and mating sheave groove condition is another critical item that will be examined closely. Bascule bridge inspections will focus on trunnion assembly condition, alignment, grease distribution and corrosion, and the possibility of oil / water contamination. Double-leaf bascule bridges consist of center span-lock components and machinery that are susceptible to wear due to vehicular impact loads. Swing bridge inspections will include assessment of the span balance and support system machinery. Interfaces of the pivot girders and balance wheel support girders will be inspected for signs of deformation, corrosion, or misalignment. ***Electrical system inspections*** consist of a visual, aural, and operational testing of the bridge electrical equipment as outlined in the DOTD Bridge Inspection and AASHTO Manuals. Particular attention will be given to the condition of existing selsyn transmitters and receiver systems, electrical equipment survivability from flooding events, motor loading and insulation condition, and control system interlocks. Additional emphasis will be given to the condition of aerial or droop cables which are critical in providing power and control to any electrical equipment located on a lift span or opposing tower. In addition to the bridge electrical operating systems, other items will include safety and lighting items.



# Sections 19-23

**Photo from the SR605 over the Industrial Waterway**

**In-Depth Bridge Inspection**

***Stantec Project***

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<br>H.005967.6 | Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Striping Pln. Changes | $4,610 |
| | | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Geometric Design/Analysis | $94,798 |
| | | H.011670 | Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; Roadway | $21,741 |
| | | 4400024461<br>H.012685.5 | LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Roadway Design; Drainage | $64,683 |
| | | 4400022901<br>H.011094.5 | LA 3094: Hearne Ave. Bridge: KCS RR Overpass (HBI) [Caddo Parish]; Roadway | $321,834 |
| **Stantec Consulting Services Inc.** | Bridge | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Structure & Bridge | $432,611 |
| | | 4400022901<br>H.011094.5 | LA 3094: Hearne Ave. Bridge: KCS RR Overpass (HBI) [Caddo Parish]; Bridge | $373,944 |
| | | 44-23922<br>H.015636.5 | IDIQ Contract for Bridge Preservation; I-10: Trinity Drainage Canal BR Repair [Iberia Parish] | $56,926 |
| **Stantec Consulting Services Inc.** | Traffic | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Traffic Engineering | $213,972 |
| | | 4400024461<br>H.012685.5 | LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Traffic Study; Signal Design | $98,527 |
| **Stantec Consulting Services Inc.** | Other (Lighting) | 4400024629<br>H.005967.6 | Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Roadway & Nav. Lighting | $40,463 |
| | | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Public Relations/Comm.; Lighting; Aviation | $73,880 |
| | | 4400011353<br>S. P. No. H.014302.6 | IDIQ Contract for Electrical Services (Sub to Buchart Horn, Inc.); US 165 Roadway Lighting [Ouachita Parish]; Lighting | $7,192 |
| | | 4400020064<br>H.014287.5 | IDIQ Contract for Electrical Services; I-10: LA 99 (Welsh) Interchange Lighting [Jefferson Davis Parish] | $7,457 |
| | | 4400020064<br>H.014286.6 | IDIQ Contract for Electrical Services; I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish] | $102,248 |
| | | 4400020064<br>H.014272.6 | IDIQ Contract for Electrical Services; I-10: LA 97 (Jennings) Intchg Lighting [Jefferson Davis Parish] | $116,351 |
| | | 4400020064<br>H.014287.6 | IDIQ Contract for Electrical Services; I-10: LA 99 (Welsh) Intchg Lighting [Jefferson Davis Parish] | $160,256 |

| | | | | |
|---|---|---|---|---|
| **Stantec Consulting Services Inc.** | Other (Lighting) | 44-04761<br>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 |
| **Stantec Consulting Services Inc.** | CE&I/OV | 4400024629<br>H.005967.6 | Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; CE&I and Construction Support | $386,173 |
| | | H.011670 | Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; CE&I / OV | $53,607 |
| **Stantec Consulting Services Inc.** | Right-of-Way | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ROW Acquisition | $69,646 |
| | | H.011670 | State of LA, DOTD versus 2845 Loyola Blvd., LLC ET AL [Jefferson Parish]; Right-of-Way Expert Witness | $6,050 |
| **Stantec Consulting Services Inc.** | Survey | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Survey | $22,731 |
| **Stantec Consulting Services Inc.** | Planning | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Prog. Mgmt.; Context Sensitive Design Process; Impl. Strategies | $734,236 |
| **Stantec Consulting Services Inc.** | Other (C&AV) | 44-17922<br>H.012845.1 | IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services; Connected & Autonomous Vehicles - Team Support [Statewide] | $81,450 |
| | | 44-17922<br>H.014515.5 | IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services; SEA ATMS & 511 System Replacement [Statewide] | $64,431 |
| **Stantec Consulting Services Inc.** | Environmental | 44-23972<br>H.015026.2 | IDIQ Contract for cultural Resources; LA 3182 – 0.65 MI SE of LA 3182 [Iberia Parish] | $86,488 |
| **Stantec Consulting Services Inc.** | ITS | 440004128<br>H.004273.5 | Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ITS | $16,585 |
| | | 4400020058<br>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] | $4,485 |
| | | 4400020058<br>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] | $3,107 |
| | | 4400020058<br>H.013261.6 | IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-110 ITS Deployment [EBR Parish] | $16,831 |
| | | 4400020058<br>H.011152.6 | IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: US 190 to LA 59 [St. Tammany Parish] | $34,813 |
| | | 4400020058<br>H.013866.6 | IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: LA 21 to US 190 [St. Tammany Parish] | $22,105 |
| | | 4400020058<br>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] | $30,318 |
| | | 4400020058<br>H.002424.6 | IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; LA 70: Sunshine Bridge - LA 22 [St. James & Ascension Parishes] | $18,745 |

| | | | | |
|---|---|---|---|---|
| **Stantec Consulting Services Inc.** | ITS | 4400020058<br>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] | $22,409 |
| | | 4400020058, T.O. 16 | IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10 WBR Queue Warning System [Iberville & WBR Parishes] | $150,033 |
| | | 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] | $41,024 |
| | | 4400020058, T.O. 18 | IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Shreveport Phase 2b ITS SEA Updates [Caddo Parish] | $4,378 |
| | | 4400020058, T.O. 19 | IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Monroe Phase 3 SEA [Ouachita Parish] | $7,114 |
| **Hardesty & Hanover, LLC** | Bridge | 4400023909<br>H.002798.6 | Oaklawn Bridge Walkway / Parking Lighting | $8,187 |
| | | 4400023511<br>H.009730.5 Task 1 | Bridge Inspection of Complex Structures Routine Bridge Inspection Services 3 Bridges | $745,582 |
| | | 4400023511<br>H.009730.5 Task 2 | Bridge Inspection of Complex Structures LADOTD Movable Bridge Inspection Manual | $657,544 |
| | | 4400023511<br>H.009730.5 Task 3 | Bridge Inspection of Complex Structures US 190 bridge Inspection; Krotz Springs | $154,048 *(Task Order Completed)* |
| | | 4400023511<br>H.009730.5 Task 4 | Bridge Inspection of Complex Structures SNBI Data Collection | $2,138,446 |
| | CE&I/OV | 4400017430<br>H.001498.6 | LA 24 and LA 316: Company Canal Bridge, Terrebonne Parish | $914,985 |
| | | 4400024021<br>H.015028.6 | LA 302: Bayou Barataria MB Replacement Route: LA 02 | $4,979,896 |
| | | 4400024022<br>H.002264.6 | LA 302: Bayou Barataria MB Replacement Route Phase 2: LA 302 | $1,361,585 |
| **Chustz Surveying, LLC** | Survey | H.013872.5 | LA 22 at LA 1085 Roundabout | $15,409 |
| **KTA-Tator, Inc.** | Bridge | 4400023511 | IDIQ Contract for Bridge Inspection Services | $2,493 |
| | | 4400025311 (T.O.) | (Task Order - Coating assessment on LADOTD US 190 Krotz Springs Bridge) | $12,772 |
| **Collins Engineers South, Inc.** | N/A | N/A | N/A | N/A |
| **L30 Traffic Consulting, LLC dba L30 Traffic Control** | 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.

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

ATSSA
Safer Roads Save Lives

Gary Heitman

has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 21-JUN-2024

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

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

*Certificate of Training*

Brian Johnson

*has participated in*

*FHWA-NHI-130053 Bridge Inspection Refresher Training*

*hosted by*

Office of State Aid Road Construction

*Date:* April 19-21, 2016
*Location:* Jackson, Mississippi

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

*Certificate of Training*

Brian Johnson

*has participated in*

*FHWA-NHI-130055 Safety Inspection of In-Service Bridges*

*hosted by*

*Office of State Aid Road Construction*

*Date:* December 5-16, 2011
*Location:* Jackson, Mississippi

*Hours of Instruction:* 60

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

*Certificate of Training*

Brian Johnson

*has participated in*

FHWA-NHI-130053 Bridge Inspection Refresher Training

*hosted by*

Louisiana Department of Transportation & Development

*Date:* April 20-22, 2021
*Location:* Virtual Delivery, LA

*Hours of Instruction:* 18

Digitally signed by Cailein A. MacDougall, P.E.
Date: 2021.04.27 13:47:37 -04'00'

Instructor

Randall Leonard. P.E.
Digitally signed by Randall Leonard, P.E.
Date: 2021.04.22 14:23:51 -05'00'

Instructor

Allison H. Landry

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# *Certificate of Training*

Brian Johnson

*has Successfully Completed*

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

*hosted by*

*Office of State Aid Road Construction*

*Date:* *February 07-10, 2023*
*Location:* *Ridgeland, MS*

*Hours of Instruction:* 25

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

# National Highway Institute
# *Certificate of Training*

**Ryan M. Nataluk**

*has satisfactorily completed training in*

***Safety Inspection of In-Service Bridges***
NHI Course No. 13055

*conducted by*

**Michael Baker Jr., Inc.**

*Location:* Virginia Department of Transportation
Richmond, Virginia

*Hours of instruction:* 80

*Date:* May 10-21, 1999

*Continuing Education Units:* 6.0

Instructor

Director
National Highway Institute

Coordinator

Federal Highway Administrator

U.S. Department Of Transportation
Federal Highway Administration

NATIONAL HIGHWAY INSTITUTE

# National Highway Institute
# *Certificate of Training*

Ryan Nataluk

***has participated in***

Safety Inspection of InService Bridges

***hosted by***

Colorado Department of Transportation

***Location:*** Denver, Colorado

***Date:*** April 24 – May 5, 2006

***Hours of instruction:*** 10 days

Instructor

Director, National Highway Institute
Federal Highway Administration

Coordinator

Director, Office of Professional and Corporate Development
Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NATIONAL HIGHWAY INSTITUTE

# *Certificate of Training*

Ryan Nataluk

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Arizona Department of Transportation*

*Date:* *October 22-24, 2019*
*Location:* *Phoenix, AZ*

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Michael Davis, P.E.
Director, National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

Ryan Nataluk

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Colorado Department of Transportation*

*Date:* *March 28-30, 2023*
*Location:* *Denver, CO*

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

SPRAT
Society of Professional Rope Access Technicians

**Rope Access Certification**
Level 1

**Ryan Nataluk**

SPRAT Certification # 110325
Date of Birth: 10 MAY 1974

Certification Date: 9 FEB 2024
Expiration Date: 9 FEB 2027

U.S. Department Of Transportation
Federal Highway Administration

NHI NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

**National Highway Institute**

# *Certificate of Training*

Ryan Nataluk

***has participated in***

Fracture Critical Inspection Techniques for Steel Bridges

***hosted by***

Colorado Department of Transportation

***Location:*** Denver, Colorado

***Date:*** January 24-27, 2005

***Hours of instruction:*** 3.5 days

Instructor

Director, National Highway Institute
Federal Highway Administration

Coordinator

Director, Office of Professional Development
Federal Highway Administration

U.S. Department Of Transportation
Federal Highway Administration

NHI NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

**National Highway Institute**

# *Certificate of Training*

## *Mike Lawler*

***has participated in***

***Safety Inspection of In-Service Bridges***

***hosted by***

***Kentucky Transportation Cabinet***

***Location:*** *Frankfort, Kentucky*

***Date:*** *September 12-23, 2005*

***Hours of instruction:*** *73.0*

Instructor

Director, National Highway Institute
Federal Highway Administration

Coordinator

Director, Office of Professional and Corporate Development
Federal Highway Administration

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Michael Lawler

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*American Council of Engineering Companies of WV*

***Date:*** *August 18-20, 2015*
***Location:*** *Charleston, WV*

***Hours of Instruction:*** 18

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

---

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

NATIONAL HIGHWAY INSTITUTE
*Training Solutions for Transportation Excellence*

***Michael Lawler***

*has participated in*

FHWA-NHI 130078 Fracture Critical Inspection Techniques
for Steel Bridges

*hosted by*

HSMM / AECOM

***Date:*** **February 19 – 22, 2008**
***Location:*** **Roanoke, VA**

***Hours of Instruction:*** **21 hours**

Instructor

Instructor

Local Coordinator

Joseph S. Toole, Associate Administrator
Office of Professional and Corporate Development

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

## Michael Lawler

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Nebraska LTAP*

*Date:* *October 26-28, 2021*
*Location:* *Lincoln, NE*

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

---

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

NATIONAL HIGHWAY INSTITUTE
*Training Solutions for Transportation Excellence*

## John Krebs

*has participated in*

**NHI Course No. 130055 -**
**Safety Inspection of In-Service Bridges**

*hosted by*

**LA DOTD/LTRC**

***Date:*** **April 30-May 11, 2012**
***Location:*** **Baton Rouge, LA**

***Hours of Instruction:*** **67**

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

## JOHN KREBS

*has participated in*

***FHWA-NHI-130053***

***Bridge Inspection Refresher Training***

*hosted by*

*LA DOTD/LTRC*

***Date:*** *January 24-26, 2017*
***Location:*** *Baton Rouge, LA*

***Hours of Instruction:*** 18

Instructor

Allison H. Landry
Local Coordinator

Instructor

Valerie Briggs
Valerie Briggs, Director
National Highway Institute

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**John Krebs**
has attended
**Traffic Control Technician-LA State Specific**
Training Course

11/29/2022 to 11/29/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

John P. Krebs

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Office of State Aid Road Construction*

*Date:*
*Location:* *August 30-September 01, 2022*
*Ridgeland, MS*

*Hours of Instruction:* 18

Instructor

Marie V Allbritton
Local Coordinator

Instructor

Thomas Harman
Thomas Harman, Director
National Highway Institute

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**John Krebs**
has attended
**Traffic Control Supervisor-LA State Specific**
Training Course

11/30/2022 to 11/30/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Donald Cressman

*has participated in*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*Stantec Consulting - Denver, CO*

***Date:*** *August 04-15, 2014*
***Location:*** *Denver, CO*

***Hours of Instruction:*** 67

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Donald Cressman

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Colorado Department of Transportation*

*Date:*
*Location:* *March 28-30, 2023*
*Denver, CO*

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Donald Cressman

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Colorado Department of Transportation*

*Date:* *March 25-27, 2019*
*Location:* *Denver, CO*

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Michael Davies, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Donald Cressman

*has participated in*

**FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges**

*hosted by*

Stantec

***Date:*** *August 23-26, 2016*
***Location:*** *Denver, CO*

***Hours of Instruction:*** 25

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

SPRAT
Society of Professional Rope Access Technicians

**Rope Access Certification**
Level 3

**Donald James Cressman**

SPRAT Certification # 131178
Date of Birth: 7 OCT 1989

Certification Date: 18 NOV 2022
Expiration Date: 18 NOV 2025

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

national highway institute

# *Certificate of Training*

**Michael Brodnax**

*has participated in*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*Office of State Aid Road Construction*

*Date:* August 2-13, 2021
*Location:* Ridgeland, MS

*Hours of Instruction:* 67

William R. Gordon PE
Instructor

Marie Allbritton
Local Coordinator

Instructor

Thomas Harman
Thomas Harman, Director
National Highway Institute

# *SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS*

***Rope Access Certification***

SPRAT
Society of Professional Rope Access Technicians

*Acknowledges that*

**DONALD JAMES CRESSMAN**

*has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified*

**Level 3 Technician**

**SPRAT #131178**
**AWARDED: November 18, 2022**
Expires: November 18, 2025

TROLL . +FP, EVALUATIONS COMMITTEE CHAIR

TOM WOOD, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.


U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

national highway institute

# *Certificate of Training*

Michael Brodnax, Jr.

*has Successfully Completed*

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

*hosted by*

*Office State Aid Road Construction*

*Date:* June 07-10, 2022
*Location:* Ridgeland, MS

*Hours of Instruction:* 25

Instructor

Marie Allbritton
Local Coordinator

Instructor

Thomas Harman
Thomas Harman, Director
National Highway Institute

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Michael Brodnax**
has attended
**Traffic Control Supervisor-LA State Specific**
Training Course

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

Vice President of Education and Technical Services

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

U.S. Department Of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

KUNAL MALPANI

*has participated in*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*Office of State Aid Road Construction*

***Date:*** *July 14-25, 2014*
***Location:*** *Jackson, Mississippi*

***Hours of Instruction:*** 67

Instructor

Instructor

Local Coordinator

**Richard Barnaby, Director**
**National Highway Institute**

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Michael Brodnax**
has attended
**Traffic Control Technician-LA State Specific**
Training Course

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

Vice President of Education and Technical Services

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

NATIONAL HIGHWAY INSTITUTE

# *Certificate of Training*

## KUNAL MALPANI

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*LA DOTD/LTRC*

*Date:* *January 7-9, 2019*
*Location:* *Baton Rouge, LA*

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Michael Davies, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Kunal Malpani

*has successfully completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Louisiana Department of Transportation and Development*

*Date:* June 25-27, 2024 *Hours of Instruction:* 22

*Location:* Baton Rouge, LA

Mark Nyerges Digitally signed by Mark Nyerges Date: 2024.07.10 15:35:44 -04'00'
Instructor

Earl Dubin Digitally signed by Earl Dubin Date: 2024.07.11 10:19:31 -04'00'
Instructor

Allison Landry
Local Coordinator

Stacey Caston
Stacey Caston, Director
National Highway Institute

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Robert Catron

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training (SNBI)***

*hosted by*

*Kentucky Transportation Cabinet*

*Date:* January 23-25, 2024 *Hours of Instruction:* 22

*Location:* Frankfort, KY

Instructor

Instructor

Local Coordinator

Stacey J. Caston
Stacey J. Caston, Director
National Highway Institute

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NATIONAL HIGHWAY INSTITUTE

# Certificate of Training

**Robert Catron**

***has participated in***

***FHWA-NHI-130056 Safety Inspection of In-Service Bridges for Professional Engineers***

***hosted by***

*Texas Department of Transportation*

***Date:*** *June 25 –29, 2018* ***Hours of Instruction:*** *34*

***Location:*** *Austin, TX*

P.E.
**Instructor**

P.E
**Instructor**

**Local Coordinator**

Valerie Briggs
**Valerie Briggs, Director**
**National Highway Institute**

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

**Robert Catron**

*has Successfully Completed*

FHWA-NHI-130078

**Fracture Critical Inspection Techniques for Steel Bridges**

*hosted by*

Illinois Department of Transportation

*Date:* November 29- December 2, 2022 *Hours of Instruction:* 25

*Location:* Springfield, Illinois

Instructor

Instructor

Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

# SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

## Rope Access Certification

SPRAT®
Society of Professional Rope Access Technicians

*Acknowledges that*

## ROBERT VICTOR CATRON

*has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified*

**Level 3 Technician**

SPRAT #130619
**AWARDED: March 10, 2023**
Expires: March 10, 2026

TROLL ., EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.



U.S. Department of Transportation
Federal Highway Administration

NHI NATIONAL HIGHWAY INSTITUTE

## National Highway Institute

# Certificate of Training

Adam Leith

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Colorado Department of Transportation*

*Date:* March 25-27, 2019
*Location:* Denver, CO

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Michael Davies, Director
National Highway Institute

U.S. Department Of Transportation
Federal Highway Administration

## National Highway Institute

NHI NATIONAL HIGHWAY INSTITUTE
*Training Solutions for Transportation Excellence*

# Certificate of Training

Adam Leith

*has participated in*

***Safety Inspection of In-Service Bridges***

*hosted by*
*Federal Highway Administration*

***Date:*** October 19- 30, 2009
***Location:*** Arlington , VA

***Hours of Instruction:*** 60

**Instructor**

**Instructor**

**Local Coordinator**

**Richard Barnaby, Director**
**National Highway Institute**

U.S. Department of Transportation
Federal Highway Administration

## National Highway Institute

nhi national highway institute

# Certificate of Training

Adam Leith

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Colorado Department of Transportation*

*Date:* March 28-30, 2023
*Location:* Denver, CO

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Adam Leith

*has participated in*

**FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges**

*hosted by*

Stantec

***Date:*** *August 23-26, 2016*
***Location:*** *Denver, CO*

***Hours of Instruction:*** 25

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Adam T. Leith

*has participated in*

**FHWA-NHI-130125 - Tunnel Safety Inspection Refresher**

*hosted by*

***National Highway Institute***

*Date:* **May 5-7, 2020**
*Location:* **Remote through Arlington, VA**

*Hours of Instruction:* **17**

Instructor

Instructor

Local Coordinator

Nathaniel Coley, Jr.
Acting Director, National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Adam Leith

*has participated in*

***FHWA-NHI-130110 Tunnel Safety Inspection***

*hosted by*

Colorado Department of Transportation

***Date:*** *January 11-15, 2016*
***Location:*** *Denver, CO*

***Hours of Instruction:*** 32

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

SPRAT
Society of Professional Rope Access Technicians

**Rope Access Certification**
Level 3

**Adam Leith**

SPRAT Certification # 150682
Date of Birth: 20 APR 1987

Certification Date: 9 FEB 2024
Expiration Date: 24 APR 2027

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

**Clayten Greenwell**

*has participated in*

***FHWA-NHI-130056 Safety Inspection of In-Service Bridges for Professional Engineers***

*hosted by*

*Texas Department of Transportation*

***Date:*** *March 4 - 8, 2019*
***Location:*** *Mesquite, TX*

***Hours of Instruction:*** *34*

Instructor

Instructor

Local Coordinator

**Valerie Briggs, Director**
**National Highway Institute**

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Clay Greenwell

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training (SNBI)***

*hosted by*

*Kentucky Transportation Cabinet*

*Date:* *January 23-25, 2024*
*Location:* *Frankfort, KY*

*Hours of Instruction:* 22

Instructor

Instructor

Local Coordinator

Stacey J. Caston, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

*Clay Greenwell*

*has Successfully Completed*

FHWA-NHI-130078

**Fracture Critical Inspection Techniques for Steel Bridges**

*hosted by*

Illinois Department of Transportation

*Date:* November 29- December 2, 2022
*Location:* Springfield, Illinois

*Hours of Instruction:* 25

Instructor

Instructor

Local Coordinator

Thomas Harman, Director
National Highway Institute

# *SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS*

***Rope Access Certification***

SPRAT®
Society of Professional Rope Access Technicians

*Acknowledges that*

## CLAY GREENWELL

*has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified*

**Level 2 Technician**

**SPRAT #130620**
**AWARDED: March 10, 2023**
Expires: March 10, 2026

TROLL ., EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

**Karen Wood**

*has participated in*

**FHWA-NHI-130055**
**Safety Inspection of In-Service Bridges**

*hosted by*

*ACEC of Michigan/MDOT*

*Date:* October 19 – 30, 2015
*Location:* Lansing, Michigan

*Hours of Instruction:* CEU: 6.7 Units

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Karen Bosworth

*has participated in*

*FHWA-NHI 130078 Fracture Critical Inspection Techniques for Steel Bridges*

*hosted by*

Colorado DOT

*Date:* July 24 - 27, 2018
*Location:* Denver, CO

*Hours of Instruction:* 25

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Karen Bosworth

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Colorado Department of Transportation*

*Date:* August 13-15, 2019
*Location:* Denver, CO

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Michael Davies, P.E.
Director, National Highway Institute

# *SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS*

SPRAT®
Society of Professional Rope Access Technicians

*Acknowledges that*

## KAREN BOSWORTH

*has demonstrated through practical and written examinations, attainment of SPRAT's Certification Requirements for Rope Access Work, and is therefore*

*CERTIFIED*

**Level 2 Rope Access Technician**

**SPRAT #181745**
**AWARDED: September 17, 2021**
Expires: September 21, 2024

TROLL ., EVALUATIONS COMMITTEE CHAIR

TOM WOOD, SPRAT PRESIDENT


U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

NATIONAL HIGHWAY INSTITUTE

**Craig Jenkins**

*has participated in*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

***Ayres Associates, Inc***

***Date:*** *May 16-27, 2016*
***Location:*** *Eau Claire, WI*

***Hours of Instruction:*** *67*

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

nhi national highway institute

# *Certificate of Training*

## Craig K. Jenkins

*has participated in*

FHWA-NHI-130053 Bridge Inspection Refresher Training

*hosted by*

California Department of Transportation

*Date:* January 5-8, 2021
*Location:* Virtual Delivery, CA

*Hours of Instruction:* 18

Digitally signed by Cailein A. MacDougall, P.E.
Date: 2021.01.13 16:54:59 -05'00'

Instructor

Finn K. Hubbard
2021.01.11 08:43:55 -06'00'

Instructor

Mohammad Popal Saeed

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# *Certificate of Training*

CRAIG JENKINS

*has participated in*

***FHWA-NHI-130078 FRACTURE CRITICAL INSPECTION TECHNIQUES FOR STEEL BRIDGES***

*hosted by*

*Ayres Associates*

***Date:*** *April 25-28, 2017*
***Location:*** *Tampa, FL*

***Hours of Instruction:*** 25

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# *Certificate of Training*

CRAIG JENKINS

*has participated in*

***FHWA-NHI-130091 Underwater Bridge Inspection***

*hosted by*

*Ayres Associates*

***Date:*** *April 18-21, 2017*
***Location:*** *Tampa, FL*

***Hours of Instruction:*** 24

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Nicholas Morrow

*has Successfully Completed*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*SDR Engineering Consultants*

*Date:* *January 10-21, 2022*
*Location:* *Tallahassee, FL*

*Hours of Instruction:* 67

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

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SPRAT

ROPE ACCESS TECHNICIAN

LEVEL: I

**Nicholas Brian Morrow**

Sparks, NV
USA

SPRAT Cert. # 2101715
Certification Date: 3 SEP 2021
Renewal Date: 3 SEP 2024

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U.S.Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Nicholas Morrow

*has Successfully Completed*

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

*hosted by*

*Colorado Department of Transportation*

***Date:*** *May 9-12, 2023*
***Location:*** *Denver, CO*

***Hours of Instructions:*** 25

Instructor

Instructor

Local Coordinator

Stacey J. Caston

***Stacey J. Caston, Acting Director***
***National Highway Institute***

---

FIRST RESPONSE TRAINING INTERNATIONAL

## Dominick DeJohn

The bearer of this card has been trained in FIRST AID/CPR/AED (FRTINT-203) administration for adults, infants and children. Certification expires two years from the date of certification.

Cert: #1547241
Date: 2024-05-01

Adult/Child Emergency Care - FIRST AID/CPR/AED (FRTINT-203)

---

## Facility: MBT Divers

Pensacola, Florida United States

Inst: Gary Urbahn Member: #16698

MBT DIVERS

www.firstresponse-ed.com

FIRST RESPONSE TRAINING INTERNATIONAL

## Dominick DeJohn

The bearer of this card has been trained to administer emergency Oxygen to a breathing or non-breathing person. Certification expires two years from the date of certification.

Cert: #1547242
Date: 2024-05-01

## Oxygen Administration

Facility: MBT Divers
Pensacola, Florida United States
Inst: Gary Urbahn Member: #16698

MBT DIVERS

www.firstresponse-ed.com

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

nhi national highway institute

## *Certificate of Training*

Dominick DeJohn

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training (SNBI)***

*hosted by*

*Kentucky Transportation Cabinet*

*Date:* *January 23-25, 2024*
*Location:* *Frankfort, KY*

*Hours of Instruction:* 22

Instructor

Instructor

Local Coordinator

Stacey J. Caston

Stacey J. Caston, Director
National Highway Institute

## Association of Diving Contractors International

ADCI

Cert. # 60664

Expires 12/27/2024

**SURFACE-SUPPLIED AIR DIVER**

**DOMINICK DEJOHN I.D. 3642**

Commercial Diver Certification Card

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

NHI NATIONAL HIGHWAY INSTITUTE

## *Certificate of Training*

Dominick DeJohn

*has participated in*

***FHWA-NHI-130056 Safety Inspection of In-Service Bridges for Professional Engineers***

*hosted by*

*Whitman Requardt & Associates LLP*

*Date:* *November 18-22, 2019*
*Location:* *Richmond, VA*

*Hours of Instruction:* 34

Instructor

Instructor

Local Coordinator

Michael Davies, P.E.
Director, National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# *Certificate of Training*

Dominick DeJohn

*has participated in*

***FHWA-NHI-130091 Underwater Bridge Inspection***

*hosted by*

*Jacobs Civil Consultants, Inc.*

*Date:* *March 03-06, 2020* *Hours of Instruction:* 24
*Location:* *New York, NY*

Instructor — Brett Sposito, P.E.
Instructor — Ryan P. Breen, P.E.
Local Coordinator — Elizabeth Rezzman
Michael Davies, P.E.
Director, National Highway Institute

COLLEGE OF OCEANEERING
WORLD PORT LOS ANGELES
SAN DIEGO
A DIVISION OF
NATIONAL POLYTECHNIC COLLEGE OF ENGINEERING AND OCEANEERING
Technical Certificate
*This is to certify that*
**Timothy Kivi**
has successfully completed the educational curriculum, maintained the required attendance, and demonstrated a technical proficiency to be qualified for recognition as a
**Commercial Diver**
with a specialty in
**Nondestructive Testing Technology**
This program consists of basic Commercial Diving courses and advanced training in the technology of Nondestructive Testing in accordance with A.S.N.T.'s instruction SNT-TC-1A and Canadian Standard 48.9712 as per I.S.O. 9000 series in the following areas: Ultrasonics (shearwave), Magnetic Particle, Dye Penetrant, and Visual. The holder of this certificate is qualified for entry level work as a commercial diver on underwater contracts in harbors, rivers, lakes and offshore projects, specializing in Underwater Inspections, as well as various Nondestructive Testing industries such as; Construction, Aerospace, and Petroleum.
**Given this 29th day of July, 2004**
Ella Jean Morgan, M.A., Vice President Academics
Kevin B. Casey, M.S.E., M.S.C.S., President
An Affiliate of the National University System

THE FACULTY AND STAFF OF
MINNESOTA COMMERCIAL DIVER TRAINING CENTER
HEREBY ACKNOWLEDGES THAT
DOMINICK DEJOHN
HAS SATISFACTORILY COMPLETED THE REQUIREMENTS FOR THE
**ADCI ENTRY LEVEL TENDER/DIVER**
**&**
**DCBC INTERNATIONAL RESTRICTED SURFACE SUPPLIED DIVER CERTIFICATIONS**
AND IS HEREBY ADMITTED THE RIGHTS AND PRIVILEGES BELONGING TO THAT TRAINING AND ACHIEVEMENT.
**AUGUST 8TH, 2018**
SEAL
EXECUTIVE DIRECTOR
PRESIDENT

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NHI NATIONAL HIGHWAY INSTITUTE

# *Certificate of Training*

Timothy Kivi

*has participated in*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*Terracon Consultants, Inc.*

*Date:* *January 28 – February 8, 2019* *Hours of Instruction:* 67
*Location:* *Cincinnati, OH*

Instructor
Instructor
Local Coordinator
Michael Davies, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

Timothy Kivi

*has participated in*

***FHWA-NHI-130091 Underwater Bridge Inspection***

*hosted by*

*Arkansas Department of Transportation*

*Date:* *April 11 – 14, 2022*
*Location:* *Little Rock, AR*

*Hours of Instruction:* 24

Instructor

Instructor

Local Coordinator

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

Timothy Kivi

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training (SNBI)***

*hosted by*

*Kentucky Transportation Cabinet*

*Date:* *January 23-25, 2024*
*Location:* *Frankfort, KY*

*Hours of Instruction:* 22

Instructor

Instructor

Local Coordinator

Stacey J. Caston, Director
National Highway Institute


U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

nhi national highway institute

Ian Kidney

*has Successfully Completed*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*TIMMONS Group*

*Date:* *April 11-22, 2022*
*Location:* *Richmond, VA*

*Hours of Instruction:* 67

H C Rogers
Instructor

J M Boyd, P.E.
Instructor

Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

---

**Association of Diving Contractors International**

ADCI

**Cert. # 63801**

**Expires 12/07/2026**

**SURFACE-SUPPLIED AIR DIVER**

**IAN KIDNEY** **I.D. 5550**

**Commercial Diver Certification Card**

---

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

NHI NATIONAL HIGHWAY INSTITUTE

Ian Kidney

***has participated in***

***FHWA-NHI-130091 Undewater Bridge Inspection***

***hosted by***

Crofton Diving Corporation

***Date:*** *March 29-31, 2018*
***Location:*** *Portsmouth, VA*

***Hours of Instruction:***24

**Instructor**

**Instructor**

**Local Coordinator**

Valerie Briggs
**Valerie Briggs, Director**
**National Highway Institute**

---

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

NHI NATIONAL HIGHWAY INSTITUTE

Donavon Cunningham

***has participated in***

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

***hosted by***

West Virginia Department of Transportation

***Date:*** *September 27-30, 2016*
***Location:*** *Charleston, WV*

***Hours of Instruction:*** 25

Calvin Rogers
**Instructor**

Steven Smith
**Instructor**

**Local Coordinator**

Valerie Briggs
**Valerie Briggs, Director**
**National Highway Institute**

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NHI
NATIONAL HIGHWAY INSTITUTE

# Certificate of Training

## Donavon G. Cunningham

*has participated in*

*FHWA-NHI-130055 Safety Inspection of In-Service Bridges*

*hosted by*

BridgeValley Community and Technical College

*Date:* April 13-24, 2015
*Location:* South Charleston, WV
*Hours of Instruction:* 67

Instructor

Local Coordinator

Instructor

Valerie Briggs, Director
National Highway Institute

---

200976

AMPP™ **Certificate of Achievement**

**The Association for Materials Protection and Performance Recognizes**

Donavon Gene Cunningham

**As a Certified**

Senior Certified Coatings Inspector with Bridge Specialty

Executive Director
AMPP

**Expires**
September 28, 2026

Cert No.N-14613

---

NACE INTERNATIONAL Certificate of Achievement

**NACE International Recognizes**

## Donavon Cunningham

**NACE Certified Coating Inspector—Level 3**

**CERTIFICATION NUMBER *14613***

Certification Awarded
**June 2011**

Executive Director

NACE INTERNATIONAL

---

# *SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS*

***Rope Access Certification***

SPRAT®
Society of Professional Rope Access Technicians

*Acknowledges that*

## DONAVON GENE CUNNINGHAM

*has successfully completed the evaluation and written test in accordance with SPRAT's Rope Access Certification Requirements and is a certified*

**Level 3 Technician**

**SPRAT #140135**
**AWARDED: 10 March, 2023**
Expires: 10 March, 2026

DAVIDE SARTONI, EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

SPRAT's Technician Verification System may be used to verify the accuracy of data on this certificate.

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Maggie Ye**
has attended
**Traffic Control Technician-LA State Specific**
Training Course

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

Vice President of Education and Technical Services

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Cindy Hall**
has attended
**Traffic Control Supervisor Refresher-LA State Specific**
Training Course

6/24/2022 to 6/24/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Maggie Ye**
has attended
**Traffic Control Supervisor-LA State Specific**
Training Course

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

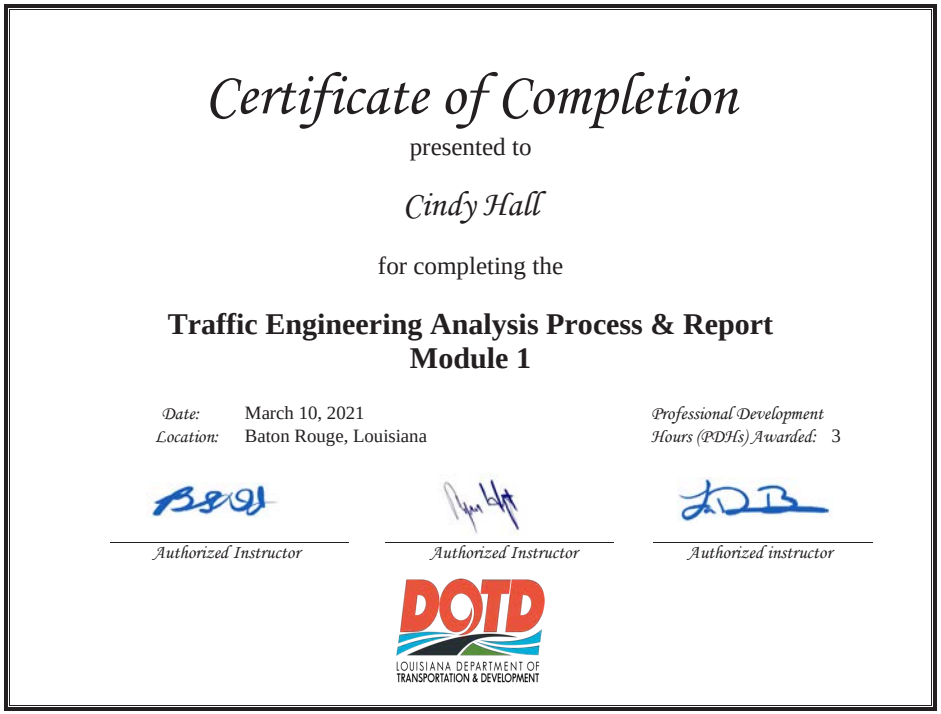
Vice President of Education and Technical Services

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com



# *Certificate of Completion*

presented to

*Cindy Hall*

for completing the

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

*Date:* March 10, 2021
*Location:* Baton Rouge, Louisiana

*Professional Development Hours (PDHs) Awarded:* 3

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

# Certificate of Completion

presented to

*Cindy Hall*

for completing the

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

*Date:* March 10, 2021
*Location:* Baton Rouge, Louisiana

*Professional Development Hours (PDHs) Awarded:* 3

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Hannah Krebs**
has attended
**Traffic Control Supervisor Refresher-LA State Specific**
Training Course

6/24/2022 to 6/24/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

# Certificate of Completion

presented to

*Cindy Hall*

for completing the

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

*Date:* March 11, 2021
*Location:* Baton Rouge, Louisiana

*Professional Development Hours (PDHs) Awarded:* 3

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

DOTD
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 PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

*Executive Director*

# Certificate of Completion

presented to

*Joey Lefante*

for completing the

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

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

*Professional Development Hours (PDHs) Awarded:* 2

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

# Certificate of Completion

presented to

*Joey Lefante*

for completing the

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

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

*Professional Development Hours (PDHs) Awarded:* 3

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

# Certificate of Completion

presented to

*Joey Lefante*

for completing the

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

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

*Professional Development Hours (PDHs) Awarded:* 3

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

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Joseph Lefante**
has attended
**Traffic Control Supervisor Refresher-LA State Specific**
Training Course

6/24/2022 to 6/24/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

| | | | |
|---|---|---|---|
| **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** | |
| **Don't Share My Information EU** | No | **PE License Number** | 0 |
| | | **PE License Expiration Date** | |

U.S. Department of Transportation
Federal Highway Administration

# National Highway Institute
# *Certificate of Training*

*RYAN C. NOLAN*

*has satisfactorily completed training in*

*SAFETY INSPECTION OF IN-SERVICE BRIDGES*

*conducted by*

*Michael Baker, Jr., Inc.*

*Location:* Maryland State Highway Administration
*Date:* September 27 thru October 8, 1999

*Hours of instruction:* 80
*Continuing Education Units:* 6.0

Instructor
Director, National Highway Institute
Coordinator
Federal Highway Administrator

U.S. Department of Transportation
Federal Highway Administration

nhi national highway institute

# National Highway Institute
# *Certificate of Training*

Ryan C. Nolan

*has participated in*

*FHWA-NHI-130053 Bridge Inspection Refresher Training*

*hosted by*

*Stantec*

*Date:* August 08-10, 2023
*Location:* Laurel, MD

*Hours of Instruction:* 18

Instructor
Instructor
Local Coordinator
Stacey J. Caston, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

NHI NATIONAL HIGHWAY INSTITUTE

# National Highway Institute
# *Certificate of Training*

Ryan C. Nolan

*has participated in*

NHI Course No. 130078
Fracture Critical Inspection Techniques for Steel Bridges

*hosted by*

RK&K

*Date:* June 25-28, 2018
*Location:* Baltimore, Maryland

*Hours of Instruction:* 25

Instructor
Instructor
Local Coordinator
Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

## Paul Marzuillo

*has successfully completed*

FHWA-NHI-130053V Bridge Inspection Refresher Training

*hosted by*

Texas Department of Transportation

*Date:* February 01-04, 2022
*Location:* Virtual Delivery, TX

*Hours of Instruction:* 18

Digitally signed by Cailein A. MacDougall, P.E.
Date: 2022.02.18 06:14:43 -10'00'
Instructor

Digitally signed by John P. Bogue, P.E.
Date: 2022.02.17 21:11:15 -05'00'
Instructor

Tess Macias
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

*Paul Marzuillo*

*has participated in*

*FHWA-NHI-130055 Safety Inspection of In-Service Bridges*

*hosted by*

*Texas Department of Transportation*

*Date:* February 06 - 17, 2017
*Location:* Austin, Texas

*Hours of Instruction:* 67

Guy R Lang PE
Instructor

Randall L Fosnaugh PE
Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

**National Highway Institute**

# *Certificate of Training*

**Paul Marzuillo**

*has participated in*

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

*hosted by*

*MP Engineers, P.C.*

***Date:*** *May 7-10, 2018*
***Location:*** *Kingston, NJ*

***Hours of Instruction:*** *25*

Instructor

Instructor

Mahendra Patel
Local Coordinator

Valerie Briggs, Director
National Highway Institute




Stantec

ATSSA TRAINED

# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Frederick Wetekamm**

has attended

**Louisiana Traffic Control Supervisor Refresher**

Training Course

9/8/2023 to 9/8/2027
Training Valid Through

Vice President of Education and Technical Services

Baton Rouge, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

U.S. Department of Transportation
**Federal Highway Administration**

**National Highway Institute**

NATIONAL HIGHWAY INSTITUTE

# *Certificate of Training*

## FREDERICK WETEKAMM, P.E.

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*LA DOTD/LTRC*

*Date:* *January 7-9, 2019* *Hours of Instruction:* 18

*Location:* *Baton Rouge, LA*

Instructor

Instructor

Local Coordinator

Michael Davies, Director
National Highway Institute

U.S. Department of Transportation
**Federal Highway Administration**

**National Highway Institute**

NATIONAL HIGHWAY INSTITUTE

# *Certificate of Training*

## FREDERICK WETEKAMM

*has participated in*

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

*hosted by*

*LA DOTD/LTRC*

*Date:* *February 26 – March 1, 2019* *Hours of Instruction:* 25

*Location:* *Baton Rouge, LA*

Instructor

Instructor

Local Coordinator

Michael Davies, Director
National Highway Institute

U.S. Department of Transportation
**Federal Highway Administration**

**National Highway Institute**

nhi national highway institute

# *Certificate of Training*

## Rima Zahalan

*has participated in*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*MP Engineers, P.C.*

*Date:* *March 07-09, 2023* *Hours of Instruction:* 18

*Location:* *Princeton, NJ*

Instructor

Instructor

Local Coordinator *Mahendra Patel, P.E.*

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Rima Zahalan, P.E.

*has participated in*

**FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges**

*hosted by*

*MP Engineers, P.C.*

*Date:* March 17-20, 2015
*Location:* North Brunswick, NJ

*Hours of Instruction:* 25

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Brianna Kovacs

*has Successfully Completed*

NHI Course 130053
Bridge Inspection Refresher Training

*hosted by*

**RK&K**

*Date:* May 2 – 4, 2023
*Location:* Baltimore, Maryland

*Hours of Instruction:* 18

Instructor

Instructor

Local Coordinator

Stacey J. Caston, Acting Director
National Highway Institute

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Rima Zahalan

*has participated in*

**FHWA-NHI-130055 Safety Inspection of In-Service Bridges**

*hosted by*

*Weidlinger Associates, Inc.*

*Date:* February 25-March 08, 2013
*Location:* New York, NY

*Hours of Instruction:* 67

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Brianna Kovacs

*has participated in*

*FHWA-NHI-130055 Safety Inspection of In-Service Bridges*

*hosted by*

*Whitman, Requardt & Associates, LLP*

*Date:* October 01-12, 2018
*Location:* Baltimore, MD 21231

*Hours of Instruction:* 67

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

*Donald Marinelli*

*has participated in*

FHWA-NHI-130055 Safety Inspection of In-Service Bridges

*hosted by*

AECOM Technical Services, Inc.

***Date:*** August 20, 2010
***Location:*** Baltimore, MD

***Hours of Instruction:*** 80
***CEU's:*** 60

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Donald Marinelli

*has participated in*

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

*hosted by*

*Whitman, Requardt & Associates, LLP*

***Date:*** *August 14-17, 2018*
***Location:*** *Baltimore, MD*

***Hours of Instruction:*** 25

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

NATIONAL HIGHWAY INSTITUTE

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Donald Marinelli

*has participated in*

FHWA-NHI-130053 Bridge Inspection Refresher Training

*hosted by*

Whitman, Requardt & Associates, LLP

*Date:* October 6-8, 2020
*Location:* Virtual Delivery, MD

*Hours of Instruction:* 18

Digitally signed by Cailein A. MacDougall, P.E.
Date: 2020.10.16 13:43:56 -04'00'

Instructor

Finn K. Hubbard

Instructor

Debra E. Rizzieri

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

nhi national highway institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

**Jason Biddle**

*has Successfully Completed*

***FHWA-NHI-130053 Bridge Inspection Refresher Training***

*hosted by*

*Suyash Consulting, LLC*

*Date:* *July 12-14, 2022*
*Location:* *Columbia, MD*

*Hours of Instruction:* 18/34

Instructor

Instructor

Rahul S. Desarkar

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

nhi national highway institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Jason Biddle

*has participated in*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*Marine Solutions, Inc.*

**Date:** April 3-14, 2017
**Location:** Rosedale, MD

**Hours of Instruction:** 67

Guy R Lang PE
Instructor

Danielle Hudson
Local Coordinator

James A Bundy PE
Instructor

Valerie Briggs
Valerie Briggs, Director
National Highway Institute

---

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

**ERIK DIAZ**

*has participated in*

***FHWA-NHI-130056 Safety Inspection of In-Service Bridges for Professional Engineers***

*hosted by*

*LA DOTD/LTRC*

*Date:* October 11-15, 2021
*Location:* Baton Rouge, LA

*Hours of Instruction:* 34

Instructor

Instructor

Allison H. Landry
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

---

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Jason Biddle

*has participated in*

**NHI Course No. 130078**
**Fracture Critical Inspection Techniques for Steel Bridges**

*hosted by*

RK&K

*Date:* June 25-28, 2018
*Location:* Baltimore, Maryland

*Hours of Instruction:* 25

Instructor

Instructor

Kaitlin Murphy
Local Coordinator

Valerie Briggs
Valerie Briggs, Director
National Highway Institute

---

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Erik R. Diaz

*has Successfully Completed*

***FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges***

*hosted by*

*Office State Aid Road Construction*

*Date:*
*Location:* June 07-10, 2022 Ridgeland, MS

*Hours of Instruction:* 25

Instructor

Instructor

Marie Allbritton
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

## Beau Kamrath

*has participated in*

**FHWA-NHI-130055 Safety Inspection of In-Service Bridges**

*hosted by*

**Kentucky Transportation Cabinet**

*Date:* April 7-18, 2014 *Hours of Instruction:* 67.0

*Location:* Frankfort, Kentucky

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

NATIONAL HIGHWAY INSTITUTE

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

Beau Kamrath

*has participated in*

**FHWA-NHI-130091 Undewater Bridge Inspection**

*hosted by*

Crofton Diving Corporation

*Date:* March 29-31, 2018 *Hours of Instruction:* 24

*Location:* Portsmouth, VA

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

NATIONAL HIGHWAY INSTITUTE

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

# Certificate of Training

## Beau Kamrath

*has Successfully Completed*

**Bridge Inspection Refresher Training**

*hosted by*

New Hampshire Department of Transportation

*Date:* February 22-24, 2022 *Hours of Instruction:* 18

*Location:* Concord, NH

Instructor

Instructor

Local Coordinator

Thomas Harman, Director
National Highway Institute

nhi national highway institute

Association of Diving Contractors International

ADCI

Cert. # 40245

Expires 12/22/2026

SURFACE-SUPPLIED AIR DIVING SUPERVISOR

JOSH M. JOHNSON I.D. 8791

Commercial Diver Certification Card

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

NHI NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

## Certificate of Training

## Joshua M. Johnson

*has participated in*

*FHWA-NHI-130055 Safety Inspection of In-Service Bridges*

*hosted by*

*Kentucky Transportation Cabinet*

*Date:* May 5-16, 2008 *Hours of Instruction:* 60.0

*Location:* Frankfort, Kentucky

Instructor

Local Coordinator

Instructor

Joseph S. Toole, Associate Administrator
Office of Professional and Corporate Development

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

## Certificate of Training

Joshua Johnson

*has Successfully Completed*

*FHWA-NHI-130053 Bridge Inspection Refresher Training*

*hosted by*

*Kentucky Transportation Cabinet*

*Date:* January 17-19, 2023 *Hours of Instruction:* 18

*Location:* Louisville, KY

Instructor

Local Coordinator

Instructor

Thomas Harman, Director
National Highway Institute

U.S. Department Of Transportation
Federal Highway Administration

National Highway Institute

NHI NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

## Certificate of Training

Joshua M. Johnson

*has participated in*

FHWA-NHI-130091 Underwater Bridge Inspection

*hosted by*

Collins Engineers, Inc.

*Date:* March 1-4, 2013 *Hours of Instruction:* 24

*Location:* Chicago, IL

Instructor

Local Coordinator

Instructor BRIAN P. DILWORTH

Richard Barnaby, Director
National Highway Institute

**Association of Diving Contractors International**

Cert. # 66052

Expires 05/09/2028

ADCI

**SURFACE-SUPPLIED AIR DIVER**

**ANDREW BALDWIN I.D. 9247**

**Commercial Diver Certification Card**

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

## *Certificate of Training*

Andrew Baldwin

*has participated in*

***FHWA-NHI-130091 Underwater Bridge Inspection***

*hosted by*

*Marine Solutions, Inc.*

*Date:* *October 04-07, 2021*
*Location:* *Nicholasville, KY*

*Hours of Instruction:* 24

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NHI NATIONAL HIGHWAY INSTITUTE

## *Certificate of Training*

Andrew A. Baldwin

*has participated in*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*Virginia Department of Transportation*

*Date:* *December 02-13, 2019*
*Location:* *Chester, VA*

*Hours of Instruction:* 67

Instructor

Instructor

Local Coordinator

Michael Davies, P.E.
Director, National Highway Institute

**Association of Diving Contractors International**

Cert. # 66128

Expires 05/31/2025

ADCI

**ENTRY LEVEL TENDER/DIVER**

**CAROLINE E. KNAPP I.D. 3755**

**Commercial Diver Certification Card**

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Caroline Knapp

*has Successfully Completed*

***FHWA-NHI-130055 Safety Inspection of In-Service Bridges***

*hosted by*

*Collins Engineers, Inc.*

*Date:* March 14-25, 2022
*Location:* Denver, CO

*Hours of Instruction:* 67

Instructor

Instructor

Local Coordinator

Thomas Harman

Thomas Harman, Director
National Highway Institute


U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# Certificate of Training

Caroline Knapp

*has participated in*

***FHWA-NHI-130091 Underwater Bridge Inspection***

*hosted by*

*Maine Department of Transportation*

*Date:* October 23-26, 2023
*Location:* Fairfield, ME

*Hours of Instruction:* 24

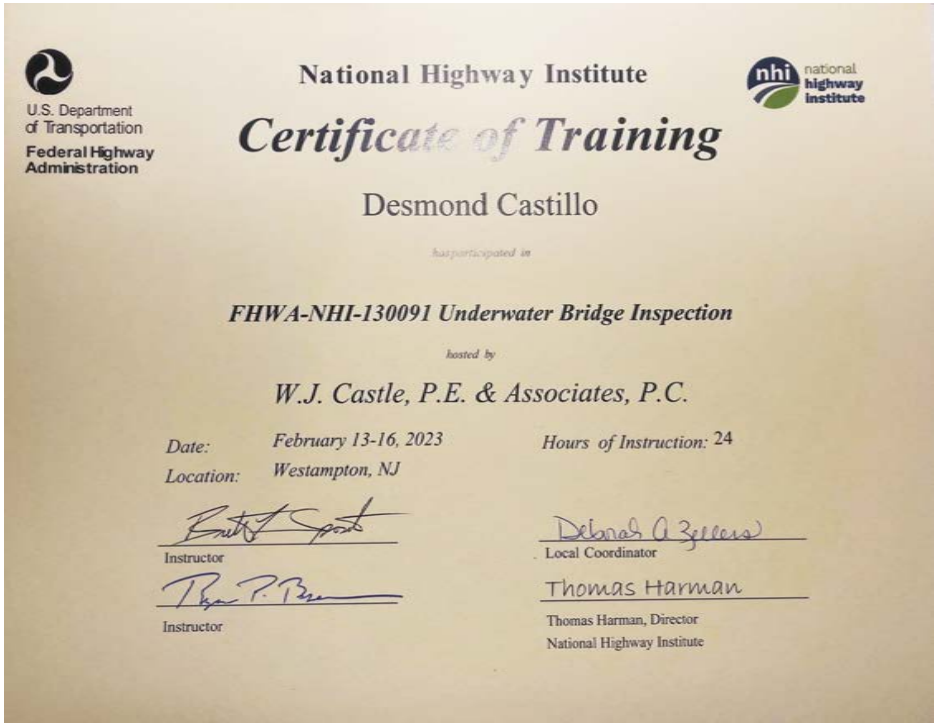
Instructor

Instructor

Local Coordinator

Stacey J. Caston

Stacey J. Caston, Director
National Highway Institute



U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

# *Certificate of Training*

Caleb Klein

*has participated in*

***FHWA-NHI-130091 Underwater Bridge Inspection***

*hosted by*

*Pickering, Corts & Summerson, Inc.*

*Date:* *March 18-21, 2024*
*Location:* *Ewing, NJ*

*Hours of Instruction:* 24

Instructor

Instructor

Local Coordinator

Stacey J. Caston

Stacey J. Caston, Director
National Highway Institute

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NACE INTERNATIONAL INSTITUTE

## Certificate of Achievement

**The NACE International Institute Recognizes**

Robert Lanterman

**As a Certified**

NACE Certified Coating Inspector - Level 3

Executive Director
NACE International Institute

NACE INTERNATIONAL INSTITUTE

**Expires**
May 23, 2025

**Cert No.13505**

100520

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**Association of Diving Contractors International**

Cert. # 47277

Expires 11/20/2025

ADCI

**ENTRY LEVEL TENDER/DIVER**

CALEB KLEIN I.D. 6875

**Commercial Diver Certification Card**

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AMPP™
The Global Leaders in Materials Protection and Performance

PROTECTIVE COATINGS SPECIALIST SSPC PCS

Certifies

## Robert Lanterman, PCS

Has fulfilled the requirements for recognition as an **SSPC**

## PROTECTIVE COATINGS SPECIALIST

***Valid Through December 31, 2027***

***2015-820-136***
***Certification Number***

***August 20, 2015***
***Original Date Issued***

***Executive Director AMPP***

**The American Society for Nondestructive Testing, Inc**
**International Service Center**
1711 Arlingate Lane, Columbus, Ohio 43228-0518
(614) 274-6003 | (800) 222-2768
fax (614) 274-6899 | asnt.org

September 3, 2020

Mr James A Kretzler
KTA Tator Inc
115 Technology DR
Pittsburgh, PA 15275-1005

ASNT ID# 186946

Dear Mr James A Kretzler:

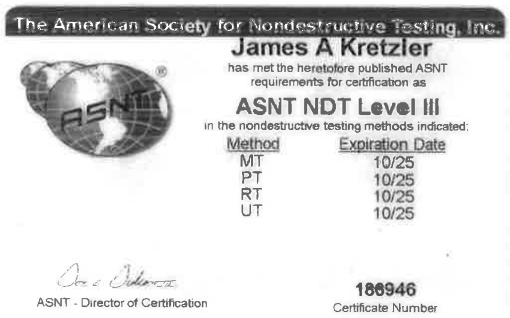
This letter is to inform you that you have successfully completed the requirements as set forth in the 'Renewal of NDT Level III Certificates Issued by ASNT'.

Please find attached your revised NDT Level III certification documentation, which consists of a wallet card, and new certificate. Review these materials for correctness, and contact me if you feel any are incorrect.

Your continued support of ASNT's NDT level III Certification Program is greatly appreciated.

Sincerely,

The Certification Department,
The American Society for Nondestructive Testing, Inc.


The American Society for Nondestructive Testing, Inc.
James A Kretzler
has met the heretofore published ASNT requirements for certification as
ASNT NDT Level III
in the nondestructive testing methods indicated:

| Method | Expiration Date |
|---|---|
| MT | 10/25 |
| PT | 10/25 |
| RT | 10/25 |
| UT | 10/25 |

ASNT - Director of Certification
186946
Certificate Number

**LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)**
**9643 Brookline Avenue, Suite 121**
**Baton Rouge, LA 70809**
**Phone (225) 925-6291**
**www.lapels.com**

Mr. James Huey Chustz Jr.

| License/Certificate Type - Number | Expiration Date |
|---|---|
| PLS.0004657 | 03/31/2026 |

**Status:** Active

**LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)**
**9643 Brookline Avenue, Suite 121**
**Baton Rouge, LA 70809**
**Phone (225) 925-6291**
**www.lapels.com**

Mr. Julian Alexander Chustz

| License/Certificate Type - Number | Expiration Date |
|---|---|
| PLS.0005251 | 09/30/2025 |

**Status:** Active

PHOTO NOT AVAILABLE

Last updated: 2/3/2023

**Mark W. Huber**
Level 2 Certified Hydrographer
mark.w.huber@att.net

## Professional Information

Chustz Surveying Inc
Gastonia
North Carolina
28056 United States

**Certified Hydrographer:** Yes

**Hydrographer Type:** Level 2 Certified Hydrographer

**Hydrographer Number:** 181

**Hydrographer Expire Date:** 12/31/2024

**Hydro Status:** Active

# CERTIFICATE
## OF COMPLETION

Angela McNulty

Has Completed a FDOT Approved Temporary Traffic Control (TTC): Advanced Course

Training Provider: American Traffic Safety Services Association (ATSSA)
15 Riverside Parkway Ste.100
Fredericksburg VA 22406
Phone: 540-368-1701

Verify this Certificate by visiting www.motadmin.com

| 04/03/2023 | 03/22/2027 | J. M | 607852 |
|---|---|---|---|
| Issue Date | Expiration Date | Instructor | Certificate No. |

FDOT

RTA DOTD

# LOUISIANA UNIFIED CERTIFICATION PROGRAM

## Disadvantaged Business Enterprise Program

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)

**L30 Consulting, LLC**

Is a Certified Disadvantaged Business Enterprise (DBE) in the following specialties:

NC488410, NC541690, NC561612, NC561990

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

Certificate Eligibility: September 2023 to September 2024

*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*

ATSSA

Safer Roads Save Lives

Angela McNulty

has attended
Traffic Control Supervisor

Completed: 12-APR-2024

CEU (If Applicable): 1.5

**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**

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.

Please see attached QA/QC Plan on the following pages.

# Quality Management Plan

**CONTRACT NOS. 4400029683, 4400029684, AND 4400029685**
**IDIQ CONTRACT FOR IN-DEPTH BRIDGE INSPECTION**
**STATEWIDE, LOUISIANA**

Stantec Project Nos.: TBD


**Document Date: August 8, 2024**

**QUALITY MANAGEMENT PLAN**
IDIQ for In-Depth Bridge Inspection
**Document Date: August 8, 2024**

## Table of Contents

# Foreword

Stantec recognizes the importance of quality control and quality assurance. In our commitment to quality on the **IDIQ Contract for In-Depth Bridge Inspection Services (IDIQ Contract)**, our Quality Control/Quality Assurance **(QC/QA)** Plan will satisfy all criteria as follows for each assigned task order, referred to as **Project**:

A. Create guidelines and processes which clearly demonstrate that QC/QA is the full responsibility of our team and not a responsibility of the Louisiana Department of Transportation and Development (LADOTD).
B. Create a focus on the QC/QA concepts for the bridge elements inspected, load rated, and designed in the Project by defining quality for the major structural components of the Project scope of work; describing how the **Quality Management Plan (QMP)**, also referred to as the **QC/QA Plan** will support quality work for the Project and creating clear definitions of QC/QA.
C. Create clear definitions of responsibility for our Inspectors, Engineers, Checkers, Reviewers, and Engineers of Record.
D. Create QC/QA project specific processes which are clearly described and effective in ensuring accuracy in our inspections, load rating analyses and reports, and structural condition reports.
E. Create necessary QC/QA tools, such as checklists and standard forms. All our QC/QA tools will be well documented and well suited to the scope and the complexity of the **IDIQ Contract**.

The goals of the Stantec **QC/QA Plan** for the **IDIQ Contract** are to:

- Support the inspection, load rating and designing elements of the Project to meet LADOTD's expectations in terms of finished deliverable quality; these to include meeting and maintaining the agreed upon schedule
- Improve inspections, load rating, analysis, and design solutions
- Provide adequate detail in structural condition reports, load rating reports, and on plans
- Reduce errors in inspections, structural condition reports, load rating analyses, designs, and plans
- Reduce constructability issues
- Maintain schedule through all project phases
- Allow for efficient and effective innovative solutions, materials, and techniques
- Minimize community impacts
- Enhance worker and public safety
- Minimize construction related traffic solutions
- Accurately mitigate impacts of unforeseen conditions and events

Note that cross-references to ISO 9001 within the plan are provided where appropriate to illustrate the consistency of this plan with ISO 9001 principles.

As the Project develops, appropriate QC/QA Checklists and Technical Process Guidelines (TPG's) for key structural elements of the **IDIQ Contract** will be developed and included in this **QC/QA Plan**.

The **QC/QA Plan** shall be distributed to all Stantec Team members and reviewed to confirm understanding. All team members shall be held accountable to these high standards.

## Revision Summary

To be completed by document owner and/or originator of revisions prior to issue to team.

| Revision | Date | Section | Summary of Revision |
|---|---|---|---|
| 0 | 8/8/2024 | All | Inclusion in RFP to LADOTD |
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## Required Reading Form

**All members of the Stantec Team – Inspectors, Checkers, Reviewers, and Engineers of Record shall become acquainted with the contents of this document and related attachments. As a record of responsibility of the team, and a record of accountability by Stantec, this form shall be maintained on the Project.**

| Name | Signature | Date |
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# A. UNDERSTANDING OUR ROLE

## A.1 CORPORATE PHILOSOPHY AND POLICY ON QUALITY

Stantec clearly understands, and believes, that responsibility for Quality in our services and deliverables is 100% ours. In satisfying the expectations set forth by LADOTD for QC and QA, this **QC/QA Plan** creates a commitment to continual improvement of project execution, product quality and the reduction of quality related costs. We believe that RESPONSBILITY is created through processes and guidelines that are integral to our team's thinking; we believe that ACCOUNTABILITY is created through purposeful reporting and measured results by our leaders; and we believe that SUCCESS is created by our team's ownership of the **QC/QA Plan**. To this end, Stantec will provide experienced leadership, specifically tasked with developing, maintaining, enhancing, and monitoring the performance of the overall system of quality management for the **IDIQ Contract**.

Stantec understands that to achieve quality, one has to define quality. For the **IDIQ Contract**, key aspects of the bridge inspections, bridge load rating analyses, and structural condition reports which define quality are outlined as follows:

- Bridge inspections performed in accordance with NBIS guidelines,
- Appropriate and complete field notes and documentation recorded for each structure in a neat and orderly fashion,
- Documented bridge load rating procedures that are accepted by LADOTD and throughout the industry,
- Accurate bridge load rating analyses and bridge designs,
- Accurate and complete structural condition reports, including load rating analysis and bridge posting results, and,
- Accurate and complete construction plans, cost estimates, and specifications.

## A.2 QC/QA PLAN PHILOSOPHY

For management purposes, our **QC/QA Plan** for the **IDIQ Contract** will address the requirements broadly covered under ISO 9001 Sections 4.2 to 8.5. Subsections of ISO 9001, such as Contract Review and Startup Procedures; Training; and Servicing are covered in our Stantec Project Management Frameworks through which all our project managers are trained and certified.

A critical component of our **QC/QA Plan** will be ensuring that all staff involved in the Project is aware of the **QC/QA Plan** and committed to following its direction. Our Project Manager will be responsible for providing Project staff with a copy of the **QC/QA Plan** and encourage its use through ongoing process revisions and results of QC/QA reviews and project audits. In addition to our **QC/QA Plan**, each Project team member regardless of role will be responsible for the quality of their work and will be expected to provide an appropriate level of quality control on that work.

# B. UNDERSTANDING QC/QA CONCEPTS & DEFINITIONS

Our concept for QC/QA on the **IDIQ Contract** will follow proven methods which Stantec has used for many years in serving LADOTD. Our **QC/QA Plan** will revolve around process controls and quality control and quality assurance guidelines.

Our **QC/QA Plan** will support quality work through:

- Continual maintaining of the Project Design Criteria,
- Rigorous field inspection QC's, load rating QC's, report QC's, design QC's, and plan QC's, QA reviews, Independent Reviews, and (at LADOTD's discretion) coordinating peer reviews at Project milestones, and
- Management of our **QC/QA Plan** through quality audits, management reviews and continual improvements.

The following definitions further identify our QC/QA practices and processes.

**Quality Control/ Quality Assurance (QC/QA) Plan**

Documented requirements that establish and define responsibilities, performance measures, milestone audits and work procedures to ensure that the project deliverables meet predetermined requirements. It encompasses Quality Control, Quality Assurance, and Audit of the scope of work covered by the **IDIQ Contract**.

**Process Control**

Documented procedures (processes) to control the inspection, load rating, and design quality processes.

**Project Design Criteria**

Design criteria specific to the **IDIQ Contract** will be developed by the Project Manager and available for the LADOTD Project Manager to review. Project Design Criteria will include:

- Governing inspection standards (other than those specified by NBIS)
- Governing load rating specifications and other references
- Bridge load rating and design criteria and assumptions
- Bridge load rating and design software

Project Design Criteria will be:

- **Maintained** throughout the Project.
- **Updated** to include any design assumptions made or design exemptions obtained during the Project.
- **Referenced** in all calculations and drawings as appropriate.

**Quality Control (QC)**

Review and testing of deliverables against predetermined requirements for compliance. Deliverables not meeting requirements will trigger adjustment or changes to the process leading up to the deliverable or will identify deliverables that must be rejected and replaced.

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| **QC Bridge Inspections** | A field review of the inspections in accordance with current NBIS and LADOTD guidelines. Responsibilities will also include:<br>• **Verification** of the accuracy of the Team Leader's condition ratings, field notes, and photograph documentation,<br>• **Performance** of redline checks of the Team Leader's field notes and condition ratings, and<br>• **Ensure** that the field notes and photographs adequately and accurately document the current bridge condition |
| **QC Load Rating Checking** | A full technical review of the load rating calculations. Responsibilities will also include:<br>• **Verification** of the accuracy of the Load Rater's calculations,<br>• **Performance** of redline checks of the Load Rater's calculations or produce an independent set of calculations and compare the results, and,<br>• **Ensure** that the load rating summary report adequately and accurately presents the load rating results. |
| **QC Structural Condition (Inspection) Report Checking** | A full review of the structural condition reports to include:<br>• **Verification** that all inspection observations and load rating results are correctly and completely presented,<br>• **Performance** of the report includes copies of the inspection plan, field notes, and previous condition ratings and review of report formatting consistency, and<br>• **Reviewing** for completeness as compared to project "go-by" reports approved by the Project Manager. |
| **QC Design Checking** | A full review of the design calculations, survey calculations, software input and output, cost estimates, and specifications. Responsibilities will also include:<br>• **Verification** of the accuracy and adequacy of the preparer's work product,<br>• **Compliance** with specified codes, standards, and permits,<br>• **Conformance** to standards of practice,<br>• **Performance** of redline checks of the work product, or production of an independent work product and comparison of the results, and<br>• **Ensuring** that the work product adequately and accurately presents the required information. (The calculations of the Design Checker will also become a part of the calculation of record when independent checking calculations are produced.) (The Design Checker will not be the one who performed the original design.) |
| **QC (LADOTD Bridge Design)** | In addition to the definitions above: This process involves the procedure of checking the accuracy and consistency of calculations and drawings, detecting conflicts, design errors and omissions, and the procedure for resolution of internal comments, correcting and verification of revisions. Also, specific to bridge design, the process verifies that all bridge components are adequately |

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| | designed for the specified limit states in the AASHTO LRFD Bridge Design Specifications and the LA DOTD Bridge Design Manual and Memoranda. |
| **Quality Assurance (QA) Review** | A review to ensure that the QC process is complete and the work products (designs, plans, cost estimates, reports, evaluations, load rating calculations, and load rating summary report) are in accordance with LADOTD practices, policies, and procedures to include Cursory review of all documents in the QA Information Package. |
| **QA Information Package** | Package of Quality Control documentation submitted to the QA Reviewer. QA Information Packages will be prepared for all Project submittals and shall include appropriate designs, plans, cost estimates, reports, evaluations, load ratings, and studies. QA Information Packages will include all QC documentation of the Project submittal such as calculations, plans, estimates of probable construction costs, QC checklists, comments and markups by the Project Professional, Design Checker and Detail Checker. |
| **Peer Review** | Only as directed by LADOTD. |
| **Independent Review (IR)** | As part of the QA Review, and Independent Review may include one (or more) of the following:<br>• **Field review** of the inspection approach, procedures, and findings,<br>• **Accuracy and completeness review** of the inspection report including field notes, sketches, photographs, element quantities, condition states, and recommendations,<br>• **Consistency review** of the rehabilitation plan details to assure uniformity of design, detailing, format, and presentation,<br>• **Constructability review** of the rehabilitation plan details to identify possible design improvements to make construction easier, safer, and less costly and/or reduce environmental impacts,<br>• **Operational review** to understand how the Project functions, how it can be more user friendly and easier to maintain and how the design can be made more efficient, and<br>• **Risk review** of areas of critical importance; areas where, based on the reviewer's experience, mistakes may be typically found; and areas that may be new to the design practice. |
| **Quality Audit** | Review of the documentation and processes of QC, QA, and IR to measure compliance at various Project milestones. |
| **Management Review** | Meetings held to monitor compliance and effectiveness of the **QC/QA Plan** with the objective of continual improvement. |

# C. STANDARDS AND RESPONSIBILITIES OF DESIGNERS, CHECKERS, REVIEWERS, AND ENGINEERS OF RECORD

Our **QC/QA Plan** details the qualifications and responsibilities of the Stantec Team members. The following descriptions of critical team members help define minimum requirements and functions of these positions on the **IDIQ Contract**.

**Project/Program Manager (PM)**

Engineer (LA licensed PE) tasked with the duty to lead the Stantec Team, with the following qualifications and responsibilities:

**Experience** – Professional engineer with technical and management experience of projects with similar scope and magnitude.

**Responsibilities**

- Serve as overall project leader and liaison with LADOTD,
- Develop and monitor overall Project scope, schedule, and budget,
- Identify and obtain approval of any scope changes (when required),
- Monitor overall Project development, deadlines, and deliverables,
- Work and coordinate with Discipline Leaders,
- Determine required Inter-Discipline and Independent Review requirements of the Project,
- Establish and monitor protocol and procedures for communications with LADOTD, stakeholders, and team members,
- Establish procedures for identifying and resolving project conflicts, constraints, and other risks,
- Conduct Project Reviews to identify and track key issues, and provide recommendations for function and efficiency improvements,
- Monitor the overall QC/QA Plan, including systems for tracking progress and completion,
- Accept final work products,
- Track and verify overall project archiving,
- Submit deliverables to the LADOTD Project Manager,
- Conduct Quality Audits for the duration of the Project,
- Lead meetings, forums, and discussions with LADOTD, stakeholders, and team members in project development and project decisions.
- Assign and manage resources to execute the work in accordance with the Project schedule,
- Ensure checking and review by appropriate senior individuals that all deliverables are in accordance with the Project Design Criteria, the QC/QA Plan, and LADOTD standards,
- Establish written agreement for the scope and budget for the Project,
- Achieve budget through effective control of the work,
- Provide prompt identification and submission for formal approval of all scope changes to LADOTD,
- Archive Project data and deliverables according to the QC/QA Plan.

**Engineer-of-Record (EOR)**

Engineer (LA licensed PE), designated by the PM, responsible for supervision and/or preparation of specific Project elements to include inspections, evaluations, load ratings, structural condition reports, and sealing calculations, plans, and specifications. EOR can be the Load Rater, Load Rating Checker, Designer, Design Checker, QA Reviewer, or PM - who is directly involved in the Project activities. The EOR shall have the following qualifications and responsibilities:

- Experience – Professional engineer with experience on LADOTD bridge projects in the various specific areas of Steel, Prestressed Concrete and Concrete Girders, Movable Spans, Trusses, and Fracture Critical Elements.
- Ensure the QC/QA certifications are signed by all responsible parties.
- Assemble calculations from all load raters and designers, finalize and seal the structural condition report, and seal the cover sheet of the calculation book.
- Stamp all plan sheets or designate a Designer, Design Checker, or QA Reviewer, developed under their supervision.

**Discipline Leader**

Professional (LA licensed as required) assigned to the specific discipline of the Project (Environmental, Surveying, Geometrics, Traffic, Roadway, Bridge, or Bridge Inspection) and responsible for supervision and/or preparation of all deliverables and submittals as defined by the Project Scope for the assigned Discipline. Experience and Responsibilities will include:

**Experience** – Professional (LA licensed as required) with experience in executing similar Discipline assignments.

**Responsibilities**

- Collaborate and communicate on a regular basis with the PM,
- Take full responsibility for providing Discipline scope and schedule,
- Develop, update and implement the Project Design Criteria as related to the Discipline,
- Oversee the development, organization, and maintenance of design (where required) and submittals as related to the Discipline,
- Identify activities required for completion of the work for the Discipline,
- Maintain a Project deliverable list for the Discipline,
- Maintain a matrix (or list) of staff assigned as Originators and Checkers of the work product by the Discipline,
- Determine the necessary technical knowledge and experience required for all Discipline activities,
- Lead and guide the Discipline staff required for execution,
- Oversee all procedures and forms related to the Discipline,
- Approve and validate all software used by the Discipline staff,
- Develop (as required) and adhere to Process Guidelines (PG's),

- Sub-consultant oversight (as assigned) within the Discipline,
- Inter-discipline reviews – as initiator or participant,
- Implement the **QC/QA Plan** for the Discipline.
- **Appendix F contains special provisions for Bridge QC/QA. These special provisions outline additional and/or revised responsibilities for the Bridge Discipline Leader.**

**Team Leader**

Bridge Inspector, possessing NBIS Certification (National Bridge Inspection Standards), directly responsible for managing the field team for the evaluation of bridge superstructure, substructure, and foundation systems. Responsibilities will include:

- Understanding and following the Project scope,
- Developing specific methods of inspection and procedures,
- Developing the Project safety plan,
- Coordinating with all stakeholders for field access,
- Developing, organizing, and maintaining inspection data, and
- Preparing the inspection findings, evaluation, and recommendations.

**Load Rater**

Engineer (LA licensed PE or EI) directly tasked with the development of load rating calculations and summary reports. Responsibilities will include:

- Understanding and following the Project Design Criteria,
- Developing, organizing and maintaining load rating calculations,
- Checking his own work, and
- Updating load rating calculations to correct any errors or omissions discovered by the Load Rating Checker.

**Designer**

Engineer (LA licensed PE or EI) directly tasked with the development of design calculations, drawings, and estimates of probably construction costs. Responsibilities will include:

- Understanding and following the Project Design Criteria,
- Developing, organizing and maintaining design calculations,
- Communicating with the detailer and supervising the detailing work to ensure adequate and accurate presentation of design information,
- Checking his own work, and
- Updating design calculations to correct any errors or omissions discovered by the Design Checker

**Detailer**

Individual directly responsible for the creation of CAD drawings to use for field notes and checking his own work for accuracy and completeness.

**QC Bridge Inspection Checker**

NBIS Certified Program Manager or Team Leader responsible for performing a field review of the bridge inspection by reviewing inspection techniques, field notes, condition ratings, and photograph documentation.

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| **QC Load Rating Checker** | Engineer (LA licensed PE or EI) responsible for performing a full technical review of the load rating calculations and load rating summary report. (If the load rater is an EI, the load rating checker will be a PE.) |
| **QC Structural Condition Report Checker** | Engineer (LA licensed PE) responsible for performing a full review of the structural condition reports to ensure inspection observations, load rating results and bridge maintenance and posting recommendations are accurate and complete. |
| **QC Design Checker** | Engineer (LA licensed PE) assigned QC Design Checking responsibilities. |
| **QA Reviewer** | Engineer (licensed PE) responsible for ensuring that the QC process is complete, and the load rating calculations and structural condition reports are in accordance with LADOTD practices, policies, and procedures. The reviewer must have experience in the specific Project element. |
| **Independent Reviewer (IR)** | Engineer (LA licensed PE) responsible for conducting a totally independent review of selected Project documents and final deliverables. The IR and QA Reviewer may be the same person and also occur at the same time. |

# D. DESCRIPTION OF THE QC AND QA PROCESSES

The Quality Management Process for the **IDIQ Contract** includes formats and templates for QC and QA that have been successful on many past projects. All systems employed by Stantec will also follow closely the ISO 9001 guidelines.

The **QC/QA Plan** will include **Quality Control** and **Quality Assurance Reviews**.

Our **QC/QA Plan** processes will also focus on the following:

- **High risk elements** which will include 3-D finite element modeling and analysis of movable and complex bridges and independent modeling for checking purposes – where required.
- **Detailed (line by line) checking** of all software input. (Rating and design software such as AASHTOWare BrR, RC-Pier, MDX, and STAAD.)

## D.1 PROJECT MEETINGS

Our PM will offer progress face-to-face meetings with LADOTD. Stantec will provide agendas, such that the meetings are well planned and productive, and will document outcomes and action items with meeting notes.

## D.2 PROCESS CONTROL

Process control for the **IDIQ Contract** will be achieved by adhering to the following:

- Identify, confirm, document, and communicate objectives, deliverables, schedule, work plan, and analysis methodology,
- Obtain confirmation, and approval where required, by LADOTD,
- Confirm the information provided for Project implementation is complete and accurate,
- Review site conditions, particularly those areas where conflicts and constraints may affect bridge inspections,
- Maintain a documented, indexed and traceable record of all work in a format that allows the Project team access to all pertinent project information,
- Ensure that all deliverables are signed and stamped in accordance with LADOTD requirements, and
- Provide all documentation to the designated quality control checkers and quality assurance reviewers, including Non-Conformance Reports.

## D.3 INSPECTION QUALITY CONTROL

Inspection Quality Control reviews will be conducted by the Team Leader immediately following the field inspections that include reviewing completeness and accuracy of field notes, photograph documentation, and meeting inspection requirements set forth by LADOTD.

**Inspection quality control checking** will be performed using a four-step procedure as described below:

**Step 1.** A member of the inspection team, inspector or Team Leader, (Originator) will review available data on each structure including previous inspection reports, load rating reports, and as-built drawings. Structural details will be reviewed to establish fracture critical members, fatigue prone details, previously identified defects, span configurations and orientation, special access requirements, and other relevant structure aspects that could affect the inspection. This information will be used to develop an inspection plan. The Checker will then check the inspection plan by comparing with the available data. Comments and suggestions to improve the inspection plan will be documented and filed accordingly. The Corrector (can be the Originator) will review the comments and finalize the inspection plan, thus completing the mobilization phase of the inspection.

**Step 2.** At the bridge site, the Team Leader will check and verify all inventory (SI&A) data and verify all structure elements (National Bridge Elements (NBE), Non-AASHTO, and LADOTD defined), element quantities, and defect coding. During the on-site inspection process, all condition state coding and defect identification will be recorded. Representative photographs and narratives will be recorded by the inspection team and checked by the Team Leader. Each inspection day will end with a summary meeting to address personnel and public safety risks, discuss typical and significant inspection findings, and coordinate remaining inspection tasks.

**Step 3.** A member of the inspection team, inspector or Team Leader (Originator) will compile all of the data collected in the field including notes, sketches, photographs, condition states, and other items resulting from the inspection. The Checker (typically a PE) reviews the compiled data to ensure a complete an accurate inspection has been completed. The Checker will hold summary meetings with each inspector to discuss their findings and compare with the compiled data. Comments will be provided to the Originator to be incorporated in the inspection report.

**Step 4.** The Verifier (Team Leader or PM) will verify that all comments have been addressed in the inspection report.

Independent reviews will be performed on selected elements as needed to ensure an accurate and complete inspection has been performed. The PM will discuss specific requests from LADOTD to include in the independent review.

## D.4 INSPECTION REPORT QUALITY CONTROL

Bridge Inspection Report Quality Control reviews will be conducted on all reports. Quality control will be the responsibility of each individual undertaking a component of the work. Reviews will be performed in a similar manner as the load ratings with the exception that the initial report will be developed using AssetWise (or other applicable software) and printed to PDF for the QC checkers.

A final QC of the final PDF document will be performed to ensure that the following documents are included in each report:

- Cover/title sheet
- Field sketches and photographs
- NBI condition and appraisal ratings
- Existing ground profiles (soundings)
- Element level data (as applicable)

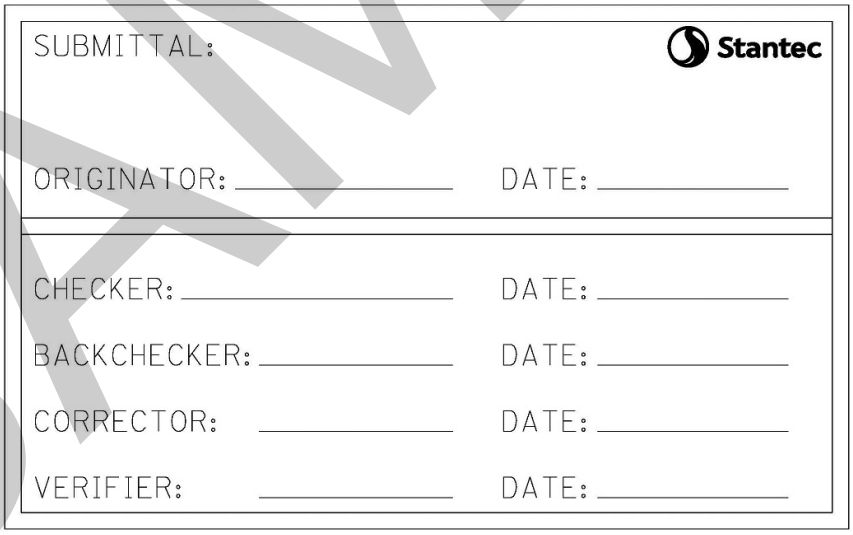
- Fracture critical member data (as applicable)
- Load rating summary sheet
- Field QC/QA forms (as applicable)
- Critical finding reports (as applicable)
- Other documents necessary to accurately describe observed deficiencies

## D.5 DESIGN, LOAD RATING, AND SUBMITTAL QUALITY CONTROL

QC reviews will be conducted for all submittals at the required LADOTD milestones. The PM will work with Discipline Leaders to identify QC reviews and who will have responsibility for QC of these reviews. For any **high-risk elements**, the Checker may perform independent calculations or modeling where analysis decisions are not readily or routinely known. The Checker will perform a **rigorous verification** of Project elements by using as-built drawings and/or field sketches.

As part of the QC accountability, the Discipline Leader will be the primary QC signature on all submittals and documents prepared under their control as part of this **QC/QA Plan**, Discipline Leaders will be responsible for the following:

- Assign **QC Design Checkers** possessing the technical skills, relevant qualifications and experience required to complete these efforts,
- Utilize the checklists included in **Section E,** or create checklists to assist in the reviews and provide documentation of the review,
- Ensuring the following checking stamp (or similar stamp) is affixed each document prior to starting QC reviews




- Incorporate the five-step procedure as described below:

**Step 1.** Once the **Designer** & **Detailer** complete calculations and plans, a checking stamp will placed on the cover sheet of the calculations and each plan sheet. **Designer/Detailer (Originator)** will sign and date the checking stamp and will deliver calculations/plans to the **Checker**.

**Step 2.** The **Checker** will indicate with a highlighter that he agrees with, and use red marks that he would like to make comments. **Checker** will sign and date the calculations and/or plan sheets being checked and give it to **Backchecker** (can be the same person as the **Originator**).

**Step 3.** **Backchecker** will go through all the comments made by the **checker**. If he agrees he would put a blue check ✓ beside the **Checker's** comments. But if the **Backchecker** disagrees with the **Checker's** comment he will resolve the disagreement with the **Checker**. If the **Checker's** comments needs to be changed the **Backchecker** will strike through the **Checker's** comments and update it using a **blue pen**. The **Backchecker** will sign and date it.

**Step 4.** **Corrector** (can be the same person as the **Originator**) will correct all comments which are agreed upon. Once the correction is made he will circle the changes with a **green pen**. **Corrector** will sign and date it, he will give it to **Verifier.**

**Step 5.** **Verifier** (can be the same person ast the **Checker**) will verify all changes, and will highlight the **green circles**. He will sign and date it complete the process.

## D.6 QUALITY CONTROL RECORDS

**QC Records** will include checked documents, memoranda, meeting notes, and/or checklists specific to each task. Checked documents may include evidence of checking, evidence of verification, evidence of interdisciplinary review, and evidence of approval.

## D.7 QUALITY ASSURANCE

As part of this **QC/QA Plan**, the QC/QA Manager will establish the following:

- Assign **QA Reviewers** for the Project and ensure these individuals possess the technical skills, relevant qualifications and experience required to complete these efforts,
- Verify the **QA Information Packages** have been properly prepared for the **QA Reviewer's** use,
- Complete the required QA certification (signed by the appropriate **QA Reviewer**),
- Document **QA Reviewer's** comments,
- Reconcile, and/or develop accepted course of action,
- Prepare QA review comment form reports or non-conformance form reports as appropriate to deal with issues noted in the review, and,
- Confirm that all issues raised, and actions identified are addressed.

**QA Information Packages** shall include the appropriate checklist in **Section E** of this document.

## D.8 INDEPENDENT REVIEW AND CONSTRUCTABILITY REVIEW

An independent individual/team will be identified (when necessary) to develop additional ideas to assure that enhance innovation and construction for the Project. The **Independent Reviewer** will perform consistency, constructability, and risk reviews in accordance with the checklist provided in **Section E** of this document.

## D.9 DOCUMENT AND DATA CONTROL

Hard copy and digital file documentation will be received and maintained in accordance with Stantec's general guidelines (i.e. MEDAD – Stantec's Managing Electronic Documents and Directories system for digital files). The filing system will be indexed and documented to assist in consistent filing and simplified retrieval of documents. Information contained on corporate servers will be backed up on a regular basis (i.e. daily) in accordance with Stantec's general guidelines.

Quality related records will be filed in a Quality Records File. These records will include the following:

- The **QC/QA Plan** and all revisions to the plan.
- Copy of all **QC** checklists and certifications for each milestone review
- Copy of all **QA** certifications for each review
- Copy of all Review Comment Forms, Non-Conformance Reports, and evidence of the corrective action and subsequent compline for **QC** and **QA** review.

## D.10 CONTROL AND CORRECTION OF NON-CONFORMING WORK

Identified deviations from load ratings or non-conformances need to be assessed, documented, and communicated to affected parties. This process will be handled through Design Review Comment Forms and Non-Conformance Reports (NCRs). These forms will be developed as needed for the Project. The corrective action taken, and any preventative actions identified as being appropriate to prevent future occurrences will be documented.

# E. QC Checklist & Comment Forms

## E.1 LOAD RATING QC CHECKLIST

Bridge Name:
Structure No.:

| | Superstructure | Substructure |
|---|---|---|
| Load Rated by (initial & date): | | |
| QC'd by (initial & date): | | |
| Corrected by (initial & date): | | |
| Verified by (initial & date): | | |
| QA'd by (initial & date): | | |

**SUBSTRUCTURE GEOMETRY**

- ☐ Back span length
- ☐ Fore span length
- ☐ Clear roadway width
- ☐ Number of lanes
- ☐ Cap length
- ☐ Cap width
- ☐ Cap height
- ☐ Cap overhang left
- ☐ Cap overhang right
- ☐ Bearing
- ☐ Cap flexure reinforcement
- ☐ Cap shear reinforcement
- ☐ Pile spacing
- ☐ Pile diameter
- ☐ Pile section loss

**SUPERSTRUCTURE GEOMETRY**

- ☐ Span length(s)
- ☐ Bridge width
- ☐ Clear roadway
- ☐ Slab Thickness
- ☐ Slab reinforcement
- ☐ Parapet(s) or railing(s)
- ☐ Girder Spacing(s)
- ☐ Girder Type(s)
- ☐ Girder reinforcement
- ☐ Girder prestressing
- ☐ Timber Stringer Spacing
- ☐ Timber Stringer Dimensions
- ☐ Flange thickness(es)
- ☐ Web thickness(es)
- ☐ Cover plate ranges
- ☐ Cover plate thickness(es)
- ☐ Stiffener ranges
- ☐ Stiffener thickness(es)
- ☐ Girder projection, left
- ☐ Girder projection, right
- ☐ Girder haunch at bearing
- ☐ Intermediate diaphragms
- ☐ End diaphragms
- ☐ Channel Beam LL DF

### SUBSTRUCTURE MATERIALS

- ☐ Cap concrete f'c
- ☐ Cap reinforcement fy
- ☐ Timber pile fco
- ☐ Timber pile Eo
- ☐ Steel pile fy
- ☐ Concrete pile f'c
- ☐ Timber cap E
- ☐ Timber cap Density $\lambda$
- ☐ Timber cap $F_b$
- ☐ Timber cap factors ($C_F$, $C_D$, $C_r$, etc.)
- ☐ Timber cap $F_v$

### SUPERSTRUCTURE MATERIALS

- ☐ Slab concrete f'c
- ☐ Parapet/railing concrete f'c
- ☐ Parapet/railing steel f'c
- ☐ Slab reinforcement fy
- ☐ Girder 28-day concrete f'c
- ☐ Girder release concrete f'ci
- ☐ Girder reinforcement fy
- ☐ Girder prestressing fy
- ☐ Girder steel fy
- ☐ Stiffener steel fy
- ☐ Timber stringer E
- ☐ Timber stringer density $\gamma$
- ☐ Timber stringer $F_b$
- ☐ Timber stringer factors ($C_F$, $C_D$, $C_r$, etc.)
- ☐ Timber stringer $F_v$
- ☐ Timber deck E
- ☐ Timber deck density $\gamma$
- ☐ Timber deck $F_b$
- ☐ Timber deck factors ($C_F$, $C_D$, $C_r$, etc.)
- ☐ Timber deck $F_v$

### SUBSTRUCTURE LOADING

- ☐ Dead load (DC)
- ☐ Dead load (DW)
- ☐ Condition factor
- ☐ System factor
- ☐ Resistance factor
- ☐ Live load (LL)
- ☐ Load case

### SUPERSTRUCTURE LOADING

- ☐ Dead load (DC)
- ☐ Dead load (DW)
- ☐ Condition factor
- ☐ System factor
- ☐ Resistance factor
- ☐ Live load (LL)
- ☐ Impact
- ☐ Load case

**RC-PIER OUTPUT (CAP)**

- ☐ Cap M capacity
- ☐ Cap V capacity
- ☐ Cap M/V demand (DC)
- ☐ Cap M/V demand (DW)
- ☐ Cap M/V demand (HS-20-INV)
- ☐ Cap M/V demand (HS-20-OPR)
- ☐ Cap M/V demand (EV2)
- ☐ Cap M/V demand (EV3)
- ☐ Cap M/V demand (LA Type 3)
- ☐ Cap M/V demand (LA Type 3-S2)
- ☐ Cap M/V demand (Type 3-3)
- ☐ Cap M/V demand (LA Type 6)
- ☐ Cap M/V demand (LA Type 8)
- ☐ Cap M/V demand (_____)

**RC-PIER OUTPUT (PILE)**

- ☐ Pile axial capacity
- ☐ Pile axial demand (DC)
- ☐ Pile axial demand (DW)
- ☐ Pile axial demand (HS-20-INV)
- ☐ Pile axial demand (HS-20-OPR)
- ☐ Pile axial demand (EV2)
- ☐ Pile axial demand (EV3)
- ☐ Pile axial demand (LA Type 3)
- ☐ Pile axial demand (LA Type 3-S2)
- ☐ Pile axial demand (Type 3-3)
- ☐ Pile axial demand (LA Type 6)
- ☐ Pile axial demand (LA Type 8)
- ☐ Pile axial demand (_____)

**COMMENTS**

- ☐ No comments
- ☐ Comments noted below:

**LOAD RATING RESULTS**

- ☐ Superstructure rating factors
- ☐ Substructure rating factors
- ☐ Governing rating factors
- ☐ Governing load model
- ☐ Recommended posting load
- ☐ SU Wt. (tons)

**ADDITIONAL COMMENTS:**

**Superstructure QC**

1.

---

**Substructure QC**

1.

## E.2 QC DESIGN CHECKLIST & COMMENT FORM

### QC DESIGN CHECKLIST & COMMENT FORM

**PROJECT ELEMENT**

**ORIGINAL CALC** ☐ Yes ☐ No **IF REVISED, REV'N NO.**

**DESIGNER** **QC DESIGN CHECKER**

**ENGINEER OF RECORD**

**CALCULATION TYPE** ☐ Hand calculation ☐ Spreadsheet ☐ Vendor Software ☐ Other

| | | | |
|---|---|---|---|
| 1. | If SPREADSHEET, has it been approved by Stantec's Project Manager? | ☐ Yes | ☐ No |
| 2. | If VENDOR SOFTWARE, is it on the LDOTD, Bridge Design Section website, pre-approved list? | ☐ Yes | ☐ No |
| 3. | If not on pre-approved list, has it been approved for use by LDOTD, Bridge Design Section? | ☐ Yes | ☐ No |
| 4. | If OTHER, please describe | | |

**DESIGN INPUT VERIFICATION**

| | | | |
|---|---|---|---|
| 1. | Has design input been generated from another source? | ☐ Yes | ☐ No |
| 2. | Has source information been checked and approved? | ☐ Yes | ☐ No |

**CALCULATION CHECK (If response is No, provide applicable comments)**

| | | | | |
|---|---|---|---|---|
| 1. | Has the DESIGNER signed and dated the calculation? | ☐ Yes | ☐ No | ☐ N/A |
| 2. | Is the calculation in accordance with a standard approach to preparing the design? | ☐ Yes | ☐ No | ☐ N/A |
| 3. | Is the calculation consistent with contractual requirements of the Scope of Work? | ☐ Yes | ☐ No | ☐ N/A |
| 4. | Are any new DTM's by LDOTD required to be implemented in this design? | ☐ Yes | ☐ No | ☐ N/A |
| 5. | Has the Project Design Criteria been included & followed? | ☐ Yes | ☐ No | ☐ N/A |
| 6. | Is a Project "GO-BY" required for this design? | ☐ Yes | ☐ No | ☐ N/A |
| 7. | Has the Project "GO-BY" been followed? | ☐ Yes | ☐ No | ☐ N/A |
| 8. | Have assumptions for the design been reviewed and confirmed? | ☐ Yes | ☐ No | ☐ N/A |
| 9. | Are results & conclusions consistent & reasonable considering the inputs & approach? | ☐ Yes | ☐ No | ☐ N/A |
| 10. | Are special provisions or Non-Standard Specification required for this design? | ☐ Yes | ☐ No | ☐ N/A |
| 11. | Have any NON-CONFORMANCE REPORTS been prepared? | ☐ Yes | ☐ No | ☐ N/A |

**Comments:**

**QC DESIGN CHECKER SIGNATURE** _____ **DATE:**

## E.3 QC DETAIL CHECKLIST & COMMENT FORM

| QC DETAIL CHECKLIST & COMMENT FORM | | | |
|---|---|---|---|
| **PROJECT DRAWINGS CHECKED** | | | |
| **ORIGINAL DRAWINGS** ☐ Yes ☐ No | **IF REVISED, REV'N NO.** | | |
| **ORIGINATOR(S)** | **QC DETAIL CHECKER** | | |
| **CHECK LEVEL** ☐ 30% Final ☐ 95% Final ☐ 98% Final ☐ PS&E | | | |
| **DESIGN, QUANTITIES, MATERIALS, SPECIFICATIONS & NOTES** | | | |
| 1. Has the DESIGN INFORMATION been checked and approved? | ☐ Yes | ☐ No | ☐ N/A |
| 2. Have the QUANTITIES been checked and approved? | ☐ Yes | ☐ No | ☐ N/A |
| 3. Are the MATERIALS properly coordinated with the Project specifications? | ☐ Yes | ☐ No | ☐ N/A |
| 4. Are special provisions or Non-Standard Specifications required for any of the design elements or materials shown on the DRAWINGS? | ☐ Yes | ☐ No | ☐ N/A |
| 5. Do the NOTES include proper references for DESIGN & MATERIALS and proper cross-references to other DRAWINGS? | ☐ Yes | ☐ No | ☐ N/A |
| **DRAWING CHECK (If response is No, provide applicable comments)** | | | |
| 1. Are titles and sheet numbers properly shown & matching the Sheet Index? | ☐ Yes | ☐ No | ☐ N/A |
| 2. Have comments from previous internal reviews been addressed? | ☐ Yes | ☐ No | ☐ N/A |
| 3. Have comments from previous LDOTD reviews been addressed? | ☐ Yes | ☐ No | ☐ N/A |
| 4. Is the DESIGN INFORMATION properly and correctly presented? | ☐ Yes | ☐ No | ☐ N/A |
| 5. Is completeness sufficient for the REVIEW LEVEL? | ☐ Yes | ☐ No | ☐ N/A |
| 6. Have the appropriate CAD standards been followed? | ☐ Yes | ☐ No | ☐ N/A |
| 7. Are the DRAWINGS properly formatted in accordance with the "GO-BY"? | ☐ Yes | ☐ No | ☐ N/A |
| 8. Are there any constructability issues presented on the DRAWINGS? | ☐ Yes | ☐ No | ☐ N/A |
| 9. Have the appropriate CAD standards been followed? | ☐ Yes | ☐ No | ☐ N/A |
| 10. Have dimensions been independently verified? | ☐ Yes | ☐ No | ☐ N/A |
| 11. Are critical dimensions and clearances correct? | ☐ Yes | ☐ No | ☐ N/A |
| 12. Have redundancy and duplication issues been eliminated? | ☐ Yes | ☐ No | ☐ N/A |
| 13. Have the DRAWINGS' information been properly interfaced with other disciplines? | ☐ Yes | ☐ No | ☐ N/A |
| 14. Have Project geometrics been verified with other discipline drawings? | ☐ Yes | ☐ No | ☐ N/A |
| 15. Have any NON-CONFORMANCE REPORTS been prepared? | ☐ Yes | ☐ No | ☐ N/A |
| **Comments:** | | | |
| **QC DETAIL CHECKER SIGNATURE** _____ **DATE:** | | | |

## E.4 QA REVIEW & COMMENT FORM

| QA REVIEW & COMMENT FORM | | | | |
|---|---|---|---|---|
| **DESCRIPTION OF QA PACKAGE:**<br>**Designs Included in Package:**<br>**Drawings Included in Package:** | | | | |
| | | | | |
| **QA REVIEWER** | | | | |
| | | | | |
| **REVIEW LEVEL** | ☐ **95% Final** | ☐ **98% Final** | ☐ **PS&E** | |
| **QA PAKCAGE PREPARATION** | | | | |
| **Has the QA PACKAGE been properly prepared for review?** | | | ☐ **Yes** | ☐ **No** |
| **Have INDEPENDENT CHECKS been properly prepared & included in the QA PACKAGE?** | | | ☐ **Yes** | ☐ **No** |
| **Comments:** | | | | |
| **PACKAGE REVIEW (If response is No, provide applicable comments)** | | | | |
| **1. Have all DESIGNS been properly checked in accordance with the 5-step method?** | | | ☐ **Yes** ☐ **No** | ☐ **N/A** |
| **2. Have all DESIGN COMMENTS been properly resolved?** | | | ☐ **Yes** ☐ **No** | ☐ **N/A** |
| **3. Have all DRAWINGS been properly checked in accordance with the 5-step method?** | | | ☐ **Yes** ☐ **No** | ☐ **N/A** |
| **4. Have any NON-CONFORMANCE REPORTS been prepared?** | | | ☐ **Yes** ☐ **No** | ☐ **N/A** |
| **Comments:** | | | | |
| **QA REVIEWER SIGNATURE** _____ | | | **DATE:** | |

## E.5 INDEPENDENT REVIEW & COMMENT FORM

| INDEPENDENT REVIEW & COMMENT FORM | | |
|---|---|---|
| **DESCRIPTION OF QA PACKAGE:**<br>**Designs Included in Package:**<br>**Drawings Included in Package:** | | |
| | | |
| **INDEPENDENT REVIEWER** | | |
| | | |
| **REVIEW LEVEL** | ☐ **95% Final** | |
| **IR PAKCAGE PREPARATION** | | |
| **Has the IR PACKAGE been properly prepared for review?** | ☐ **Yes** ☐ **No** | |
| **Comments:** | | |
| **COMPLETENESS & CONSTRUCTIBILITY REVIEW (If response is No, provide applicable comments)** | | |
| **1. Do the PLANS & SPECIFICATIONS satisfactorily complete the Project SOW?** | ☐ **Yes** ☐ **No** ☐ **N/A** | |
| **2. Are the design concepts & technical solutions suitable to the Project's SOW?** | ☐ **Yes** ☐ **No** ☐ **N/A** | |
| **3. Are the PLANS & SPECIFICATIONS presented with completeness for bidding?** | ☐ **Yes** ☐ **No** ☐ **N/A** | |
| **4. Do the PLANS & SPECIFICATIONS provide the contractor with clear, concise information that can be utilized to prepare a competitive, cost-effective bid?** | ☐ **Yes** ☐ **No** ☐ **N/A** | |
| **5. Can the Project, as detailed in the PLANS & SPECIFICATIONS, be constructed using standard construction methods, materials and techniques?** | ☐ **Yes** ☐ **No** ☐ **N/A** | |
| **6. When constructed in accordance with the PLANS & SPECIFICATIONS, can be the Project be maintained in a cost-effective manner?** | ☐ **Yes** ☐ **No** ☐ **N/A** | |
| **Comments:** | | |
| **INDEPEDENT REVIEWER SIGNATURE** _____ **DATE:** | | |

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 |
|---|---|---|---|
| Hardesty & Hanover, LLC | 3850 N. Causeway Blvd. Suite 1625<br>Metairie, LA 70002 | Babak Naghavi<br>bnaghavi@<br>hardestyhanover.com | 504.962.9212 |
| KTA-Tator, Inc. | 145 Enterprise Dr.<br>Pittsburgh, PA 15275 | Robert Lanterman<br>rlanterman@kta.com | 412.722.0745 |
| Collins Engineers South, Inc. | 9448 Brookline Avenue<br>Baton Rouge, LA 70809 | Michael Schneider, PE<br>mschneider@collinsenger.com | 347.385.8690 |
| Chustz Surveying, LLC | 211 Richey St.<br>New Roads, LA 70760 | James Chustz Jr., PLS<br>jchustz@chustz.com | 225.718.7103 |
| L30 Traffic Consulting, LLC dba L30 Traffic Control | 362 Gulf Breeze Parkway, #281,<br>Gulf Breeze, FL 32561 | Angela McNulty, angela@<br>L30consulting.com | 850.890.8408 |

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.


Stantec