IDIQ for Bridge Inspection Services Statewide, LA

Contract Nos. 4400023510, 4400023511, and 4400023512
February 24, 2022

Stantec

DOTD FORM: 24-102

(Revised June 1, 2021)

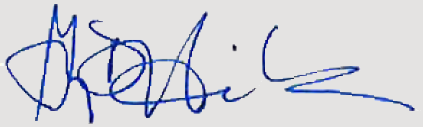
PROPOSAL TO PROVIDE CONSULTANT SERVICES

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 FOR BRIDGE INSPECTION SERVICES**
2.	Contract number(s) as shown in the advertisement	Nos. 4400023510, 4400023511, and 4400023512
3.	State Project Number(s), if shown in the advertisement	N/A
4.	Prime consultant name (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** (225) 215-5105 | gary.heitman@stantec.com
9.	Name title, phone number, and email address of the official with signing authority for this proposal	**Gary Heitman, PE, Senior Principal** (225) 215-5105 | gary.heitman@stantec.com

10.	This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.	**Signature (shall be the same person as #9):**  Date: February 24, 2022
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)'%:** **N/A**

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 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. The crosswalk from the old categories to the new categories can be found at the link below: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/General%20Information/CPPR%20Crosswalk%20to%20New%20Evaluation%20Disciplines.pdf.

Sub-consultants are allowed to be used for this proposal. Fill in the table by identifying only those evaluation disciplines consistent with the approach and methodology proposed in Section 19 of the DOTD Form 24-102*, the name of each firm that is part of the proposal, and the percentage of work in each past performance evaluation discipline to be performed by that firm. The percentage estimated for each evaluation discipline is for evaluation purposes only and will not control the actual performance or payment of the work. 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.
(Add rows as needed)

Evaluation Disciplines	% of Overall Contract	Stantec Consulting Services Inc. (Prime)	Forte and Tablada, Inc.
Bridge	80%	95%	5%
Road	10%	100%	0%
Traffic	5%	100%	0%
Survey	5%	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%	91%	9%

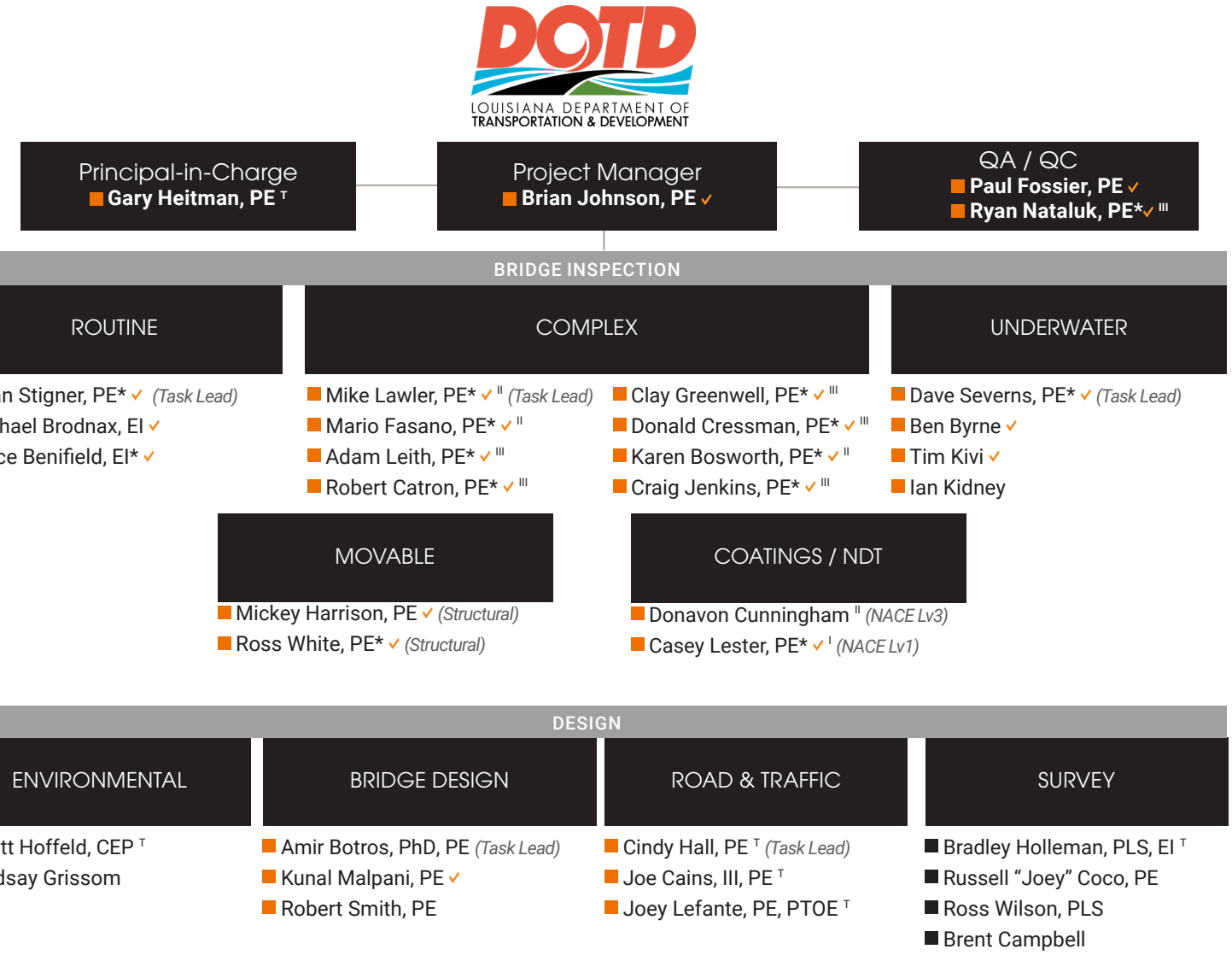
13. **Firm Size:**
For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify "Other (xxxx)" 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	1	3
Stantec Consulting Services Inc.	Supervisor - Eng	0	1
Stantec Consulting Services Inc.	Engineer	6	20
Stantec Consulting Services Inc.	Engineer Intern	4	9
Stantec Consulting Services Inc.	Senior Technician	3	3
Stantec Consulting Services Inc.	CADD Technician	1	5
Stantec Consulting Services Inc.	Planner	1	2
Stantec Consulting Services Inc.	Administrative	1	2
Forte and Tablada, Inc.	Administrative	0	3
Forte and Tablada, Inc.	CADD Technician	4	8
Forte and Tablada, Inc.	Clerical	0	4
Forte and Tablada, Inc.	Engineer	0	4
Forte and Tablada, Inc.	Inspector	0	3
Forte and Tablada, Inc.	Instrument Man	1	1
Forte and Tablada, Inc.	Party Chief	2	6
Forte and Tablada, Inc.	Engineer Intern	0	9
Forte and Tablada, Inc.	Principal	1	3
Forte and Tablada, Inc.	Rodman	1	11
Forte and Tablada, Inc.	Senior Technician	1	3
Forte and Tablada, Inc.	Supervisor - Eng	0	4
Forte and Tablada, Inc.	Supervisor - Other	0	2
Forte and Tablada, Inc.	Surveyor	1	5

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
- Forte & Tablada
- * PE registered outside Louisiana
- T Has work-zone training
- ✓ Meets NBIS Team Leader Criteria
- I, II, III Society of Professional Rope Access Technicians (SPRAT) Certified (I, II, III)



15. **Minimum Personnel Requirements:**
Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. Ensure the résumé reflects the required experience stated in the MPR.

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 / certification & number	State of license	License / certification expiration date
1.	Brian Johnson, PE	Stantec	PE No. 31273	LA	9/30/2022
2.	Brian Johnson, PE	Stantec	PE No. 31273	LA	9/30/2022
3.	Brian Johnson, PE	Stantec	PE No. 31273	LA	9/30/2022
4.	Dave Severns, PE	Stantec	PE No. 013969 Commercial Diver #D-152-17 Mixed Gas Diving Supervisor #51670	NV	6/30/2022
5.	Bradley S. Holleman, P.L.S., E.I.	FORTE & TABLADA	PLS No. 5082	LA	9/30/2022

16. **Staff Experience:**

Résumés shall be provided for all prime and sub-consultant personnel listed in Sections 14 and/or 15 of the proposal. Résumés of personnel not identified in Section 14 or Section 15 of the proposal should not be included and will not be evaluated. Résumés should be limited to 2 pages per person. Any certificates required by the advertisement are to be placed in Section 20.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Gary Heitman, PE**	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	**22**	
TITLE	**Senior Principal**	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	**12**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1986 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 24670 | LA | 9/30/2022**			
YEAR REGISTERED	**1992**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	With over 34 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** 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** 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** 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** 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** 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.
07/15 - Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD Contract No. H.004273.5 | Lafayette, LA** Assistant Program Manager and Geometrics Task Manager. Gary is assisting with the Program Management task, including overseeing the implementation of an extensive QC/QA plan. He is managing the geometric design of the 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** 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** 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** 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** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Brian Johnson, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**17**
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 | 9/30/2022**			
YEAR REGISTERED	**2004**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader**	

Contract role(s) / brief description of responsibilities	Brian brings over 22 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.
01/10 - Ongoing	**MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS | Mississippi Office of State Aid Road Construction | Statewide, MS** Project Manager. Brian manages all field and office work for inspecting and load rating over 100 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. Brian is responsible for managing 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.
05/16 - 12/16	**US 82 OVER MISSISSIPPI RIVER IN-DEPTH BRIDGE INSPECTION | MDOT | Greenville, MS** 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.
04/17 - 08/17	**SR605 OVER THE INDUSTRIAL WATERWAY IN-DEPTH BRIDGE INSPECTION | MDOT | Gulfport, MS** 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. 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.
05/17 - 08/17	**SR609 OVER OLD FORT BAYOU IN-DEPTH BRIDGE INSPECTION | MDOT | Ocean Springs, MS** 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.

07/15 - 10/20	**I-10 ATCHAFALAYA FLOODWAY CLEAN, PAINT & MISC. REPAIRS | LADOTD Contract No. H.009461 | St. Martin & Iberville Parishes, LA** Project Manager. Brian was responsible for overseeing plan production, scheduling field activities, reviewing assessment reports, and construction support services. The project consisted of 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.
08/15 - 03/20	**I-20 / TARBUTTON INTERCHANGE | City of Ruston | Ruston, LA** Project Manager. Brian managed the design of a two-span bridge over I-20 to replace an existing structurally and geometrically deficient bridge along Tarbutton Road. 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.
09/17 – 06/20	**SR145 BRIDGE REPLACEMENTS | MDOT Contract No. BR-2839-00(019) / 100153-301000 | Prentiss County, MS** Project Manager. The Mississippi Department of Transportation (MDOT) replaced five structurally deficient bridges along SR 145 in Prentiss County. Construction was performed on the existing roadway alignment which created challenges both during design and construction. The five crossings include Twenty Mile Creek, Wolf Creek and its tributary, Osborne Creek, and Kings Creek. Brian served as Engineer-of-Record and project manager responsible for overseeing all design and production of contract documents. He was the single point of contact for MDOT's project divisions (roadway, bridge, geotechnical) and for managing the project budget.
08/19 – 06/21	**MADISON AVE OVER BRASHEAR CREEK | MDOT Contract No. ACNH-9204-00(006) / 100486-304000 | Madison, MS** Project Manager. Replacement of an existing structurally deficient bridge to accommodate additional travel lanes, sidewalks, and raised median. The bridge consists of a single 147.5-ft span using FIB-63 prestressed girders supported by steel pile, cast-in-place abutments. A cast-in-place retaining will be constructed in the northwest quadrant to prevent channel meandering. Brian served as the Engineer of Record and Project Manager for the design and plan production phase. This project is anticipated to be advertised within the next year.
01/12 – 11/15	**SR178 BRIDGE REPLACEMENTS | MDOT Contract No. BR-2910-00(002) / 103162-301000 | Marshall County, MS** Project Manager. This project consisted of developing bridge hydraulic recommendations and preliminary bridge plans for three bridge replacements in Marshall County. One bridge crosses the Chewalla Creek and an existing railroad track, while the other bridges cross the Tippah River and its relief. Due to the project location, seismic design forces had to be considered during the final design. Brian was responsible for managing the project which included overseeing the hydraulic study efforts, developing preliminary and final bridge plans, developing railroad submittal bridge plans, project coordination with roadway and geotechnical divisions, and providing construction administration services.
07/16 – Ongoing	**KEMP BOTTOM ROAD BRIDGE REPLACEMENT | City of Vicksburg Contract No. ERBR-SA-75(A022) | Vicksburg, MS** Bridge Design Manager. Brian is responsible for overseeing bridge activities including inspection, design, plan production, and construction administration services. Originally a rehabilitation project, the structure collapsed prior to construction due to a deep soil failure. A 3-span bridge improves hydraulic capacity while achieving the required limits to cross Hennessey Bayou. Large diameter drilled shafts (7-ft) were designed, along with fortifying the channel with rip rap, to mitigate the deep soil failure. This project is currently in construction.
01/19 - Ongoing	**NELSON ROAD EXTENSION BRIDGE | LADOTD Contract No. H.005967 | Lake Charles, LA** Structural Engineer. Brian managed the bridge and structural design efforts from preliminary to final plans. He performed quality review of bridge design, plans and specifications for this bridge extension to the surrounding roadway network. Project tasks included design of bridge superstructure, substructure including foundations, median barrier design and as-designed load rating. Other design elements include navigational lighting bridge attachments, steel bracket light supports with concrete anchors to the bridge structure. Structural Design was performed in compliance with AASHTO LRFD Specifications. In addition, he led the inspection of an existing sign truss to ensure it could be reused for the current project.
08/19 - Ongoing	**I-10 LOYOLA DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Lead Structural Engineer. Brian leads the structural design efforts of two new flyover ramps (concrete slab spans, prestressed concrete girder spans, twin horizontally curved steel tub girder spans, and complex substructure units), one bridge widening (concrete slab spans), 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. In addition, he oversees construction support which includes shop drawing reviews, addressing RFIs, and providing construction engineering services.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Paul Fossier, PE, F.ASCE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**3**
TITLE	**Senior Project Manager, Bridges**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**39**
DEGREE(S) / YEARS / SPECIALIZATION	**ME | 2006 | Civil Engineering (Structures); BS | 1979 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 21028 | LA | 3/31/2023**			
YEAR REGISTERED	**1984**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader**	
Contract role(s) / brief description of responsibilities	With over 41 years of bridge design, project management and bridge load rating experience, Paul will be the **QA/QC** for this project. He will utilize his previous design and project management experience with Stage 0 feasibility studies, preliminary and final bridge design and construction support from similar LADOTD projects to ensure all deliverables comply with DOTD standards/guidelines. Prior to joining Stantec, Paul worked for the LADOTD Bridge Design Section for over 35 years and held various bridge design engineering positions including the position of State Bridge Design Engineer.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc.			
08/19 - Ongoing	**MISSISSIPPI STATE AID COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS | Mississippi Office of State Aid Road Construction | Statewide, MS** Quality Control/Quality Assurance Manager and Engineer-of-Record. Paul is providing QC/QA for the load rating and bridge inspection of superstructure and substructures for over 120 Statewide bridges based on current bridge inspections. Superstructure types consisted of timber beams, precast concrete channel beam, reinforced concrete slab spans, and prestressed girder spans. Substructures types consisted of timber caps, reinforced concrete caps, timber piles and steel piles. Superstructure was rated using AASHTO BrR software. Substructure was load rated using Bentley LEAP Bridge Concrete software and in-house spreadsheets.			
11/18 - 03/21	**I-70 WEST VIRGINIA BRIDGE REHABILITATION | West Virginia DOT Project No. S335-70-0.0100 | Ohio County, WV, I-70** Engineer-of-Record, Bridge Design Project Manager and Design Engineer to provide bridge inspection, bridge design and bridge load rating services for the repair and rehabilitation of 3 steel bridges on the I-70 West Virginia corridor as part of the overall project to rehabilitate 26 bridges. Paul provided scope and fee estimate development; Paul managed final plan design and development activities for structural steel repairs, cleaning and painting, joint replacements, new link slabs, new semi-integral abutments, concrete deck overlays, concrete substructure repairs, bearing replacements and drainage repairs. Bridge load rating was performed for the 3 steel bridges based on existing conditions using WV DOT software. Bridge types were steel continuous plate girders, steel rolled beams and steel straddle bents.			
12/12 - 08/18	**LADOTD BRIDGE PROGRAM | LADOTD Section Administrator | LA** LADOTD State Bridge Design Engineer. Paul provided administrative and engineering quality assurance for the annual LA DOTD statewide bridge replacement and rehabilitation program to prioritize and select bridge projects for annual funding and to also oversee the Statewide Bridge Load Rating Truck Permit Evaluation and Load Posting Program. This included providing coordination with the Assistant Bridge Design Administrators, Assistant Bridge Load Rating Administrators, LA DOTD District Offices, LA DOTD Bridge Maintenance Section and the Federal Highway Administration Louisiana Division in order to support these statewide programs.			
08/10 - 10/14	**CHEF MENTEUR PASS BRIDGE AND APPROACHES | LADOTD SP No. H.000263 | Orleans Parish, LA** LADOTD Design Engineer and Bridge Project Manager during Stage 0 feasibility and Stage 1 environmental phase of this bridge replacement project to determine bridge alignment, type and size alternatives and to provide coordination during the Environmental Assessment phase. Scope of project was to replace a structurally deficient low level swing truss bridge across Chef Menteur Pass in Orleans Parish on Route US 90. This was a navigational marine channel with numerous barge and boat traffic that must be maintained during construction, with a history of channel scour and past vessel impacts to the existing bridge piers. Environmental considerations included a nearby wildlife reserve, wetlands, local residential communities, archaeological sites, historic sites and marine navigation. During Stage 0, Paul designed the bridge layouts for two high level steel plate girder alternatives and precast prestressed concrete girder bridge approaches and one low level movable swing steel plate girder bridge alternative based on the existing environmental and site constraints. He designed the bridge layouts for the concrete column bent river piers and concrete pile bents substructures. Substructure pier design considered the extreme future scour issues at site.			

02/21 - Ongoing	**ALDOT LOAD RATING, STATE OWNED STRUCTURES | ALDOT Contract No. BR-NR21(904) | Statewide, AL** Quality Assurance Manager. Paul is providing QA for all the load ratings and the Engineer-of-Record. On-going project that involves load rating of the superstructures for 42 state owned bridges. Structure types consists of concrete slab spans, simple span and continuous concrete reinforced T-beams, concrete prestressed girders spans, simple span and continuous steel spans (plate girders with floor beam stringer systems), and precast prestressed post-tensioned channel beams. Superstructures rated using AASHTOWare BrR software and other supplemental software as needed.
10/03 - 08/14	**MISSISSIPPI RIVER BRIDGE (LULING) - CABLE STAY REPLACEMENT AND REPAIRS | LADOTD | Luling, LA** LADOTD Project Manager for all phases of the project including initial bridge inspection and evaluation, preliminary and final plans, and construction support. Bridge inspection included visual and Non-Destructive Testing of cable stays, trapezoidal weathering steel boxes, wind faring plates and weathering steel main towers. A new inspection buggy was fabricated to inspect all cable stays during the evaluation phase; New 7- wire strand sheathed strands were designed to replace the existing steel wires for each stay. Plans included temporary saddle supports at each cable stay during the cable replacement; New dampers, new cable stay ribs, and cross-ties to control cable vibrations during wind events; Structural repairs were performed for the steel box girder and orthotropic intersection areas that were prone to fatigue damage due to repetitive wheel loadings.
07/80 - 03/81, 05/87 - 03/89	**BAYOU LIBERTY BRIDGE AND APPROACHES | LADOTD SP No.852-21-0024 | St. Tammany Parish, LA** Project Manager, Engineer-of-Record and Design Engineer for this bridge replacement project that consisted of feasibility Stage 0 phase, Stage 1 environmental support, permit support, preliminary and final plans, and construction support. Feasibility stage involved evaluating the project site to select a type, size and location for the new movable bridge to replace an existing pontoon movable bridge with an offset bridge alignment or phased bridge alternates. This involved public meetings and hearings throughout the feasibility and environmental phases. An offset alignment for the new movable steel swing span and phased construction of the reinforced concrete flat slab approaches were selected has the most efficient solution to maintain vehicular and navigation traffic at the site. Paul designed the general plan for the new bridge structure has a total bridge length of 368 feet consisting of a 120 ft. equal arm steel plate girder movable swing main span on a substructure using reinforced concrete rest pier pile bents and a reinforced concrete center pivot pier pile bent. Bridge approaches were phased constructed using a 20 ft. reinforced concrete slab spans on pile support pile bents and reinforced concrete pile supported approach slabs. He provided design review for all the bridge components, coordinated the electrical systems, mechanical systems and operator house designs. Traffic was maintained with a temporary traffic signals during construction that alternated vehicular traffic across the bridge structure.
01/04 - 12/10	**JOHN JAMES AUDUBON BRIDGE OVER MISSISSIPPI RIVER | LADOTD SP No.052-02-0024 | Pointe Coupee & West Feliciana Parishes, LA** LADOTD Bridge Project Manager for the Departments first Design-Build project. The project was part of the LA TIMED program and consisted of approx. 10 miles of new roadway and 3 miles of bridge on new alignment. Bridge portion of the project consisted of a 1583 ft. cable-stay main bridge span over the MS River consisting of steel plate girders, steel plate girders and precast concrete deck panels with a latex concrete overlay. Substructure main span consisted of concrete column bent river piers supported by drilled shaft foundations that used tip grouting to increase shaft capacity. Main river piers were designed based on barge vessel impact. There were 7 approach bridge superstructures consisting of prestressed concrete girder spans with column bents and pile bent substructures. Paul provided final plan design review for all bridge structures and provided construction support to review contractor requests for information, claims and plan change requests. He coordinated during the Stage 1 environmental phase and preliminary plan phase, provided technical engineering input for the LADOTD Design-Build procurement phase to prepare bridge design bridge performance specifications and evaluated proposals from the Design-Build teams.
01/82 - 12/83	**VERMILLION RIVER BRIDGE, AMBASSADOR CAFFERY PARKWAY | LADOTD SP No.829-39-0018 | Lafayette Parish, LA** LADOTD Design Engineer for this bridge replacement project. Project consisted of a new 150 ft. unequal arm steel plate girder movable bridge swing span, reinforced concrete slab span approaches for a total bridge length of 405 feet. Provided design for swing span steel plate girders, steel floor beams, steel stringers and concrete/ steel grid deck system based on the AASHTO Bridge Design Specifications and the AASHTO Movable Bridge Design Specifications. Provided construction support by checking structural steel fabrication drawings.
06/90 - 06/91	**BAYOU BOEUF BRIDGE MAIN SPAN & APPROACHES | LADOTD SP No.424-05-0078, 425-06-0005, 424-05-0081 | St. Mary Parish, LA** LADOTD Design Engineer to provide the design for the high-level 3 span continuous steel plate girder main span unit consisting of 180 ft. - 225 ft. - 180 ft. spans. Paul designed and detail checked the steel plate girders, steel plate girder bearings and the reinforced concrete deck for the high-level 3 span continuous unit. Paul designed prestressed concrete girders on the bridge approaches and reinforced concrete pile bents.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Ryan Nataluk, PE***		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**15**
TITLE	**Bridge Inspection Discipline Leader**		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* | 10/31/2023**		
YEAR REGISTERED	**2002**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level III**	

Contract role(s) / brief description of responsibilities	Ryan has 24 years of experience in structural inspection and highway 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 DOTD's and private clients performing inspections on all types of concrete, steel, and timber bridges with main spans reaching 800 feet. Ryan 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. He's 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.
08/07 - Ongoing	**ON + OFF-SYSTEM BRIDGE INSPECTIONS | Colorado DOT | Statewide, CO** 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** 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	**US 82 CABLE STAY IN-DEPTH NBI INSPECTION | MDOT | Washington County, MS** 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.
02/09 - Ongoing	**SILVER MEMORIAL BRIDGE INSPECTION | West Virginia DOT | Point Pleasant, WV** 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** 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** 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** 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** 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** 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** Senior Inspection Team Leader and SPRAT Level III Rope Access Supervisor. The City of Port Coquitlam in British Columbia, Canada 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 with a total length of approximately 580 m. The detailed cable inspection was completed by Stantec's in-house bridge inspection rope access team utilizing the Society of Professional Rope Access Technician (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** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Brian Stigner, PE***	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**11**	
TITLE	**Bridge Inspector, Structural Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2010 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 51122 | CO* | 10/31/2023**			
YEAR REGISTERED	**2016**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader**	
Contract role(s) / brief description of responsibilities	Brian has 11 years of experience performing bridge inspections, tunnel inspections, minor structure inspections, load rating activities, bridge design, and contract administration throughout the United States. He has inspected hundreds of bridges across the western part of the United States and meets all the requirements of a team leader per the National Bridge Inspection Standards. Trainings: OSHA 10-hour Training; Safety Inspection of In-Service Bridges, NHI Course 130055; SPRAT Level 1, Society of Professional Rope Access Technicians; Fracture Critical Inspection Techniques for Steel Bridges, NHI Course 130078; Tunnel Safety Inspection, NHI Course 130110; Methods of Bridge Inspection. Brian will serve as **ROUTINE INSPECTION TASK LEAD** 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.			
06/11 - Ongoing	**ON + OFF-SYSTEM BRIDGE INSPECTIONS | Colorado DOT | Statewide, CO** Bridge Inspector. Brian’s responsible for routine, fracture critical, and special damage inspections on bridges and culverts greater than 20 feet in clear span. He performs inventory and inspection of newly constructed bridges. Field inspections are performed 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 during the field inspections. 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. In-depth elemental reporting includes recommendations for maintenance, replacement and/or repair, sketches, photographs, and streambed measurements. Brian’s additional responsibilities include quality control, organizing submittals, and mapping/scheduling inspection events			
03/12 - 10/19	**BRIDGE INSPECTION AND ANALYSIS SERVICES | Nevada DOT | Statewide, NV** Bridge Inspector and Team Leader for element level/NBI inspection throughout the state of Nevada. Inspections included routine, fracture critical, special, and damage per the NBIS. His responsibilities included inspections by specialized access by UBIT or confined space entry. Inspection data was collected electronically via tablet utilizing Bentley InspectTech software. He also assisted with state inspectors with routine inspections.			
01/17 - Ongoing	**MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS | Mississippi Office of State Aid Road Construction | Statewide, MS** Bridge Inspector. 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.			
06/19 - Ongoing	**ARIZONA DOT BRIDGE INSPECTION | AZDOT | Southeast and Northeast Region, AZ** Deputy Project Manager/Team Leader on bridge and tunnel inspections in the northeast and southeast regions of Arizona. Bridge inspection reports are composed in BrM software. He schedules all inspections and coordinates with traffic control providers and equipment rental contractors, as well as all scheduling permitting with the State.			
09/16 - Ongoing	**CDOT TUNNEL INSPECTION AND ASSET MANAGEMENT | CDOT | Statewide, CO** Team Leader for NTIS inspections in Colorado for initial routine element level inspections per the SNTI. He assisted in the development of a state tunnel inspection manual. The schedule was tracked through coordination with CDOT Staff bridge, tunnel operations & maintenance, sub-consultants, and subcontractors. Increases are approved as unforeseen scope items are identified, defined, estimated, and monitored with CDOT.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Michael Brodnax, EI**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**
TITLE	**Structural Engineer Intern**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2019 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**EI No. 34127 | LA | 3/31/2022**		
YEAR REGISTERED	**2019**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader**	

Contract role(s) / brief description of responsibilities	Michael 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 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.
12/20 - Ongoing	**TRUSS BRIDGE INSPECTIONS AND LOAD RATING | MDOT, Contract No. NBIS(140)/108451- | Statewide, MS** Bridge Load Rater. Multiple steel trusses are inspected, and load rated by creating structural models of all primary members and connections. Michael develops structural models of steel trusses including fracture critical members and gusset plate connections using AASHTOware BrR.
07/19 - Ongoing	**COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS IDIQ | MDOT, Contract No. NBIS(114)/106281-10500 | Statewide, MS** Bridge Inspector and Load Rater. This project consists of inspections and load ratings on timber, complex, and non-complex structures in accordance with AASHTO and FHWA NBI specifications. Michael inspects and load rates various bridge types ranging from steel trusses, steel rail cars, box culverts, timber stringers, prestressed concrete girders, and steel plate girders. Michael uses AASHTOware BrR, Bentley Concrete, and STAAD models to complete ratings as well as in house rating tools.
07/19 - Ongoing	**MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS | Mississippi Office of State Aid Road Construction | Statewide, MS** 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.
07/19 - Ongoing	**I-10/CANAL ROAD INTERCHANGE | MDOT | Gulfport, MS** Bridge Inspector and Load Rating Engineer Intern. Michael designs prestressed concrete girders, concrete substructures such as hammerhead piers, pile bents, and column bents. I also load rate each bridge using AASHTOWare BrR software, CONSPAN, MDX steel design software, Microsoft office, bluebeam pdf editor.
08/19 - Ongoing	**I-10 LOYOLA DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Bryce Benifield, EI***		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**
TITLE	**Structural Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**3**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2015 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**EI No. 36250 | KY* | 6/30/2023**			
YEAR REGISTERED	**2021**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level I**	
Contract role(s) / brief description of responsibilities	Bryce is a Stantec bridge engineer intern whose focus is fracture-critical bridge inspections, bridge rehabilitations and replacements, and load rating analyses. He has a strong understanding of AutoCAD 3D modeling software and has assisted with the inspection of numerous bridges throughout West Virginia and Kentucky. Bryce will serve as **ROUTINE 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.			
02/09 - Ongoing	**SILVER MEMORIAL BRIDGE INSPECTION | West Virginia DOT | Point Pleasant, WV** Engineer Intern. Bryce is responsible for assisting in the 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 center, pin and hanger supported drop-in section. Stantec’s inspection services consist of a cycle of in-depth, routine, and special inspections. Rope access techniques were used to avoid the need for mechanical equipment, traffic control, or traffic disruptions.			
08/13 - 2020	**2ND LT. THEODORE R. WOO MEMORIAL BRIDGE | West Virginia DOT | Charleston to Dunbar, WV** Engineer Intern. Bryce is responsible for assisting in the inspection of the 2nd Lt. Theodore R. Woo Memorial Bridge. The bridge carries westbound traffic of Interstate 64 over the Kanawha River between South Charleston, WV, and Dunbar, WV. The 2,383-foot-long bridge is composed of eleven continuous steel multi-girder spans and three spans of continuous steel haunched girders with a floorbeam and stringer floor system. The bridge was inspected utilizing rope access methods and advanced climbing techniques to avoid lane closures on a heavily traveled interstate.			
04/19 - Ongoing	**ROBERT C. BYRD BRIDGE INSPECTION | West Virginia DOT | Huntington, WV** Engineer Intern. Bryce is responsible for assisting in the in-depth inspection of the Robert C. Byrd Bridge. The bridge is a six-span, 2,105-foot long structure consisting of three approach girder spans and a three-span cantilever through truss with center, pin, and hanger-supported drop-in section. Stantec’s inspection services consisted of a cycle of in-depth, routine, and interim inspections. Rope access techniques were used to avoid the need for mechanical equipment, traffic control, or traffic disruptions.			
01/19 - Ongoing	**35TH/36TH STREET BRIDGES INSPECTION | West Virginia DOT | Charleston, WV** Engineer Intern. Bryce is responsible for assisting in the inspection of the 35th Street Bridge, 36th Street Bridge, and the four associated ramps. The 1,383-foot and 1,326-foot long bridges carry 35th Street and 36th Street, respectively, over the Kanawha River in Charleston, West Virginia. The ramps give access on and off of each bridge to Interstate 64. Advanced climbing techniques were used to avoid lane closures which could have caused major traffic backups onto the heavily traveled interstate.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Mike Lawler, PE***	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**24**	
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* | 6/30/2022**			
YEAR REGISTERED	**2003**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level II**	

Contract role(s) / brief description of responsibilities	Mike 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. Training: SPRAT Level 1 Certification 2008-2011, SPRAT Level II Certification 2014-2017; Structures IV Training, ACEC of WV/WVDOH, 2005; Bridge Coatings Inspector Course, Kentucky Transportation Cabinet, 2000; Safety Inspection of In-Service Bridges, National Highway Institute, KY, 2005; Fracture Critical Inspection Techniques for Steel Bridges, National Highway Institute, KY, 2008; Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures, National Highway Institute, KY, 2011; Project Manager's Boot Camp Xpress Training, Kentucky Transportation Cabinet, 2017. Mike will serve as **COMPLEX INSPECTION TASK LEAD** 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 STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS | Mississippi Office of State Aid Road Construction | Statewide, MS** 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.
01/16 - 12/16	**US 82 CABLE STAY IN-DEPTH NBI INSPECTION | MDOT | Washington County, MS** 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** 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** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**				
NAME	**Mario Fasano, PE***		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**	
TITLE	**Bridge Inspection Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**6**	
DEGREE(S) / YEARS / SPECIALIZATION		**MS | 2009 | Civil Engineering; BS | 2007 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 31860 | KY* | 6/30/2023**			
YEAR REGISTERED	**2016**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level II**		
Contract role(s) / brief description of responsibilities	Mario is a certified NBIS Team Leader for bridge inspections and has experience performing all aspects of field inspection, along with preparing load ratings and structural reports. His experience also includes producing complex bridge design calculations, cost estimates, special provisions and structural analyses for design and rehabilitation projects, as well as completing QA/QC for such projects. Trainings include: SPRAT Level I and SPRAT Level II Certification, Safety Inspection of In-Service Bridges, National Highway Institute, KY; Fundamentals of LRFR and Applications of LRFR for Bridge Superstructures, National Highway Institute, KY; Project Manager's Boot Camp Xpress Training, Kentucky Transportation Cabinet. Mario 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.				
01/16 - 12/16	**US 82 CABLE STAY IN-DEPTH NBI INSPECTION | MDOT | Washington County, MS** 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.				
06/17 - 10/17	**VICKSBURG OLD HIGHWAY 80 DETAILED BRIDGE INSPECTION AND LOAD CAPACITY RATING | Vicksburg Bridge Commission | Vicksburg, MS** Rope Access Inspection Team Leader. Mario 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.				
01/16 - 01/17	**OHIO RIVER BRIDGE INSPECTIONS - PACKAGE #2 | Kentucky Transportation Cabinet (KYTC) | Statewide, KY** Team Leader and Rope Access Team Member. Mario was responsible for inspecting five Ohio River bridges. The fracture critical inspection project included the Carroll Cropper (I-275), Cairo (US 51), John Roebling (KY 17), Earl Clements (KY 56) and Simon Kenton (Old US 62) bridges. The superstructure types included steel plate girders, steel through trusses, steel deck trusses and suspension spans. All inspections were element-level and utilized AASHTOware's BrM software				
07/19 - Ongoing	**COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS IDIQ | MDOT, Contract No. NBIS(114)/106281-10500 | Statewide, MS** Bridge Inspector. Mario is responsible for the element-level inspection of the approach spans and deck elements of two steel through truss bridges: Bridges 105 and 150 in LeFloure County. The approaches included reinforced concrete and concrete encased steel beam spans. Additional responsibilities included the identification of deficiencies and proposing possible maintenance repairs				

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* | 10/31/2023**			
YEAR REGISTERED	**2016**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level III**	

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.
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** 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** 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	**US 82 CABLE STAY IN-DEPTH NBI INSPECTION | MDOT | Washington County, MS** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Robert Catron, PE***		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**11**
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* | 6/30/2023**			
YEAR REGISTERED	**2017**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level III**	
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 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	**COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS IDIQ | MDOT, Contract No. NBIS(114)/106281-10500 | Statewide, MS** 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.
01/16 - Ongoing	**SILVER MEMORIAL BRIDGE INSPECTION | West Virginia DOT | Point Pleasant, WV** 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** 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** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**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* | 6/30/2023**			
YEAR REGISTERED	**2018**	DISCIPLINE	**Civil Engineering; SPRAT Level II**	
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	**COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS IDIQ | MDOT, Contract No. NBIS(114)/106281-10500 | Statewide, MS** 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** 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** 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** 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.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Donald Cressman, 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		**BS | 2012 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 0055903 | CO* | 10/31/2023**		
YEAR REGISTERED	**2019**	DISCIPLINE	**Civil Engineering; SPRAT Level III**	

Contract role(s) / brief description of responsibilities	Donald has over 9 years of experience working on structural inspection projects. His expertise includes bridge inspection, load ratings, roadway design, hydraulic design, quantity estimation, surveying, and traffic counts. Currently, Donald 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 approximately 1,000 culverts and several hundred signs, signals, and high mast lights inspected each year. Donald assisted in the development of the Colorado Signs, Signals, and High-Mast Lights Inventory & Inspection Manual. He 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 **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.
07/15 - Ongoing	**COMPLEX BRIDGE INSPECTIONS AND LOAD RATINGS IDIQ | MDOT, Contract No. NBIS(114)/106281-10500 | Statewide, MS** 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** 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.
01/16 - Ongoing	**SILVER MEMORIAL BRIDGE INSPECTION | West Virginia DOT | Point Pleasant, WV** 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.
01/08 - 12/10	**MILLENNIUM BRIDGE CABLE INSPECTION | Denver, CO** 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. The 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.

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* | 10/31/2023**			
YEAR REGISTERED	**2019**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level III**	

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.
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc.
09/12 - Ongoing	**BRIDGE INSPECTION AND ANALYSIS SERVICES | Nevada DOT | Statewide, NV** 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** 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** 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** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Craig Jenkins, PE***		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**
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* | 6/30/2023**			
YEAR REGISTERED	**2018**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader; SPRAT Level III**	

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. Experienced in completing load rating analyses, he uses a variety of engineering programs such as Microstation, MathCad, AASHTO Bridge Design and Rating, and Bentley Leap CONSYS for quality assurance. Graig 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.
03/12 - Ongoing	**BRIDGE INSPECTION AND ANALYSIS SERVICES | Nevada DOT | Statewide, NV** Inspection Team Member. Craig 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/AC procedures for inspection reporting. Craig also assisted with state inspectors with routine inspections and tunnel inspections throughout the state.
01/20 - 11/22	**BRIDGE INSPECTION AND LOAD RATING FOR LOCAL PUBLIC AGENCY AND PRIVATELY OWNED BRIDGES | North Dakota DOT | Statewide, ND** Deputy Project Manager for the inspection of local public agency bridges in the southeast quadrant of North Dakota. His role involves 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 manages 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 the inspection platform, InspectX.
01/21 - Ongoing	**MIKE O'CALLAGHAN – PAT TILLMAN MEMORIAL BRIDGE (HOOVER DAM BYPASS) | Nevada DOT | Boulder City, NV** Bridge Inspector. As part of the NDOT statewide inspection program, Craig served as a bridge inspector and Level II 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-foot 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. Craig also aided in the compiling of report and photographs through the program Inspect Tech.
01/18 - 08/18	**ST. JOSEPH UNDERWATER BRIDGE INSPECTION | St. Joseph County | St. Joseph County, MI** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Dave Severns, PE***	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**	
TITLE	**Principal, Bridge Inspection Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**28**	
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 1997 | Civil Engineering; BS | 1983 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 013969 | NV* | 6/30/2022**			
YEAR REGISTERED	**2010**	DISCIPLINE	**Civil Engineering; Commercial Diver- Air/Mixed Gas/Bell/Saturation #D-152-17; Surface-Supplied Air Diving Supervisor #Mixed-Gas Diving Supervisor #51670; FHWA-NHI-130055**	

Contract role(s) / brief description of responsibilities	Dave has over 34 years of experience in bridge inspection program development, management and administration, above water and underwater bridge inspection, structural and scour analysis, and quality control/quality assurance. Dave is experienced in all aspects of comprehensive bridge inspection programs, including policy development, asset management and programming, rehabilitation/ replacement planning, development of inspection manuals and training programs, state and federal code adherence, over-dimensional permitting and load restriction posting, bridge scour analysis, and quality control/quality assurance. Dave's career includes more than 20 years with Nevada Department of Transportation, serving as the State Bridge Program Manager. He has written/developed numerous bridge inspection manuals and training programs for AASHTO, FHWA, and NHI. Dave is also a formally trained commercial diver, possessing Association of Diving Contractors International (ADCI) Mixed Gas Diving Supervisor Certification, and has extensive experience in offshore, coastal, and inland environments. His career includes serving as a member of the ADCI Board of Directors, and Chairman of the ADCI Engineering Diving Committee, and has twice been awarded the ADCI President's Award for his accomplishments in advancing engineering diving within the commercial diving industry. Dave will serve as **UNDERWATER INSPECTION TASK LEAD** for this contract. **Dave 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.
01/16 - Ongoing	**ON + OFF-SYSTEM BRIDGE INSPECTIONS | Colorado DOT | Statewide, CO** QA/QC Engineer on this statewide bridge inspection contract. 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.
01/16 - Ongoing	**STATEWIDE NBIS SAFETY INSPECTIONS | Kentucky Transportation Cabinet (KYTC) | multiple locations, KY** Bridge Inspection Team Leader. Dave conducted Condition Rating and Element Level inspections of approximately over 50 bridges throughout KYTC Districts 3 and 7, including Routine inspections as well as Special inspections of severely deteriorated bridges with reduced inspection frequencies. Inspections included both above and below water component inspection, as well as scour evaluation.
03/95 - 03/14	**NEVADA NBI BRIDGE INSPECTIONS | Nevada DOT | Statewide, NV** Project Manager and Inspection Team Lead. Dave conducted NBI Inventory, Biennial Routine, In-Depth, Damage and Special inspections of approximately 1,800 state and locally-owned bridges throughout Nevada. Work consisted of condition assessment, condition rating, element level inspection and rating, repair/ rehabilitation strategy development, load rating calculations, and date entry and QA/QC, using the PONTIS Bridge Management System.
01/16 - Ongoing	**BRIDGE PRESERVATION, LOAD RATING & UNDERWATER INSPECTIONS | Kentucky Transportation Cabinet (KYTC) | Statewide, KY** QA/QC Manager; Engineer Diver, Dive Supervisor. Dave serves as supervisor for underwater bridge inspections for the Kentucky Transportation Cabinet. In 2017, 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Ben Byrne**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**	
TITLE	**Structural Inspection Lead/Commercial Diver**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**9**	
DEGREE(S) / YEARS / SPECIALIZATION	**Commercial Diver | 2012**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**Surface-Supplied Air Diver FHWA-NHI-130055**	

Contract role(s) / brief description of responsibilities	Ben has over 10 years of experience leading structural and scour inspection and assessment projects above and underwater. During his career he has logged thousands of working dives, with diverse project experience including local, state, and federal government (including DOD) as well as private industry clients across waterfront and transportation sectors. Project responsibilities include leading underwater and above water construction, structural and scour inspections, development of dive safety plans, health and safety risk assessment and mitigation planning, and permitting. Ben is highly adept in the development and assessment of complex Dive Safety Plans, including decompression diving operations. Ben will serve as **UNDERWATER 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.
01/16 - Ongoing	**UNDERWATER BRIDGE INSPECTIONS | Kentucky Transportation Cabinet (KYTC) | Statewide, KY** Underwater Bridge Inspection Team Lead for underwater bridge inspections for the Kentucky Transportation Cabinet. The inspections included major bridges over the Ohio Rivers. Inspection include Element Level inspection and scour evaluation and preparation of inspection reports.
07/20 - Ongoing	**MDTA SIGNATURE BRIDGES INSPECTION | Statewide, MD** Bridge Inspection Team Leader. Ben served as Bridge Inspection Team Leader for two signature MDTA bridges, using AASHTO Element Level processes. Responsible for the submittal and management of MDSHA lane closure permits, project schedule, vendor coordination, and preparation of inspection deliverables.
10/19 - 07/20	**STATE AND GOVERNMENT OWNED BRIDGE INSPECTIONS | MD, NY and VA** Bridge Inspection Team Leader. Ben served as Bridge Inspection Team Leader for inspection of multiple bridges across NY, MD and VA using Element Level inspection processes. Responsible for the preparation of inspection deliverables.
06/18 - 10/19	**PORT OF SEATTLE TERMINAL 5 BERTH MODERNIZATION CONSTRUCTION INSPECTION | Port of Seattle | Seattle, WA** Construction Inspection Team Leader for this heavy marine construction project. Duties included report preparation and quality assurance of deliverable.
10/19 - 04/18	**NBIS BRIDGE INSPECTIONS - MULTIPLE PROJECTS | MD, NY, NJ, DE, CT, KY, OH, PA** NBIS Bridge Inspection Team Leader for multiple projects for state and local governmental agencies. Led hands-on NBIS inspections using element Level processes. Responsible for inspection scheduling, budget adherence, and development of inspection reports.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Tim Kivi**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**3**	
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	**Surface-Supplied Air Diving Supervisor #54857, FHWA-NHI-130055**	

Contract role(s) / brief description of responsibilities	Tim has over 17 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. Tim will serve as **UNDERWATER 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 - 10/19	**TOPSIDE AND UNDERWATER BRIDGE INSPECTION | New Mexico DOT | Statewide, NM** 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	**KENTUCKY TRANSPORTATION CABINET STATEWIDE UNDERWATER BRIDGE INSPECTIONS | Kentucky Transportation Cabinet (KYTC) | Statewide, KY** Dive Supervisor for underwater level II bridge inspections for the Kentucky Transportation Cabinet. 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.
01/18 - 12/19	**NORFOLK SOUTHERN RAILROAD UNDERWATER BRIDGE INSPECTIONS | Norfolk Railroad Corporation | Various Locations, Nationwide** 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.
01/19 - 12/19	**USACE LEVEE INSPECTIONS | USACE | Statewide, KY** Team Member. Time 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Ian Kidney**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**4**
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; NHI 130091, Underwater Bridge Inspection, 2018**	
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.			

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	**KENTUCKY TRANSPORTATION CABINET STATEWIDE UNDERWATER BRIDGE INSPECTIONS | Kentucky Transportation Cabinet (KYTC) | Statewide, KY** 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** 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** 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	**NORFOLK SOUTHERN RAILROAD UNDERWATER BRIDGE INSPECTIONS | Norfolk Railroad Corporation | Various Locations, Nationwide** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Mickey Harrison, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**
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 | 9/30/2023**			
YEAR REGISTERED	**1999**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Mickey has more than 40 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 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.
03/20 - Ongoing	**COOS BAY RAIL BRIDGE ENGINEERING SUPPORT SERVICES | Oregon International Port of Coos Bay | Coos Bay, OR** 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** 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** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Ross White, PE***	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**	
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.043134 | FL* | 2/28/2023**			
YEAR REGISTERED	**2018**	DISCIPLINE	**Civil Engineering**	

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 a **MOVABLE 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.
02/19 - Ongoing	**SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA) RAILROAD BRIDGE ENGINEERING SUPPORT SERVICES | SFRTA | Miami, FL** Deputy Railroad Bridge Engineer for this ongoing program to keep the corridor in a steady state of service. Stantec performs the Federal Railroad Administration (FRA) required annual bridge inspection and capacity ratings of the rail bridges. Further, Stantec provides engineering assistance on all bridges that the passenger and freight trains traverse as well as a review of overhead bridges the rail line goes under. The service area extends between Miami and West Palm Beach, Florida hosting passenger service of 26 trains in each direction during the day as well as Amtrak and freight trains usage. The entire service area is double tracked.
01/20 - 12/20	**CANADIAN PACIFIC RAILROAD - BRIDGE AT MILEPOST 146.82 - ALIGNMENT DESIGN | Canadian Pacific Railroad | Willsboro, NY** 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** 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.
03/19 - 12/19	**ON-CALL RAILROAD BRIDGE ENGINEER AND SUPPORT ENGINEERING SERVICES | Florida Gulf & Atlantic, LLC | Tallahassee, FL** 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, Florida. Acting as the prime consultant, Stantec provides bridge load rating and engineering assistance on all railroad bridges, including movable bridge expertise for the Blackwater and Apalachicola swing bridges. We have completed underwater bridge inspections and provided applicable repair recommendations for four bridges in the Pensacola, Florida area in response to Hurricane Sally. Lastly, 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** 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Donavon Cunningham**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**16**
TITLE	**Senior Construction Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**Electronic Tech | 2004; CADD and Design | 1999**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**N/A**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
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. Donavon will serve as a **COATINGS/NDT 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.			
06/17 - 10/17	**VICKSBURG OLD HIGHWAY 80 DETAILED BRIDGE INSPECTION AND LOAD CAPACITY RATING | Vicksburg Bridge Commission | Vicksburg, MS** 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 - 12/15	**CHESAPEAKE BAY BRIDGE, COATINGS CONDITION ASSESSMENT | Maryland Transit Authority | Annapolis, MD** Bridge Inspector. Donavon performed a coatings condition assessment of the East bound Chesapeake Bay Bridge. Assessments include a field inspection, testing and evaluation of the existing coating system. Report preparation and recommendations of each individual sub unit for repairs to arrest advanced corrosion and coating failure issues. $56.5M (est.) ($81M max.).			
01/13 - 12/16	**MILLARD TYDINGS BRIDGE: CLEANING, PAINTING, AND MISCELLANEOUS REPAIRS | Maryland Transit Authority | Statewide, MD** 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** 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.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Casey Lester, PE***		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**4**
TITLE	**Structural Engineer**		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. 23041 | WV* | 6/30/2023**			
YEAR REGISTERED	**2018**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Casey manages the coordination, inspection, and reporting of bridges throughout the region. As a certified NBIS team leader for bridge inspections and a team leader for Stantec's rope access bridge inspection team, he has inspected numerous bridges, including a significant number over the Ohio River. Casey's responsibilities include coordination of bridge inspection staff, structure access, developing inspection procedures, and preparing and submitting inspection reports. Casey has experience in creating design models for roadway projects by utilizing MicroStation and InRoads modeling software. He has used his organizational skills to manage multiple projects simultaneously while still providing high-quality work. In addition to his project management experience, Casey also has experience as a field surveyor and CADD modeler where he participated in topographic, hydraulic, and stake-out surveys. He has two years of experience working with a terrestrial LiDAR scanner where he both participated in data acquisition and also feature reduction and edge modeling from the point cloud. Casey will serve as a **COATINGS/NDT 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.			
01/18 - 2020	**2ND LT. THEODORE R. WOO MEMORIAL BRIDGE | West Virginia DOT | Charleston to Dunbar, WV** Structural Engineer responsible for subcontractor coordination, inspection report writing, and assisting in the inspection of 2nd Lt. Theodore R. Woo Memorial Bridge. The bridge carries westbound traffic of Interstate 64 over the Kanawha River between South Charleston, WV and Dunbar, WV. The 2,383-foot long bridge is composed of eleven continuous steel multi-girder spans and three spans of continuous steel haunched girders with a floorbeam and stringer floor system. The bridge was inspected utilizing rope access methods and advanced climbing techniques to avoid lane closures on a heavily traveled interstate.			
01/18 - Ongoing	**SILVER MEMORIAL BRIDGE INSPECTION | West Virginia DOT | Point Pleasant, WV** Structural Engineer responsible for 2018 In-Depth Inspection report and assisting in the inspection. 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 center, pin and hanger supported drop-in section. Stantec's inspection services consist of a cycle of in-depth, routine, and special inspections. Rope access techniques were used to avoid the need for mechanical equipment, traffic control, or traffic disruptions.			
01/19 - Ongoing	**35TH/36TH STREET BRIDGES INSPECTION | West Virginia DOT | Charleston, WV** Structural Engineer responsible for coordination of subcontractors, report writing, and assisting in the inspection of the 35th Street Bridge, 36th Street Bridge, and the four associated ramps. The 1,383-foot and 1,326-foot long bridges carry 35th Street and 36th Street, respectively, over the Kanawha River in Charleston, West Virginia. The ramps give access on and off of each bridge to Interstate 64. Advanced climbing techniques were used to avoid lane closures which could have caused major traffic backups onto the heavily traveled interstate.			
03/19 - 12/19	**VDOT BRIDGE INSPECTIONS, INTERSTATE 81/ INTERSTATE 64 | Virginia DOT | Staunton, VA** Team Leader responsible for In-Depth Inspections of 11 bridges crossing Interstate 81 and Interstate 64 near Staunton, Virginia. These inspections included steel and concrete multi-girder bridges crossing over two heavily traveled interstates. Inspections were conducted at night with lane closures and the aid of aerial equipment to minimize traffic disruptions.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Scott Hoffeld, CEP**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**2**
TITLE	**Senior Project Manager, Environmental**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**26**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 1994 | Resource Management and Administration; BA | 1989 | Economics**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**CEP No. 02040408 | LA | 3/31/2022**			
YEAR REGISTERED	**2002**	DISCIPLINE	**Certified Environmental Practitioner**	

Contract role(s) / brief description of responsibilities	Scott is a Senior Project Manager with over 27 years of planning and NEPA compliance/analysis, public/agency outreach and participation, and economic impact analysis experience for transportation and other public works projects. Scott is well-versed in environmental and socioeconomic impact and planning methods, including environmental justice evaluations, industrial siting studies, cumulative impact analyses, solid waste management, needs and alternatives analyses, public outreach and involvement programs, public relations, permitting, and transportation benefits and benefit to cost evaluation. Scott will serve as **ENVIRONMENTAL** 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.
02/16 - 12/17	**FLORIDA AVENUE IMPROVEMENTS | LADOTD | Orleans and St. Bernard Parishes, LA** Scott was responsible for team coordination and public/stakeholder outreach oversight and agency coordination. The project alternatives include a new bridge over the Inner Harbor Navigation Canal, as well as optional roadway improvements, and neighborhood traffic calming for neighborhoods in the vicinity of the project alternatives, including 9th Ward of New Orleans. Key issues include truck traffic, property values, and environmental justice concerns.
12/12 – 12/17	**LA 143 – US 165 CONNECTOR AND OUACHITA RIVER BRIDGE , LINE AND GRADE AND TOLL STUDY | LADOTD SP No. H.004782.2 | Ouachita Parish, LA** Project manager for new connector roadway and bridge over the Ouachita River, which has been discussed for over 40 years. New location alignments traverse sensitive, high-functioning wetlands, which required a detailed new alignment screening process. Accepted by the US EPA and USACE, the alternatives development methodology was augmented to include in-town alternatives to complete a full consideration of potentially reasonable and feasible alternatives. Tolls were determined to be worthy of further consideration based on traffic analysis. Key issues include wetland and wildlife corridor impacts cost minimization, and traffic impact minimization at junctions.
12/14 – 12/17	**US 11 NORFOLK SOUTHERN RAILROAD OVERPASS REPLACEMENT | LADOTD SP No. H.000688 | Orleans Parish, LA** Project manager for replacement and widening of the US 11 roadway overpass of the Norfolk Southern Railroad in Slidell, Louisiana. Project included evaluation of partial and full-access intersection options and bridge alignment and type alternatives for the heavily skewed and long steel span bridge in this urban area of Slidell. Key issues included the historic status of the bridge, commercial parking impacts, use of the Norfolk southern right of way, and travel pattern changes following the construction.
04/10 - 10/14	**CHEF MENTEUR BRIDGE AND APPROACHES REPLACEMENT | LADOTD | Orleans Parish, LA** Scott was the project manager for a high-priority bridge replacement EA and Line and Grade Study, responsible for coordination and technical assessment of key issues. Both movable and fixed-span designs are under consideration along three alignments in an area of notable environmental and design challenges. Built in 1930, the existing US 90 swing-span bridge over Chef Menteur Pass has two 10-foot lanes, no shoulders and a bridge sufficiency rating of 37. Environmental constraints include the abutting Venetian Isles subdivision, Fort Macomb structure and state parkland, terrestrial and submerged archaeological sites, and the Bayou Sauvage National Wildlife Refuge. Intensive public and agency outreach and involvement was initiated along with computerized renderings of post-construction views to be used in the effort.
12/06- 06/07	**ST. CLAUDE AVENUE AND CLAIBORNE AVENUE BRIDGE REPLACEMENT | USACE | New Orleans, LA** Project Coordinator and Environmental Planner for the reconnaissance evaluation of providing tunnels in lieu of bridge crossings over the Inner Harbor Navigation Canal in New Orleans. Tunnel concepts were investigated at a reconnaissance-level study to determine if the concept warranted additional investigation. Alignment, construction techniques, maintenance of traffic, effects to the socioeconomic an natural environments, and costs were evaluated for both crossings (i.e., tunnel sites). Several alternatives were determined to be feasible; however, all were more expensive than associated bridge improvement alternatives. Limitations of tunnel schemes include maintenance of traffic, pedestrian and cyclists' access, displacements, local traffic circulation, and adverse effects or displacement to structures listed or potentially eligible for listing on the National Register of Historic Sites.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Lindsay Grissom**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**
TITLE	**Principal, Senior Environmental Scientist**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**11**
DEGREE(S) / YEARS / SPECIALIZATION	**MS |2002 |Cell & Molecular Biology; BS|2000|Zoology & Physiology**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**NA**			
YEAR REGISTERED	**NA**	DISCIPLINE	**NA**	

Contract role(s) / brief description of responsibilities	Lindsay is a Principal Scientist with over 17 years of experience in the environmental services industry. Lindsay specializes in federal and state agency permitting and plan preparations for linear pipeline and facility construction projects. She serves as Stantec's U.S. Technical Lead for Assessment and Permitting. Lindsay routinely provides technical oversight for NEPA documents, with a focus on water resources, socioeconomics, land use, and safety and reliability. Lindsay has a diverse regulatory background in oil and gas, which includes U.S. Army Corps of Engineers Section 408 and 404/10 permitting, threatened & endangered species coordination, state coastal zone permitting, development of environmental training, and occupational health and safety. She has completed projects in more than 25 states, focusing on the gulf coast, mid-west, and Marcellus shale regions. Lindsay will serve as **ENVIRONMENTAL** 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.
2016 – 2018	**DEPUTY PROJECT MANAGER |Confidential Pipeline Project | Louisiana** The proposed project involved construction of approximately 40 miles of pipeline in St. Charles, Jefferson, Orleans, and St. Bernard Parishes, including a crossing of Lake Pontchartrain. Responsible for routing and siting support; alternatives analysis; securing federal, state, and local environmental permits; and supporting agency coordination and public outreach.
2016 – Ongoing	**VALERO ENERGY ST. CHARLES DOCK EXPANSIONS – MULTIPLE PROJECTS | LOUISIANA** Responsible for overseeing environmental surveys, agency coordination, and securing environmental permits for construction and modification of multiple oil and gas dock facilities in Louisiana. Permits and clearances obtained include U.S. Army Corps of Engineers (USACE) Section 404/10 and Section 408 permits, Louisiana Department of Natural Resources (LDNR) Coastal Use Permits, levee district Letters of No Objection (LONOs), and threatened and endangered species clearances.
2019 – Ongoing	**ENBRIDGE TEXAS EASTERN PIPELINE O&M PROGRAM MANAGEMENT | Louisiana, Texas, Mississippi, Arkansas, Missouri** Responsible for environmental review, overall project coordination, and development and oversight of federal, state, and local environmental permit applications for more than 60 operations & maintenance projects along the Texas Eastern pipeline.
2015 – 2016	**UTICA MARCELLUS TEXAS PIPELINE PROJECT | Ohio, Kentucky, Tennessee, Arkansas, Mississippi, Louisiana, and Texas** Protected species lead responsible for all aspects of threatened and endangered species compliance for the Project, which involves conversion of 990 miles of pipeline and 375 miles of new build pipeline. Tasks included coordination with state and federal agencies, report preparation oversight, and technical review of related deliverables. Also served as a Quality Assurance/Quality Control lead for the Project.
2008 - 2015	**MULTIPLE LINEAR PIPELINE PROJECTS – THIRD-PARTY CONTRACTOR TO FERC** Responsible for review of environmental reports, survey reports, and other studies as well as preparation of the corresponding section of the NEPA Environmental Impact Statement. Specific resource areas included water resources, land use, recreation and visual aesthetics, socioeconomics, health and safety, and geological resources.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Amir Botros, PhD, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**
TITLE	**Senior Structural Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**15**
DEGREE(S) / YEARS / SPECIALIZATION	**PhD | 2015 | Civil Engineering; MS | 2009 | Civil Engineering; BS | 2005 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 43701 | LA | 3/31/2022**			
YEAR REGISTERED	**2019**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	With over 15 years of experience, Amir will serve as structural task lead for this contract. Amir has extensive experience in the analysis, design and rating of variety of bridge types including Prestressed Concrete Girders, Steel Plate Girders, Precast and Cast in Place Concrete Slabs, Column and Pile Bents, and RC box culverts. He is proficient in commercial design and rating software packages. He has been involved in bridge replacement projects across the state and has been a member of the Precast Prestressed Concrete Institute (PCI) for many years and has participated in PCI research projects. Further, he is the recipient of the 2017 Martin P. Korn and George Nasser PCI Journal Awards. He also received the 2018 ASCE T.Y. Lin award for his outstanding research on the dapped ends of prestressed concrete thin stemmed members. Amir will serve as **BRIDGE DESIGN TASK LEAD** 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.			
03/21 - 06/21	**ALDOT LOAD RATING OF 42 BRIDGES | ALDOT | Statewide, AL** Lead Structural Engineer. Project consisted of rating of 42 bridges in accordance with ALDOT Policies and Guidelines for Bridge Rating and Evaluation. Bridge types comprised cast in place concrete T beam spans, Post-tensioned Channel beams and continuous steel plate-girders and steel I beam encased girders. Responsibilities included review of the as-built plans/ standard plans of the bridges, determining the appropriate load rating method, supervising engineers on the load rating analysis and review of load rating reports.			
10/19 - 12/20	**RC CULVERTS TESTING AND RATING OF 100 CULVERTS | LADOTD H.009859.5 | Statewide, LA** Lead Structural Engineer. Project consisted of developing a load rating methodology for Reinforced concrete box culverts that accounts for the actual field conditions, performance history, and advanced modeling techniques. Study investigated the effect of utilizing advanced modeling techniques (finite element analysis) on the load rating of concrete box culverts. Results were verified through diagnostic testing of a sample of culverts (12 culverts) representing the existing Louisiana inventory. Responsibilities included building 3D FE analytical models of the parametric study, designing instrumentation and diagnostic load test procedure, supervising the crew on performing the diagnostic load tests, development of load rating guidelines that accurately account for all parameters believed to influence the culvert performance, development of a technical report that summarizes the proposed load rating guidelines and supervising engineers on load rating 100 representative culverts selected from the existing Louisiana inventory using the proposed guidelines.			
10/19 - 12/20	**LOAD RATING OF 396 OFF SYSTEM BRIDGES | LADOTD H.012485.5 | Statewide, LA** Lead Structural Engineer. This project consisted of load rating of 396 bridges in accordance with LADOTD Policies and Guidelines for Bridge Rating and Evaluation. The bridge types comprised cast in place concrete slab spans, precast concrete slab spans, prestressed concrete girders, steel plate-girders, and RC box and arch culverts. The substructures comprised various components including reinforced concrete caps, timber caps, timber piles and steel H piles. Responsibilities included determining the appropriate load rating method, supervising engineers on the load rating analysis and review of load rating reports			
11/19 - 12/20	**US-90 MACARTHUR INTERCHANGE - PHASE II | LADOTD | Jefferson, LA** Tasks in this project included designing two access ramps (off and on ramps) to/from the service roads to the elevated viaduct. The new ramps consisted of 22-spans of off-ramp and 24-spans of on-ramp. The ramps structures consisted of complex structural elements including precast-prestressed U-shaped girders and LG-girders, inverted-T piers, complex columns, and foundations. The design also included an appropriate construction phasing sequence, instructing the removal of existing structures to accommodate the new structure. Amir was responsible for the design of the superstructure elements including the deck and the prestressed LU and LG girders for the 22 spans off-ramp and the 24 spans on-ramp.			

05/20 - 12/20	**I-10 OVER US 165 & MPRR | LADOTD | Jefferson Davis, LA** This project is a bridge replacement of a multi-span steel I-beam interstate overpass. The design was in accordance to the latest AASHTO LRFD Bridge Design Specifications and LADOTD Bridge Design and Evaluation Manual. The bridge has a total length of 765 ft EB and 776 ft WB and clear roadway widths of 72 ft. Both the EB and WB superstructures consist of eight (8) LG 63 beams over US 165 and ten (10) LG 54 beams over Union Pacific Railroad, acting in composite action with an 8.5-inch continuous concrete deck with new 36" MASH TL-4 bridge railing. The substructure consists of cast-in-place column bents supported drilled shafts. An important aspect of the design was to configure an appropriate construction phasing scheme that ensures that two lanes on each bound of I-10 remain in operation during the bridge replacement. In addition, the new bridge overpasses the Union Pacific Railroad entailing challenges with respect to bent locations and fulfilling the horizontal and vertical clearance requirements. Amir served as senior design engineer in this project and was involved in design calculations and plan preparation.
01/19 - 09/19	**27 COMPLEX OFF-SYSTEM BRIDGES RATING AND EVALUATION | LADOTD H.009859.5 | Statewide, LA** Lead Structural Engineer. This project consisted of rating of 27 complex bridges in accordance with LADOTD Policies and Guidelines for Bridge Rating and Evaluation. The bridge types comprised prestressed concrete girders, steel plate-girders, truss bridges, swing spans and steel trapezoidal girders. The superstructures were rated using Bridge Rating AASHTOWARE and/or and the substructures were rated using RC-Pier combined with MathCad Sheets. Some bridges involved complex irregular geometry for their on/off ramp spans and were not analyzed using AASHTO approximate methods and therefore those bridge/ramp junctions were analyzed using finite element models developed using Midas Civil software. Responsibilities included: reviewing the as-built drawings of the bridges; determining the appropriate load rating method for complex bridges; performing load rating on selected complex bridges and supervising the team on other bridges; developing the load rating reports. Additionally, multiple steps of QC were performed to assure accuracy and consistency of the rating analysis.
02/19 - 10/20	**LA 182 OVER ATCHAFALAYA RIVER (BERWICK BAY) BRIDGE REHABILITATION | LADOTD H.011487 | Lafayette, LA** Lead Structural Engineer. Approach spans consist of 2 reinforced concrete slab spans, 40 reinforced concrete T-beam spans, and 2 deck truss spans. Main spans consist of 3 identical through truss spans. Substructure is comprised of concrete pile bents, two-column concrete bents, and concrete piers. Since the bridge was posted due to the low rating factor of the reinforced concrete T-beam approach spans. Nondestructive load testing was adopted as part of the evaluation and the load rating of the concrete T-beam approach spans. Diagnostic load test was performed to evaluate the actual capacity of the T-beam span and to determine whether the load rating could be sufficiently increased based on the actual performance of the beams and thus justifying removal of current posting. Test results along with the FE analysis revealed beneficial support and end fixation conditions of the T-beams that are typically not considered in the traditional analysis. In light of the test findings, AASHTOWare Bridge Rating software (BrR) bridge model was modified to count for the test findings and the load rating analysis was completed. Responsibilities included supervising engineers on performing the load rating analysis for the truss members and Gusset plates using Bridge Rating software. Design of the instrumentation and the diagnostic load testing procedure for the reinforced concrete T-beam spans. Supervising engineers on designing appropriate strengthening systems for the deficient truss members, gusset plates, bracing members and connections. Design of appropriate strengthening systems for the concrete pile bents, and the column bents using carbon fiber reinforced polymer sheets (CFRP) and preparation of the rehab plans of the bridge elements. The 100% final plans were submitted in October 2020.
03/16 - 09/16	**US 80 RED RIVER TEXAS STREET BRIDGE: INSPECTION AND LOAD RATING | LADOTD H.011484 | Bossier, LA** Senior Structural Engineer. Amir's responsibilities performing load rating analysis for the truss members and Gusset plates using Bridge Rating software, preparation of load rating report for the bridge with proposed repair recommendations for the deficient elements and development of a three-dimensional (3D) finite element model using Midas Civil Software for verification of the load effects on the truss members.
01/17 - 10/18	**US 80 RED RIVER BRIDGE TEXAS STREET REHABILITATION PLANS | LADOTD H.011484 | Bossier, LA** Senior Structural Engineer. Amir's responsibilities included design of appropriate strengthening systems for the deficient truss members and gusset plates for the deck truss spans and the main truss spans. Design of suitable strengthening schemes for the reinforced concrete T beams of the approach spans, the concrete pile bents, and the two column bents using carbon fiber reinforced polymer sheets (CFRP). Preparation of the rehab plans of the bridge followed the design phase and the 100% final plans were submitted in October 2018.
04/16 - 03/17	**LA 10 BEAVER CREEK BRIDGE | LADOTD | St. Helena Parish, LA** This project is an emergency bridge replacement that consisted of an expedited design within two months of a precast prestressed concrete girder bridge consisting of two 60' LG-36 girder spans and one 80' LG-36 girder span. The design was performed according to the specifications provided in the LADOTD Bridge Design Manual. The responsibilities of this project included substructure design and evaluation using standard details and RC-Pier for analysis, bearing design according to LADOTD requirements and LG girder standard details, and calculations for the girder design data tables, such as prestressed strand configuration, shear reinforcement, camber, deflections, and haunch requirements. Amir was responsible for the structural analysis and design for all the bridge elements and preparation of the plans.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Kunal Malpani, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**
TITLE	**Structural Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 2012 | Civil Engineering; BS | 2010 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 43016 | LA | 3/31/2023**			
YEAR REGISTERED	**2018**	DISCIPLINE	**Civil Engineering; NBIS Certified Team Leader**	

Contract role(s) / brief description of responsibilities	Kunal has 8 years of engineering experience with an emphasis on structural projects. His primary focus has been in the 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. In addition to bridge design, Kunal has been involved in the design of highway sign structures and reviewing structural shop drawings. Kunal will serve as **BRIDGE DESIGN** 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.
09/15 - 07/16	**I-20 AND TARBUTTON ROAD INTERCHANGE | LADOTD | Ruston, LA** Structural Engineer. Project consists of replacing an existing concrete overpass structure over I-20 near Ruston, LA with a two-span structural steel plate girder structure. Substructure units are 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.
05/13 - 02/16	**HOSPITALITY ZONE US 90Z IMPROVEMENTS | LADOTD Contract No. H.010189 (IDIQ 440000679) | New Orleans, LA** Structural Engineer responsible for developing a solution to minimize traffic impacts by extending existing bent caps to support new ramp meters. Worked with LADOTD to determine an exact location for each meter and, in turn, locating as-built drawings for that particular bent cap.
01/19 - Ongoing	**I-10 LOYOLA DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Structural Engineer who assisted signing engineer in design of flyover ramps, consisting of concrete slab spans, prestressed concrete girder spans, and twin horizontally curved steel tub girder spans. Design includes interstate lighting and structure mount poles on bridge ramps and in median barriers.
01/19 - Ongoing	**NELSON ROAD EXTENSION BRIDGE | LADOTD Contract No. H.005967 | Baton Rouge, LA** Structural Engineer. Kunal assisted the design engineer with preparation of plans and specifications for this bridge extension to the surrounding roadway network. Design included design of bridge components, including substructure, footing and foundation, load bearing calculations, girders and barrier design. Other design elements include navigational lighting bridge attachments, steel bracket light supports with concrete anchors to the bridge structure.
09/13 - 11/17	**BRIDGE PRESERVATION RETAINER PROJECTS | LADOTD | Statewide, LA** Load Rating Engineer. Kunal was responsible for developing LFR rating procedure using 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 INTERCHANGE AT LA 318 DESIGN-BUILD | LADOTD | St. Mary Parish, LA** Structural Engineer for the twin bridges. Each bridge consists of LG-54 prestressed concrete girder spans on multi-column concrete bents and concrete wall piers. His responsibilities included performing design, performing the as designed load rating, and reviewing shop drawings.
04/17 - 11/17	**LOAD RATING AND POSTING OF ON-SYSTEM BRIDGES | LADOTD | Statewide, LA** Structural Engineer. Kunal's responsibilities included developing the LRFR rating procedure using the AASHTO Bridge Rating Software for superstructure and LEAP RC Pier for substructure as per AASHTO MBE and LADOTD rating guidelines. Project included load rating various bridge superstructure types including slab spans, prestressed concrete girders, rolled steel girders, and built-up steel plate girders as well as various substructure types.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Robert Smith, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**9**
TITLE	**Structural Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**29**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 1983 | Structural Engineering; BS | 1982 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 42575 | LA | 9/30/2022**			
YEAR REGISTERED	**2018**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Robert has over 38 years of experience in the design and management of structural systems. He has an excellent grasp of structural engineering principles, with an ability to develop solutions to non-typical situations and is skilled in finding problems and performing necessary change through project management or other methods. He maximizes resources to achieve client satisfaction and increased productivity, meeting deadlines and goals. He is also experienced in Microstation, ConSpan, RCPier, MathCAD, Excel, FDOT Structures programs, PennDOT Structures Programs, Merlin-Dash, Descus-II, Shoring Suite, and Larsa 4D. Robert will serve as **BRIDGE DESIGN** 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.
08/19 - Ongoing	**I-10 LOYOLA DESIGN-BUILD | LADOTD Contract No.011670 | New Orleans, LA** Bridge Design Quality Control. Robert serves as Bridge Design QC for this project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The design includes interstate lighting in all areas with ground mount light poles and foundations (including anchor bolts, base plate attachments, concrete elements, and drilled shafts) as well as also structure mount poles on bridge ramps and in median barriers (including concrete blisters and concrete anchors) in accordance with AASHTO standard specifications.
02/12 - 11/14	**HOMESTEAD EXT., SOUTH OF KILLIAN DRIVE TO NORTH OF BIRD ROAD DESIGN-BUILD | Florida’s Turnpike Enterprise | FL** Engineer-of-Record. Robert was responsible for review and load rating of existing structures; preliminary design of widenings; BDR development for two replacement bridges; evaluation of retaining walls and sound barrier walls. Purpose of this project was to develop an RFP to allow the FTE to advertise for procurement of Design/Build services for final design and construction of this project. Project had over 170,000 SF of bridge area, including four dual (NB & SB) mainline bridges over local roads, one to be replaced the others to be widened; two single span bridges over canals which are to be widened; and a ramp bridge over a canal to be replaced. Project includes retaining walls, sound barrier walls, and miscellaneous structures for signs and electronic tolling equipment.
02/04 - 10/08	**SR 826 AND SR 836 INTERCHANGE RECONSTRUCTION DESIGN-BUILD - SEGMENT 7 | FDOT VI | Miami-Dade County, FL** Structural Engineer for Segment 7 of the reconstruction of this $560 million, four-level interchange in the heart of Miami-Dade County. The job included the design of 23 new bridges that include 2 steel bridges, and 21 Florida I-beam bridges. Other improvements included retaining walls, sound walls, canal relocation, utilities JPA plans, new signing and pavement markings, new ITS, and special aesthetic features. Extensive stakeholder coordination was required with FDOT, MDX, MDC Water & Sewer, utility owners, the Miami International Airport, CSX Transportation, DERM, and SFWMD, etc.
06/09 - 04/10	**I-595 CORRIDOR ROADWAY DESIGN-BUILD IMPROVEMENT PROJECT | FDOT | FL** Structural Engineer. Robert was responsible for light pole special foundation design and plans for four bridges. Design work included preparation of plans and specifications for custom concrete spread footing foundations for light pole structures (including anchor bolts, base plates, and concrete components) and barrier mounted structural components (including steel brackets and concrete anchors) for median supported sign structures.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Cindy Hall, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**30**
TITLE	**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 | 09/30/2023**			
YEAR REGISTERED	**1997**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Cindy's 30 years of experience have included 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 and roundabouts. She has also recently been involved in three Design-Build projects for LADOTD. In addition to her transportation experience, Cindy has designed and managed many wastewater pipeline and pump station projects over the course of her career. Cindy will serve as **ROAD & TRAFFIC TASK LEAD** 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.
08/19 - Ongoing	**I-10 AT LOYOLA DESIGN-BUILD INTERCHANGE | LADOTD | Loyola, LA** Project Manager. Cindy manages this multimillion-dollar project that will improve access and traffic operations to and around the new Northfield Terminal. Cindy is overseeing the design and plan preparation efforts to add two directional ramps, I-10 Westbound to Loyola Southbound & Loyola Northbound to I-10 Eastbound.
01/18 - 08/18	**DIJON DRIVE PHASE I & PHASE II | City of Baton Rouge | Baton Rouge, LA** Quality Control. Cindy was responsible for QC during the course of this project which was broken into 2 phases. She reviewed each phase of work two times and offered comments before major milestone submittals. 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.
03/14 - 05/15	**JIMMIE DAVIS BRIDGE REHABILITATION | LADOTD | Shreveport, LA** 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 | LADOTD | Lake Charles, LA** Roadway Engineer. Cindy was responsible for the sequence of construction and maintenance of traffic plans for this complex tight diamond interchange which required ramps elevated on MSE walls, two new bridges and surface street improvements including a new roundabout. Cindy was also responsible for the Level 2 Transportation Management Plan required for the project including safety and traffic analyses and traffic management strategies.
05/15 - 06/18	**US 90 AT LA 318 INTERCHANGE DESIGN-BUILD | LADOTD | St. Mary Parish, LA** Design Manager. Cindy managed the design for this design-build project which improved the intersection of US 90 at LA 318 to a grade separated interchange and brought US 90 up to interstate standards as a part of the Future I-49 Corridor. The project included dual overpass bridges, ramps, and frontage road relocations. Stantec proposed an alternative technical concept to the proposed alternative in the RFP. This ATC conserved right of way and lessened impacts to the community and the environment, and saved construction cost. Stantec was also responsible for acquiring the right of way while construction was ongoing. Cindy also managed the relocation of utilities during construction and designed water and sewer relocations for St. Mary Parish. Stantec remained involved throughout construction and participated in resolving design and construction non-conformance issues and requests for information. Construction was complete in January of 2018.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Joseph Cains, III, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**18**
TITLE	**Civil Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2003 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 33670 | LA | 03/31/2024**		
YEAR REGISTERED	**2008**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Joe has experience in the design of arterials, local roads, roundabouts, bridge replacement projects and other similar transportation systems, along existing highway alignments and new locations. Experience also includes Construction Administration and Utility Relocation services. He is currently an engineer in the Roadway Division at Stantec. He's proudest of his accomplishments as project manager on the projects detailed below because of the hard work and dedication he puts into them. In the role of project manager, he gained a different perspective and was able to appreciate all that is necessary to make a project successful. Joe will serve as **ROAD & TRAFFIC** for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.			
04/15 - 06/18	**US 90 AT LA 318 INTERCHANGE DESIGN-BUILD PROJECT | LADOTD | St Mary Parish, LA** Project included upgrading the existing two-lane undivided roadway LA 318 to a two-lane divided roadway with a raised median, and constructing a new overpass bridge for US 90 over LA 318. This project originally was based on a preferred alternative E, which proposed interchange improvements of 3 out of the 4 quadrants in an effort to reduce residential and environmental impacts. However, the Design-Builder proposed an Alternative Technical Concept (ATC No. 1) that proposed a tight urban diamond configuration for the westbound on and off ramps to be constructed between the mainline overpass bridge and the existing north frontage road to remain. This project also includes a significant utility relocation coordination effort, as well as ROW acquisition (first for a Design-Build Project), and a Transportation Management Plan. Joe's duties include leading the effort for plan development of the various design units, development of the TMP, as well as construction support during the process.			
08/19 - Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD | Lafayette, LA** This 5-mile project in Lafayette beginning near the I-10 interchange at I-49 and continuing south through Lafayette to the airport is a project that will upgrade existing Evangeline Thruway to the Future I-49 corridor through the most developed portion of Lafayette. Joe's duties include assisting with the completion of Task 4 Geometrics, of a 15 task project that is being carried out with a team of 15 design firms. Task 4 involves the evaluation and recommendations for previously proposed geometry, (interchanges, intersections, horizontal & vertical alignments, design vehicles & criteria, etc.), investigation of the 5 design modifications recommended during the environmental process (ROD obtained in early 2000s), investigation of 20+ potential design modifications, public coordination, and final design report document development for future segmentation & design of independent utility segments.			
02/10 - Ongoing	**NELSON ROAD EXTENSION & BRIDGE | LADOTD | Lake Charles, LA** Joe is the Project Manager for the overall project, which has included the NEPA Environmental Assessment process, a line & grade study that included several alternatives, vessel surveys, and conceptual geometric design of an intersection configuration to access the Port of Lake Charles City Docks facilities. Stantec is leading the effort for this new high-level bridge (56-foot vertical navigation clearance) 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. Coordination with LADOTD, FHWA, Corps of Engineers, US Coast Guard, City of Lake Charles and the Port of Lake Charles are all required to gain approvals, permits, and an environmental decision for the project.			
02/03 - 03/05	**US 61 AT LIBERTY ROAD INTERCHANGE | MDOT | Natchez, MS** 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, Mississippi. 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. Joe assisted the U.S. 61/Liberty Road design team with quantity calculations, MicroStation CAD work and cost estimate development.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Joey Lefante, PE, PTOE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**
TITLE	**Associate, Traffic and ITS 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 | 09/30/2022**		
YEAR REGISTERED	**2012**	DISCIPLINE	**Civil Engineering | PTOE #3560, 2013 | LTRC 3 Modules**	
Contract role(s) / brief description of responsibilities	With over 12 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 **ROAD & TRAFFIC** for this contract.			

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.
04/11 - 06/15	**I-210 COVE LANE INTERCHANGE | LADOTD Contract No. H.010151 | Lake Charles, LA** Traffic Engineer who developed an Interchange Justification Report (IJR) for I-210 between Cove Lane and Nelson Road interchanges. 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. Joey coordinated collection of traffic counts and performed field calibration of the traffic models.
03/14 - 05/15	**LA 511 JIMMIE DAVIS BRIDGE REHABILITATION | LADOTD Contract No. H.010662 | Bossier Parish, LA** Traffic Engineer who performed traffic analysis for the designated detour route as part of the TMP and proposed locations for temporary signal installations during the bridge closure. Detour routes included city streets on both side of bridge. Based on analysis, Joey designed and detailed traffic signal plans for temporary signal installations. Each selected improvement was needed to handle rerouting of all bridge traffic to the detoured route with minimal permanent pavement changes.
11/10 - 05/19	**NELSON ROAD EXTENSION BRIDGE | LADOTD Contract No. H.005967 | Lake Charles, LA** Traffic Engineer. Joey ran traffic analyses for the different bridge tie-ins being studied. Also included in the traffic analysis was a consideration of the impact of the bridge on the surrounding roadway network. The Regional Travel Demand Model was modified in TransCAD to determine the effects of the bridge construction.
05/12 - 12/17	**I-49 LAFAYETTE CONNECTOR | LADOTD | Lafayette, LA** Traffic Task Manager responsible for coordination with LADOTD traffic staff and managing analysis of various geometric design alternatives. Project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. It follows the Access Justification Request guidelines established by LADOTD and FHWA. Joey has been involved in the Context Sensitive Solutions (CSS) process, attending community meetings. CSS feedback has allowed Stantec to redesign several key elements to emphasize urban design principles, including pedestrian and bicycle accommodations.
08/09 - Ongoing	**I -49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR | LADOTD | Shreveport, LA** Traffic Engineer performing NEPA investigations, developing IMR and IJR and providing quality assurance for this 3.5-mile final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange. NLCOG's Travel Demand Forecasting Model was modified and used to project future traffic for 3 alternatives representing different interchange combinations. HCS will be used to determine which roadway improvements would be necessary for each alternative.
08/19 - Ongoing	**I-10 LOYOLA DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Traffic Engineer. Joey performed VISSIM analyses of an Alternative Technical Concept (ATC) consisting of two new flyover ramps leading to/from the Airport on the east side of the interchange and the first Diverging Diamond Interchange (DDI) in Louisiana. Joey completed an IMR to meet FHWA access policy standards to move the project forward on the accelerated design-build schedule. Joey is also leading the traffic signal design effort, including specialized DDI operations and complete street accommodations such as sidewalks and a two-way cycle track.

FIRM EMPLOYED BY	**Forte and Tablada, Inc.**			
NAME	**Bradley Holleman, PLS, EI**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**1**
TITLE	**Senior Vice President, Survey/Advanced Measurements & Modeling**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**14**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2009 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PLS No. 5082 | LA | 09/30/2022**			
YEAR REGISTERED	**2012**	DISCIPLINE	**Land Survey**	
Contract role(s) / brief description of responsibilities	Bradley will serve as **SURVEYOR** for this contract. **Bradley 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.
05/12 - 09/12	**H.009456 – TCHEFUNCTE RIVER BRIDGE** Surveyor-in-Charge for the topographic survey and existing drainage map. This project was for a bridge replacement over the Tchefuncte River in Tangipahoa Parish. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
01/13 – 09/13	**H.009489 JEFFERSON HIGHWAY OVERPASS** Surveyor-in-Charge for the bridge monitor survey, topographic survey and existing drainage map. This project was monitoring and the overpass replacement of Jefferson Highway over Airline Highway in East Baton Rouge Parish. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
07/13 – 10/13	**I-12 TO BUSH ROUTE LA 3241 SURVEY CONTROL** Surveyor-in-Charge for setting the primary static control and digital levels for future phases of the project. This project was for the construction of a new connecting route from Interstate 12 to Bush Louisiana. The work consisted of setting deep rod monuments along the proposed route and conducting over 40 miles of digital levels between the deep rod monuments.
09/13 – 03/14	**H.002375 AMITE RIVER BRIDGE NEAR FRENCH SETTLEMENT** Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing drainage map. This project was for constructing a new bridge over Amite River in French Settlement Louisiana to the replace the existing swing bridge. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
09/14 - 02/15	**H.011158 LA 3139** Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing drainage map. This project was for constructing a replacement span because of a damaged girder on the LA 3139 overpass over I-10. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
12/14 – 03/16	**H.011137 & H.011152 I-12 (LA 21 TO LA 59), ST. TAMMANY PARISH, LA** Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing drainage map. This project was for widening of Interstate 12 from LA 21 to La 59 in St. Tammany Parish. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.

09/15 - 11/15	**H.011923 HOOPER ROAD ROUNDABOUT AT SULLIVAN ROAD** Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing drainage map. This project was for construction of a roundabout at Hooper Road and Sullivan Road in East Baton Rouge Parish. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
06/16 - 02/17	**H.000263 CHEF MENTEUR PASS BRIDGE** Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing drainage map. This project was for the design of new bridge to replace the existing swing bridge on US 90 over Chef Menteur Pass. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits
03/17 - 03/18	**H004987 US 190 COLLINS BLVD, ST. TAMMANY PARISH, LA** Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing drainage map. This project was for the design of capacity improvements on US 190 in Covington. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
05/18 - 11/18	**I-10: LOYOLA INTERCHANGE IMPROVEMENTS, KENNER, LA** Surveyor-in-Charge for the control survey, utility survey and 3D mobile laser scanning. This project was for the design of new exit for the New Orleans Airport. The work consisted of completing a utility and control survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths that fell within the survey limits.
06/20-12/20	**4400017597 DOTD RURAL BRIDGE REPLACEMENT** Surveyor-in-Charge for the topographic survey. This project was for design of multiple bridge replacements throughout south Louisiana. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
01/18 – 04/20	**H.004100 I-10: LA 415 TO ESSEN LANE** Surveyor-in-Charge for the topographic survey and 3D Mobile laser scanning. This project was for the widening design of Interstate 10 from LA 415 to Essen Lane in East Baton Rouge Parish. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.
04/20 – 11/20	**H004987 US 190 COLLINS BLVD, ST. TAMMANY PARISH, LA** Surveyor-in-Charge for the topographic survey and 3D Mobile laser scanning. This project was for the design of a new US 11 overpass over Norfolk Southern Railroad. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits.

FIRM EMPLOYED BY	**Forte & Tablada, Inc.**			
NAME	**Russell "Joey" Coco, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**14**
TITLE	**President/CEO**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**6**
DEGREE(S) / YEARS / SPECIALIZATION	**Coastal Engineering Certificate | 2008; MBA | 2006; BS | 2000 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 31337 | LA | 09/30/2022**			
YEAR REGISTERED	**2004**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Joey will serve as **SURVEYOR** 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.
03/18 - Ongoing	**RETAINER CONTRACT FOR OFF-SYSTEM BRIDGE LOAD RATING | LADOTD | Statewide, LA** QA/QC review engineer for a retainer contract that includes multiple Task Orders to inspect and load rate off-system bridges and culverts across the state. Task Order 1 – Inspection and load rating of 12 complex off-system bridges, including lift spans, swing spans, bascule spans, ferry landings, and truss bridges; Task Order 2 –Inspection and load rating of approximately 200 off-system bridges, consisting primarily of slab spans; Task Order 4 –Inspection and load rating of approximately 300 off-system bridges, consisting primarily of slab spans, but also including concrete and steel girder spans.
03/14 - 03/17	**LOAD RATING OF ON-SYSTEM BRIDGES | LADOTD | LA** QC/QA review engineer for over 200 slab span and girder bridges across Louisiana. Utilized Virtis load rating software.
06/16 - 04/20	**OFF-SYSTEM BRIDGE LOAD RATINGS | LADOTD | St. Tammany Parish, LA** QC/QA review engineer for the data collection, inspection, and load rating of numerous slab span, girder, and railcar bridges in St. Tammany Parish.
11/16 - 10/20	**OFF-SYSTEM BRIDGE LOAD RATINGS | LADOTD | Livingston Parish, LA** QC/QA review engineer for the inspection and load rating of numerous existing slab span bridges and culverts in Livingston Parish In accordance with FHWA Metric 13, which requires a current load rating of all Off-System bridges.
04/11 - 10/16	**IBERVILLE PARISH BRIDGE RATINGS AND PRIORITIZATION | LADOTD | Iberville Parish, LA** Served as a project engineer for continued off-system bridge ratings, repairs, and repair/replacement prioritization recommendations for Iberville Parish.
05/19 - 09/19	**DANZIGER BRIDGE REHABILITATION | LADOTD H.000303.6 | Orleans Parish, LA** Principal overseeing survey investigation of Danziger Bridge. Included laser scanning and comparison of actual conditions to original plans.
10/18 - 12/18	**SUNSHINE BRIDGE REPAIR | LADOTD 4400010587 | St. James Parish, LA** Principal overseeing topographic surveying and terrestrial LIDAR services for the LA DOTD Sunshine Bridge Emergency Repair project following the severe impact of a barge mounted crane with the lowest horizontal bridge chord.

FIRM EMPLOYED BY	**Forte & Tablada, Inc.**			
NAME	**Ross Wilson, PLS**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**10**
TITLE	**Surveyor**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**2**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2010 | Geomatics**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PLS No. 5148 | LA | 03/30/2022**			
YEAR REGISTERED	**2015**	DISCIPLINE	**Land Survey**	
Contract role(s) / brief description of responsibilities	Ross will serve as **SURVEYOR** 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.
04/21 - 06/21	**LA 397: TURN LANES AT RICE MILL | LADOTD H.014628 | Calcasieu Parish, LA** Surveyor responsible for topographic surveying at the intersection of LA 397and Joe Spears Rd. in Calcasieu Parish.
8/19 - Ongoing	**I-10/LOYOLA INTERCHANGE IMPROVEMENTS | LADOTD H.011670 | Kenner, LA** Project Manager providing Topographic Survey, Right- of-Way Survey, and Drainage Survey. The project stretches from the levee in Kenner to the Williams Blvd. off ramp, as well as Loyola Avenue and portions of Veterans Blvd.
6/20 - Ongoing	**RURAL BRIDGE REPLACEMENT INITIATIVE; 7 STATE PROJECTS NUMBERS (22 STRUCTURES) | LADOTD H.013979, H.013995, H.013992, H.013994, H.013985, H.013954, H.013990 | Districts 04, 05, 08 and 58, LA** Surveyor for topographic surveying of 22 bridges in Louisiana.
1/20 - 10/20	**I-10: ATCH BASIN BR-W. BATON ROUGE P/L, I-10: IBERVILLE P/L-W END MISS BR, I-10: W END OF BR 290-W END OF LA 415 | LADOTD H.012588, H.012169, H.012587 | West Baton Rouge & Iberville Parish, LA** Project Manager for complete topographic survey, approximately 18.3 miles, from the East end of the Atchafalaya Bridge to the West end of the I-10/LA 415 Interchange.
11/19 – 12/20	**CALCASIEU RIVER BRIDGE INVESTIGATION | LADOTD H.012083 | Calcasieu Parish, LA** Surveyor to provide laser scanning services for the I-10/Lake Calcasieu bridge in Lake Charles, LA. Terrestrial scans were done underneath the bridge for 10 spans on the East and West side, on top the deck to capture the superstructure, as well as from the water below to capture the sub structure. In addition to the terrestrial scans, mobile Lidar was done for future planning.
12/19 – 9/20	**BAYOU TERREBONNE BRIDGES | LADOTD H.011970 | LA** Surveyor for the Bayou Terrebonne bridge along with the entire intersection and adjacent roads.

FIRM EMPLOYED BY	**Forte & Tablada, Inc.**			
NAME	**Brent Campbell**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**
TITLE	**Advanced Measurements and Modeling Technician**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2013 | Construction Management**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**N/A**		
YEAR REGISTERED	**N/A**	DISCIPLINE	**N/A**	
Contract role(s) / brief description of responsibilities	Brent will serve as **SURVEYOR** 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.
9/21	**WESTBANK CLOSURE COMPLEX MULTI-BEAM HYDROGRAPHIC SURVEY | Belle Chasse, LA** Utilizing a shallow draft vessel equipped with advanced multi-beam sonar equipment, Forte and Tablada performed a comprehensive survey extending bank-to-bank of the station and beyond the protection fenders for a global depiction of scour. Scour results were presented in a color ramped elevation map, as well as imagery showing the presence of debris on an intake screen. Brent served as Advanced Measurements technician for the project.
1/20 - 10/20	**I-10: ATCH BASIN BR-W. BATON ROUGE P/L, I-10: IBERVILLE P/L-W END MISS BR, I-10: W END OF BR 290-W END OF LA 415 | LADOTD H.012588, H.012169, H.012587 | West Baton Rouge & Iberville Parish, LA** AMM Technician for complete topographic survey, approximately 18.3 miles, from the East end of the Atchafalaya Bridge to the West end of the I-10/LA 415 Interchange.
10/19 - 10/20	**INSPECTION OF METAL CULVERTS | LADOTD H.012485.1 | Statewide, LA** Laser scanning technician to provide inspections and data acquisition for approximately 230 culvert locations statewide. Culvert measurements were acquired with a mixture of 3-D laser scanning, sonar, and LIDAR.
12/19 – 9/20	**BAYOU TERREBONNE BRIDGES | LADOTD H.011970 | LA** Surveyor. Responsible for laser scanning the Bayou Terrebonne bridge along with the entire intersection and adjacent roads.
05/19 - 09/19	**DANZIGER BRIDGE REHABILITATION | LADOTD H.000303.6 | Orleans Parish, LA** Laser scanning and project technician for survey investigation of Danziger Bridge. Included laser scanning and comparison of actual conditions to original plans.
05/17 - 10/18	**BELLE CHASSE BRIDGE AND TUNNEL REPLACEMENT HYDROGRAPHIC SURVEY| LADOTD H.004791.5 | Plaquemines Parish, LA** Surveyor. Responsible for laser scanning for the Belle Chase Bridge and Tunnel Replacement project for LA DOTD. Included in this work was a survey performed utilizing traditional methods, terrestrial laser scanning of roadway surfaces, and multi-beam 3-D hydrographic surveying.

17. **Staff Experience:**

Identify the team's project experience **most relevant** to the scope in the advertisement. The projects should be limited to a total of 30, with no more than 10 projects being represented by a single firm on the team. If more than 30 projects are identified, all projects identified after the first 30 will not be evaluated. If more than 10 projects are identified for a single firm, all projects identified after the first 10 from that firm will not be evaluated. Include no more than one page per project. Projects identified shall only include work performed by firms on the team. The projects identified do not necessarily need to have been DOTD projects.

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	**Richards Withers**
OWNER'S ADDRESS, PHONE, EMAIL	**401 North West Street, Jackson, MS 39201 | 601-359-7200 | rwithers@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.)

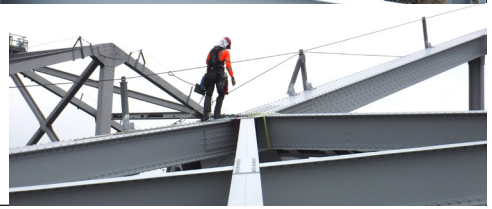
Stantec was assigned by the Mississippi Department of Transportation to perform bridge inspection services on the two trusses along US 84 over the Mississippi River.

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.

PROJECT RELEVANCE:

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

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**

FIRM NAME	**Stantec Consulting Services Inc.**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**NON-COMPLEX BRIDGE INSPECTIONS**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**NBIS (133)/106276-109000 & NBIS (134)/106276-109100**	OWNER'S NAME	**Mississippi Office of State Aid Road Construction**		
PROJECT LOCATION	**Madison County, Mississippi**			OWNER'S PROJECT MANAGER	**David Barrett**
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)	**09/20**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$127**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**07/21**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$127**

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

Stantec currently serves as the State Aid Engineer for Madison County and with this position comes the responsibility to perform annual inspections on non-complex bridges.

PROJECT RELEVANCE:

- ☑ Bridge (NBIS) Inspections
- ☑ Element Level Inspections
- ☑ Scour Monitoring Inspections
- ☑ Inspection Reporting

Inspections are performed in accordance with the National Bridge Inspection Standards (NBIS). Stantec teams are led by NBIS certified team leaders. Each component requires an arm's length view which can be predominately achieve using ladders from the ground or channel. This project includes work completed for the FY2021 cycle.

During field operations, Stantec was responsible for coordinating with local entities, such as emergency response personnel and city officials, when traffic was impacted. When a lane or bridge closure was required to perform an inspection, Stantec provided the necessary equipment, supplies, and manpower to operate the closure. Lane or bridge closures were executed in accordance with current MUTCD requirements.

Bridge inspection reports were developed using AssetWise and included photographs, field sketches, data sheets, and other relevant information to fully describe the inspection findings. National Bridge Inventory (NBI) data was verified or updated as needed.

Inspection types included routine (abutment to abutment) and scour monitoring. Stantec's inventory included 62 bridges (51 routine and 11 scour monitoring). Inspection reports were transmitted within 60 days of the inspection.

TEAM MEMBERS INVOLVED: **B. JOHNSON, K. MALPANI, M. BRODNAX**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**BRIDGE INSPECTIONS & LOAD RATING SERVICES IDIQ MASTER CONTRACT**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**Multiple**	OWNER'S NAME	**Mississippi Office of State Aid Road Construction**
PROJECT LOCATION	**Statewide, MS**	OWNER'S PROJECT MANAGER	**David Barrett**
OWNER'S ADDRESS, PHONE, EMAIL	**412 Woodrow Wilson Ave., Jackson, MS 39206 | 601-359-7129 | dbarrett@osarc.state.ms.us**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**10/19**	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)	**$4,100**

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

PROJECT RELEVANCE:

- ☑ Bridge (NBIS) Inspections
- ☑ Element Level Inspections
- ☑ AASHTO Load Ratings
- ☑ Maint. & Repair Recommendations
- ☑ Inspection Reporting

Stantec has been awarded multiple contracts since the inception of this bridge inspection program in 2010 by the Mississippi Office of State Aid Road Construction (OSARC).

This contract consists of a series of annual work assignments to perform bridge inspections and load ratings on timber and complex bridges. Approximately 500 structures, in 22 different counties, have been included over the contract duration. Structure types include prestressed and reinforced concrete girders, structural steel plate girders, rolled steel shapes, timber components, structural steel trusses, concrete channel beams, masonry arches, and concrete box culverts. The most common timber elements are piles; however, some bridges have timber decks, stringers, and/or caps.

Inspections are performed by NBI certified teams. Each component requires an arm's length view which can be predominately achieve using ladders from the ground or channel. Some bridges require the use of an underbridge access platform truck and/or climbers to access each component. All climbers have the appropriate Society of Professional Rope Access Technician (SPRAT) training and follows industry standards to complete an evaluation of fracture critical components when present. A combination of visual, sounding, and coring techniques is used to inspect timber elements. During field operations, Stantec is responsible for coordinating with local entities and maintaining traffic during inspection operations.

AssetWise is used to generate and transmit reports which include inspection findings, condition ratings, and load rating results. Critical finding reports are issued when a structure has immediate risks to the traveling public; these are typically issued within a few hours of inspection. Bridge load rating analyses are performed in accordance with the as-designed specifications (AASHTO LRFR, LFR, or ASD) using AASHTOWare BrR, RC Pier, STAAD, and other in-house rating tools.

TEAM MEMBERS INVOLVED: **P. FOSSIER, B. JOHNSON, K. MALPANI, M. BRODNAX, K. MALPANI, A. BOTROS, B. STIGNER, D. CRESSMAN, C. JENKINS, M. FASANO**

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	**Richard Withers**
OWNER'S ADDRESS, PHONE, EMAIL	**401 North West Street, Jackson, MS 39201 | 601-359-7200 | rwithers@mdot.ms.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**12/20**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$469**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	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 has an ongoing contract with 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, A. BOTROS, B. STIGNER, K. BOSWORTH, D. CRESSMAN, M. FASANO, C. JENKINS, B. BENIFIELD**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**BRIDGE PRESERVATION, LOAD RATING & UNDERWATER INSPECTIONS**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Kentucky Transportation Cabinet (KYTC)**
PROJECT LOCATION	**Statewide, Kentucky**	OWNER'S PROJECT MANAGER	**Erin Van Zee**
OWNER'S ADDRESS, PHONE, EMAIL	**200 Metro Street, Frankfort, KY 40622 | 502-782-5609 | erin.vanzee@ky.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**02/89**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$77,800**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$77,800**

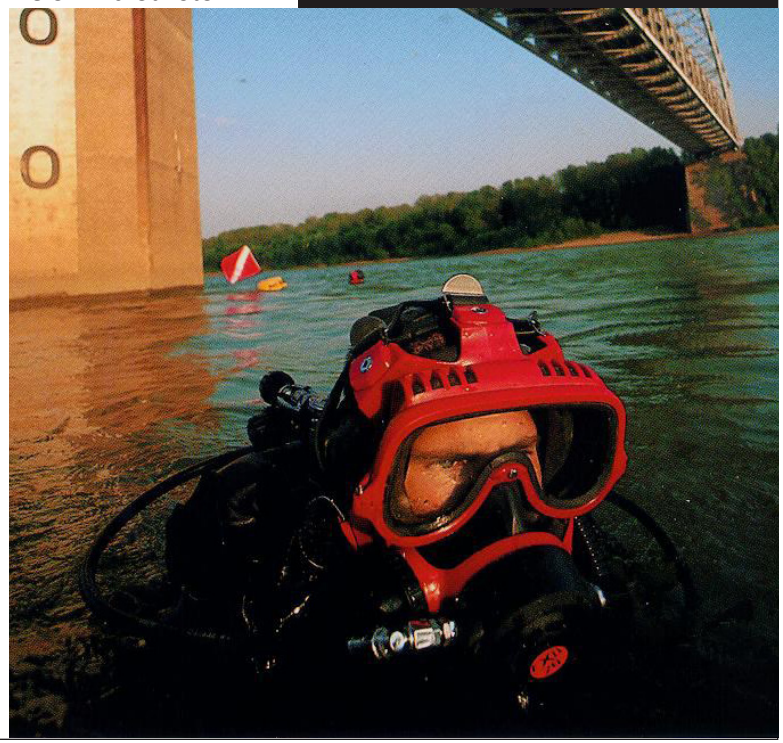
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

Stantec has provided routine, fracture critical, and underwater bridge inspection and load ratings, as well as leading one of the US' most aggressive bridge preservation and replacement programs—the Bridging Kentucky Program; a $66+ million project involving screening and prioritization of bridges, preliminary and final design, environmental services, utility coordination, right-of-way acquisition, construction procurement support for design-bid-build and DB projects, DB owner's engineer services, and construction management and inspection support on over 1,100 bridges.

PROJECT RELEVANCE:

- ☑ Complex Inspection
- ☑ Fracture Critical Inspection
- ☑ Non-Destructive Testing
- ☑ Underwater
- ☑ Load Rating

Other projects include: Routine, element level inspection of 380 structures across six of KYTC's 12 districts and load rating of 19+ bridges; rehabilitation of nearly 250 mainline, overpass, and ramp bridges as part of pavement rehabilitation efforts on interstates and parkways throughout; 730+ underwater diving bridge inspections on KYTC's bridges requiring underwater inspections; fracture critical inspection of 33 river truss bridges (including both snooper and climbing inspection methods); and design of 50 bridge replacements and 39 bridge rehabilitations. *Cost Control:* Projects have been on or **under budget**. Via our team's effective planning, broad experience level, and close partnership with KYTC, inspection tasks have been 5%-15% below budget. *Schedule/Compliance:* Our deep bench of technical staff has allowed us to **meet KYTC's aggressive schedules**.



TEAM MEMBERS INVOLVED: **M. LAWLER, D. SEVERNS, R. CATRON, C. GREENWELL**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**ON + OFF-SYSTEM BRIDGE INSPECTIONS**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Colorado Department of Transportation**
PROJECT LOCATION	**Statewide, Colorado**	OWNER'S PROJECT MANAGER	**Lynn Croswell, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**2829 W. Howard Place, Denver, CO 80204 | 303-757-9188 | lynn.croswell@state.co.us**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/07**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$20,500**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$20,500**

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

Stantec has had a continuous partnership with the Colorado Department of Transportation (CDOT) since 2007, over five consecutive contracts (2007-2009, 2009-2013, 2013-2017, 2017-2021, and 2021-2025), performing Off-System bridge inspections statewide.

PROJECT RELEVANCE:

- ☑ Complex Inspection
- ☑ Fracture Critical Inspection
- ☑ Non-Destructive Testing
- ☑ Underwater
- ☑ Load Rating

In all 63 Colorado counties, Stantec has performed more than 5,000 NBI inspections since 2007. We have conducted off-system bridge inspections on four consecutive bridge inspection contracts, totaling more than $20.5 million. Our team assists CDOT's in-house inspection staff for evaluation and reporting of state-owned on-system structures on interstates and state highways. Scope encompasses: 5,000+ bridge inspections (12-, 24-, and 48-month frequencies), including numerous tunnels; initial, routine, fracture critical, and damage inspections; element level reporting, as well as SI&A item condition coding and appraisal; load ratings for all new/deteriorated bridges and scour analysis per HEC-18, unknown foundation evaluation and scour POA preparation with preliminary hydraulic countermeasure design per HEC-23; structure types beams, girder, slabs, arches, trusses, culverts; NDT of fatigue cracking (magnetic particle, dye penetrant and ultrasonic testing); UT of fracture critical bridge pins (over 224 bridges to date) *Cost Control:* Stantec rope access expertise has **saved costs**. *Schedule/Compliance:* Through 14 years of routine inspections for CDOT, we have a **99% record of meeting all deadlines, as well as meeting all budgets**.

TEAM MEMBERS INVOLVED: **R. NATALUK, D. SEVERNS, A. LEITH, D. CRESSMAN, K. BOSWORTH, C. JENKINS**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**BRIDGE INSPECTION AND ANALYSIS SERVICES**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Nevada Department of Transportation**
PROJECT LOCATION	**Statewide, Nevada**	OWNER'S PROJECT MANAGER	**Michael F. Premo, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**1263 South Stewart Street, Carson City, CO 89712 | 775-888-7547 | mpremo@dot.nv.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**04/12**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$16,100**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**09/19**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$16,100**

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

Since 2012, Stantec's bridge inspection teams have inspected nearly 2,000 bridges and culverts across the State of Nevada over a four-year period.

Stantec was reselected by NDOT for another four-year period (2016-2020) to perform the same inspection and analysis services. Inspections performed consist of initial, routine, fracture critical, and damage inspections. Options for load rating services are included with this contract. We perform Ground Level (non-Access-Required) Routine Inspections and Access-Required Routine Inspections using under-bridge "snooper" trucks. Structures inspected include steel, concrete and timber mulit-beam, girder, slab, box, arch, culvert, pipe and truss bridges including long multi-span concrete slab & beam structures. Eight tunnels were inspected including the four-lane vehicular tunnel. Additional work under this contract includes:

PROJECT RELEVANCE:

- ☑ Complex Inspection
- ☑ Fracture Critical Inspection
- ☑ Non-Destructive Testing
- ☑ Underwater
- ☑ Load Rating

- Initial, routine, fracture critical, and damage inspections
- Ground Level & Access Required Routine Inspections
- Tunnel inspections on On & Off-System structures
- Confined Space Entry per OSHA (Non-Permit Required and Permit Required)
- Rope Access Methods per Society of Professional Rope Access Technicians (SPRAT)
- Providing fulltime Assistant Inspectors (AI's)
- Non-Destructive Testing using Magnetic Particle or Dye Penetrant
- Coupon sampling of steel for input into Load Rating Analysis
- Maintenance Estimating, Prioritization and Scheduling Recommendations
- Evaluation of the deck and rebar layout of the Las Vegas Viaduct using Infrared Thermography, Ground Penetrating Radar, Half-Cell Potential, physical sounding methods

Stantec provided the first routine inspection of the Hoover Dam Bypass which marked the first inspection performed under live traffic. The structure with its open spandrel arch main span and a total length of 1,896 feet is used by thousands of vehicles and hundreds of pedestrians per day who can walk the entire length of bridge along a protected walkway to fully experience the engineering grandeur of this structure. Complex inspection of the bridge is part of a two-year contract to provide inspection and load rating services of approx. 1,775 bridges on a statewide basis for NDOT. The O'Callaghan – Tillman Memorial bridge is comprised of a 1,060 foot concrete arch span supporting 10 dual-column piers combined with 5 approach spans to the west and 2 approach spans to the east. Two massive thrust block foundations support the arch and the tallest columns that stretch over 300 feet. Superstructure is made up of a composite concrete deck and 4 steel box girders made continuous through full moment connections at the integral prestressed concrete pier caps.

Climbing inspection team utilized rope access methods and equipment in compliance with Society of Professional Rope Access Technicians (SPRAT) requirements. This approach allows the engineer to safely access the isolated members of the bridge while on redundant rope systems that were rigged to provide up close inspection. With assistance of under bridge inspection vehicles or "snoopers" provided by NDOT, the team inspected the entire bridge - including confined space inspection of the interior arch ribs, walking inspection of the interior of every steel box girder, ascending or descending inspection of each column, and intricate rope access inspection of the full length of each arch rib - in approx. 6 days. Success of this high-profile rope access inspection is credited to the experience, certification and training of the structural engineering climbing team and the application of SPRAT's Safe Work Practices. All inspection data is collected via field tablets and synced with Bentley's InspectTech software using a modified National Bridge Element condition rating system.

TEAM MEMBERS INVOLVED: **R. NATALUK, M. FASANO, A. LEITH, D. CRESSMAN, K. BOSWORTH, C. JENKINS, D. SEVERNS, C. GREENWELL, M. LAWLER, R. CATRON, C. GREENWELL**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**OHIO RIVER BRIDGE INSPECTION**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Kentucky Transportation Cabinet (KYTC)**
PROJECT LOCATION	**Various Locations, KY**	OWNER'S PROJECT MANAGER	**Josh Rogers, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**200 Metro Street, Frankfort, KY 40622 | 502-564-4556 | josh.rodgers@ky.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/08**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$4,063**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**12/19**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$3,339**

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

Stantec was selected for six consecutive times to provide NBI/fracture critical inspection services under a statewide Ohio River Bridge Inspection contract with the Kentucky Transportation Cabinet.

PROJECT RELEVANCE:

- ☑ Bridge (NBIS) Inspections
- ☑ Element Level Inspections
- ☑ Complex Structures (Cable-stayed, Suspension and Truss)
- ☑ NDE Testing Used

An arm's length inspection of fracture critical and fatigue prone details was inspected. Maintenance of traffic plans were developed that minimizes disruptions and maximizes safety of traveling public.

The bridges were inspected using both equipment-aided and rope access techniques. The inspection reports contained inspection procedures and methods of access, significant findings, prioritized recommendations for repair/ maintenance. For these inspections AASHTO's BrM software was used with the National Bridge Elements, Bridge Management Elements, and KYTC Agency Defined Elements. . Thirty-four (34) Ohio River bridges were inspected over the eleven years.

The bridges inspected included during the 11 years (some bridges inspected under multiple contracts):

- Dan Beard (I-471 NB & SB) – twin bridges, tied arch main span
- Carroll Cropper (I-275 EB & WB) – trussed tied arch main span
- John F. Kennedy (I-65 SB) – through truss main span
- Abraham Lincoln (I-65 NB) – cable stayed main span
- Irvin Cobb (US 45) – through truss main span
- Milton Madison (new bridge) (US 421) – through truss main span
- Milton Madison (old bridge) (US 421) – through truss main span
- Cairo (US 51) – through truss main span
- Roebling (KY 17) – suspension main span
- Simon Kenton (Old US 62) – suspension main span
- Clay Wade Bailey (US 25) – through truss main span
- Brent Spence (I-75/I-71 NB & SB) – through truss main span
- Taylor Southgate (US 27) – through truss main span
- William H. Harsha (US 62) – cable stayed main span
- Combs Hehl (I-275 EB & WB) – twin bridges, through truss main span
- Carl D. Perkins (US 23) – through truss main span
- Earle Clements (KY 56) – through truss main span
- Clark Memorial Bridge (US 31) – through truss main span
- Ashland 12th Street (US 23E) – through truss main span
- Ashland 13th Street (US 23) – through truss main span
- Henderson Vietnam Gold Star (US 41 NB) – through truss main span
- Henderson Vietnam Gold Star (US 41 SB) – through truss main span
- William Natcher (US 231) – cable stayed main span

TEAM MEMBERS INVOLVED: **M. LAWLER, M. FASANO, R. CATRON, C. GREENWELL, B. BENIFIELD, D. CUNNINGHAM**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**COMPLEX BRIDGE INSPECTIONS - WV**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**West Virginia Department of Highway**
PROJECT LOCATION	**Various Locations, WV**	OWNER'S PROJECT MANAGER	**Chad Robinson, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**Bldg 5, Room 350, 1900 Kanawha Blvd. East, Charleston, WV, 25305 | 304-414-8960 | chad.e.robinson@wv.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/09**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$3,619.2**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$3,266.6**

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

Stantec was selected for several six-year contracts to provide NBIS-level inspections for complex bridges over the Kanawha, Little Kanawha, Shenandoah, and Ohio Rivers. The six-year contracts include a cycle of multiple routine, in-depth, and fracture critical inspections.

PROJECT RELEVANCE:

- ☑ Bridge (NBIS) Inspections
- ☑ Element Level Inspections
- ☑ Complex Structures (Truss and Delta Frame)

The bridges inspected included:

Shenandoah River (2020-Ongoing), Eastern Pahandle, WV. The bridge is a seven-span, 1,654-foot long structure consisting of a 1400 foot steel delta frame girder and 2 approach spans. This is the longest steel delta frame bridge in the United States. Rope access techniques were used to inspect the five delta girder legs towering 200 feet above the deep river valley.

Robert C. Byrd Bridge over Ohio River (2019-Present), Huntington, WV. The bridge is a six-span, 2,105-foot long structure consisting of three approach girder spans and a three-span through truss. Rope access techniques were used to avoid mechanical equipment, traffic control, or any traffic disruptions.

2nd Lt. Theodore R. Woo Memorial Bridge over Kanawha River (2013-2020), South Charleston/Dunbar, West Virginia – The 2,383-foot long bridge is composed of 11 continuous steel multi-girder spans and three spans of continuous steel haunched girders with a floorbeam and stringer floor system. The bridge was inspected utilizing rope access methods and advanced climbing techniques to avoid lane closures on a heavily traveled interstate.

35th and 36th Street Bridges over Kanawha River (2019-Present), Charleston/Kanawha City, WV. The bridge is a three-span continuous deck plate girder. This inspection included the NBI condition rating and first element level ratings as well as the NDT testing of the fracture critical pins and hangers and LRFR load rating of the entire structures. The two bridges were inspected simultaneously to maximize efficiency. The bridges were inspected utilizing a combination of rope access methods, advanced climbing techniques, and traditional access equipment to minimize traffic disruptions.

Silver Memorial Bridge over Ohio River (2009-Present), Point Pleasant, WV. This is Stantec's second six -year contract selection for this bridge. The bridge is a five-span, 1,950-foot long structure consisting of two approach girder spans and a three-span through truss. Inspection was performed using rope access techniques.

5th Street Bridge over Little Kanawha River (2017), Parkersburg, WV. Stantec provided specialized climbing and rope access techniques to perform inspections of the 900-foot long truss bridge. The inspection included the rope access inspection of 75 to 85-foot tall concrete piers.

TEAM MEMBERS INVOLVED: **M. LAWLER, M. FASANO, R. CATRON, C. GREENWELL, B. BENIFIELD, D. CUNNINGHAM, A. LEITH, R. NATALUK, D. CRESSMAN**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Bridge**
PROJECT NAME	**SR605 OVER INDUSTRIAL WATERWAY BRIDGE INSPECTION**	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	**Richards Withers**
OWNER'S ADDRESS, PHONE, EMAIL	**401 North West Street, Jackson, MS 39201 | 601-359-7200 | rwithers@mdot.ms.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**04/17**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$330.6**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**08/17**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$330.6**

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

MDOT tasked Stantec with performing the bi-annual in-depth inspection of the SR 605 Bridge over the Industrial Waterway near Gulfport, MS.

PROJECT RELEVANCE:

- ☑ Bridge (NBIS) Inspections
- ☑ Element Level Inspections
- ☑ Fracture Critical Inspection
- ☑ In-Depth Structural Inspection

The SR 605 Movable Bridge is a twelve-span structure approximately 1390-ft long consisting of nine prestressed concrete approach spans, two steel plate girder anchor spans, and one steel main bascule span. The mechanical equipment that operates the bascule span is located within the piers adjacent to the channel.

A routine inspection (abutment to abutment), element level inspection (abutment to abutment), and an in-depth inspection (full electrical, mechanical, and structural) of the bascule and anchor spans was included in the scope of services. A fracture critical inspection was performed on the bascule system's structural components as well.

During field operations, we were responsible for coordinating with local emergency responders and when traffic was impacted. A snooper truck was used to access the bridge underside to ensure that hands on observations were performed on each component. Traffic impacts were minimized by using a manlift to inspect a portion of the approach spans. Nighttime closures were used to open and close the main span for observation purposes. The inspection was completed in a four-day window.

A final inspection report was delivered to MDOT approximately 60-days after the inspection. The report contained a summary of all inspection findings, photographs depicting deficiencies found, field sketches, mechanical and electrical finding summaries, and pertinent data related to the inspection.

TEAM MEMBERS INVOLVED: **B. JOHNSON, R. NATALUK**

FIRM NAME	**Forte & Tablada, Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Survey**
PROJECT NAME	**AMITE RIVER BASIN MODEL- HYDROGRAPHIC SURVEY**	FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**4400008293**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**Livingston Parish, LA**	OWNER'S PROJECT MANAGER	**Edward Knight, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Rd, Baton Rouge, LA 70802 | 225.379.3007**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**06/17**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$349**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**02/19**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$349**

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

Forte and Tablada, Inc. worked with LADOTD and Dewberry to provide hydrographic surveying of the Amite River and Comite River.

Task orders included typical cross-sections of these rivers, as well as detailed 3-D bathymetric data collected with sonar equipment. Forte and Tablada also provided ground control for LIDAR of the Amite River Basin. Notably, Forte and Tablada provided a high-resolution survey of the Amite River Diversion Weir utilizing a variety of techniques including multi-beam sonar and traditional survey methods.

The largest challenge for this project was the varying water depths of the Amite and Comite River, which prevented the use of a single type of data collection system. Forte and Tablada was able to overcome this challenge through the multiple types of data collection systems within its inventory. A wide swath multi-beam sonar unit was used to collect data remotely into shallow water areas, single-beam sonar equipment was used in to confirm the results of the multi-beam areas as well as collect bathymetry data in water less than 2 feet deep. LiDAR laser scanners were used on bridge structures to give a seamless representation of the underwater conditions as well as above water conditions for a precise bridge opening area. The image above depicts the seamless merging of these two data sets collected utilizing two different types of data collection systems.

Port Vincent Bridge Scan and Bathymetry Integrated

TEAM MEMBERS INVOLVED: **J. COCO, B. CAMPBELL, R. WILSON**

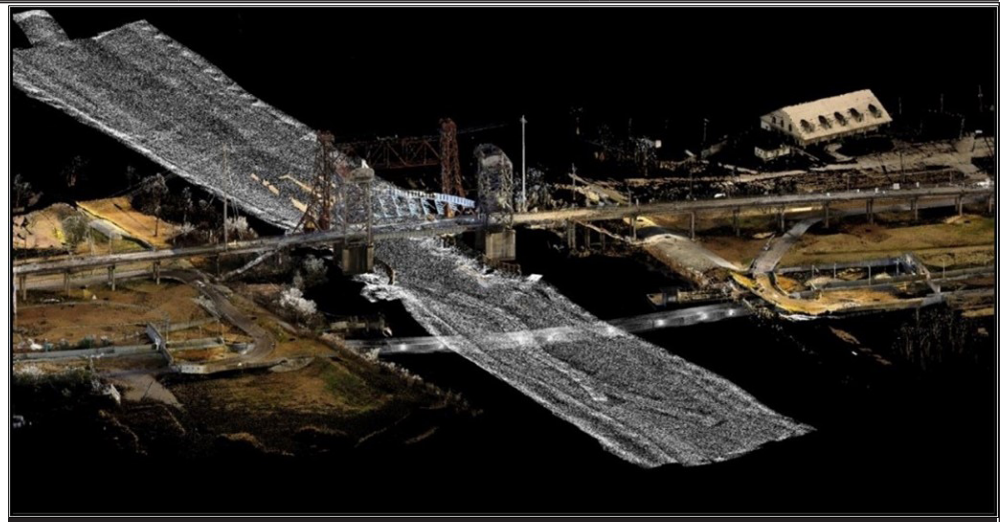
FIRM NAME	**Forte & Tablada, Inc.**		PAST PERFORMANCE EVALUATION CATEGORY(IES)*		**Survey**
PROJECT NAME	**BELLE CHASSE BRIDGE AND TUNNEL REPLACEMENT**		FIRM RESPONSIBILITY (prime or sub?)		**Prime**
PROJECT NUMBER	**S.P. No. H.004791.5**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**Plaquemines Parish, LA**		OWNER'S PROJECT MANAGER		**Stanley Ard**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Rd, Baton Rouge, LA 70802 | 225.379.1292 | stanley.ard@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**05/17**		TOTAL CONSULTANT CONTRACT COST ($1,000's)		**$401.7**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**10/18**		COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)		**$249.6**

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

Forte and Tablada provided comprehensive topographic surveying services for the Belle Chase Bridge and Tunnel Replacement project for LADOTD.

Included in this work was a survey performed utilizing traditional methods, terrestrial laser scanning of roadway surfaces, and multi-beam 3-D hydrographic surveying.

The primary challenge for this project was to complete the topographic survey, while not shutting down travel on the bridge nor tunnel. In order to perform a traditional topographic survey, the feature being measured must be in physical reach of the equipment operator. Forte and Tablada was able to overcome this challenge through the use of remote sensing technology. Remote sense was used in the form of LiDAR for the bridge and overpass, and multi-beam sonar for the water bottom and top of tunnel. A robot was fabricated by Forte and Tablada staff to ride the bridge rail with the LiDAR scanner in order to avoid lane closures and improve the safety of equipment operators.



Laser Scan and Hydrographic Survey of Belle Chasse Bridge and Tunnel project area

TEAM MEMBERS INVOLVED: **J. COCO, B. CAMPBELL, R. WILSON**

FIRM NAME	**Forte & Tablada, Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Survey**
PROJECT NAME	**CALCASIEU RIVER BRIDGE INVESTIGATION**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**S.P. No. H.012083.5**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**Calcasieu Parish, LA**	OWNER'S PROJECT MANAGER	**Stanley Ard**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Rd, Baton Rouge, LA 70802 | 225.379.1292 | stanley.ard@la.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**11/19**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$312.4**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$312.4**

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

Forte and Tablada provided laser scanning services for the I-10/Lake Calcasieu bridge in Lake Charles, LA.

The purpose of this project is to analyze any movement of the substructure and superstructure under varying temperature conditions. Forte and Tablada completed two sets of scans , one in cold weather and the other in hot, to determine if there are any significant changes in the structure.. Terrestrial scans were done underneath the bridge for 10 spans on the East and West side, on top the deck to capture the superstructure, as well as from the water below to capture the sub structure. In addition to the terrestrial scans, mobile Lidar was done for future planning.

Forte and Tablada performed a comparative analysis and report of the cold and hot scans upon completion of the field investigations.

TEAM MEMBERS INVOLVED: **J. COCO, B. CAMPBELL, R. WILSON**

FIRM NAME	**Forte & Tablada, Inc.**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Survey**
PROJECT NAME	**RURAL BRIDGE REPLACEMENT INITIATIVE**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**15 S.P. Numbers**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**47 Structures in Districts 04, 05, 08 and 58, LA**			OWNER'S PROJECT MANAGER	**Valerie Tourres**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Rd, Baton Rouge, LA 70802 | 225.379.1292 | valerie.tourres@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**08/20**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$6,600**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$587**

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

Forte and Tablada, Inc. was a subconsultant to provide the topographic survey for 17 bridges for State Project Numbers H.013954, H.013979, H.013985, H.013992, H.013994, and H.013995.

While the project is ongoing in the design phase, Forte and Tablada has completed the topographic survey in accordance with LA DOTD's Location and Survey Manual. The projects are currently in design and the anticipated Final Plans completion date is May 2022.

The largest challenges to overcome for this project were the bridge locations and the advanced schedule. Forte and Tablada was able to overcome these challenges with its communications software (Teams) and utilizing multiple field crews and Professional Land Surveyors trained in LA DOTD's Location and Survey field procedures and data collection protocols.

Forte and Tablada is also providing property surveys and right of way mapping as the need arises during the design process.

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

FIRM NAME	**Forte & Tablada, Inc.**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Survey**
PROJECT NAME	**SUNSHINE BRIDGE EMERGENCY REPAIR**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**4400010587**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**St. James Parish, LA**			OWNER'S PROJECT MANAGER	**Stanley Ard**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Rd, Baton Rouge, LA 70802 | 225.379.1292 | stanley.ard@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**10/18**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$618**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**12/18**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$618**

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

Forte and Tablada provided topographic surveying and terrestrial LIDAR services for the LA DOTD Sunshine Bridge Emergency Repair project following the severe impact of a barge mounted crane with the lowest horizontal bridge chord.

The severity of the structural damage forced the closure of the bridge resulting in disruption and re-routing of a large volume of industrial and general population motorists. Due to the elimination of this major corridor for commerce and its consequences, an expeditious and time efficient rehabilitation was paramount. Forte and Tablada worked with a design team to formulate a practical solution for obtaining advanced measurements that were unachievable with traditional measuring practices which were required for the structural analysis and repair design for the bridge. Forte and Tablada surmounted the challenges of the repair effort through the use of LIDAR techniques employing innovative applications to provide the necessary data for the bridge repair analysis and inventive construction of an apparatus needed to apply these techniques.

Laser Scan Survey of Sunshine Bridge in Donaldsonville, LA

TEAM MEMBERS INVOLVED: **J. COCO, B. CAMPBELL, R. WILSON, B. CAMPBELL**

FIRM NAME	**Forte & Tablada, Inc.**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Survey**
PROJECT NAME	**US 90 / I-310 INTERCHANGE**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**S.P. No. H. 010753.5**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**St. Charles Parish, LA**			OWNER'S PROJECT MANAGER	**Stanley Ard**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Rd, Baton Rouge, LA 70802 | 225.379.1292 | stanley.ard@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/17**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$495.5**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**01/18**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$484.7**

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

Forte and Tablada, Inc. is responsible for topographic surveying and 3-D laser scanning at the intersection of US-90 and I-310 in St. Charles Parish.

This project will allow for improvements for safety and efficiency. The complete topographic survey includes all utilities with depths and all drainage required along with finish floor elevations of all buildings that fall within the survey limits.

The challenging aspect of this project was surveying the substructures for the length of the bridges. A traditional topographic survey of the bridge substructures would require manlifts and additional manhours to collect the required information. Forte and Tablada utilized remote sensing through the use of LiDAR to obtain a "digital twin" or an accurate, to scale, computer model of the bridges for analysis and delivery. Utilizing LiDAR improved safety and decreased costs.

Laser Scan Survey of I-310/Boutte Interchange

TEAM MEMBERS INVOLVED: **J. COCO, R. WILSON**

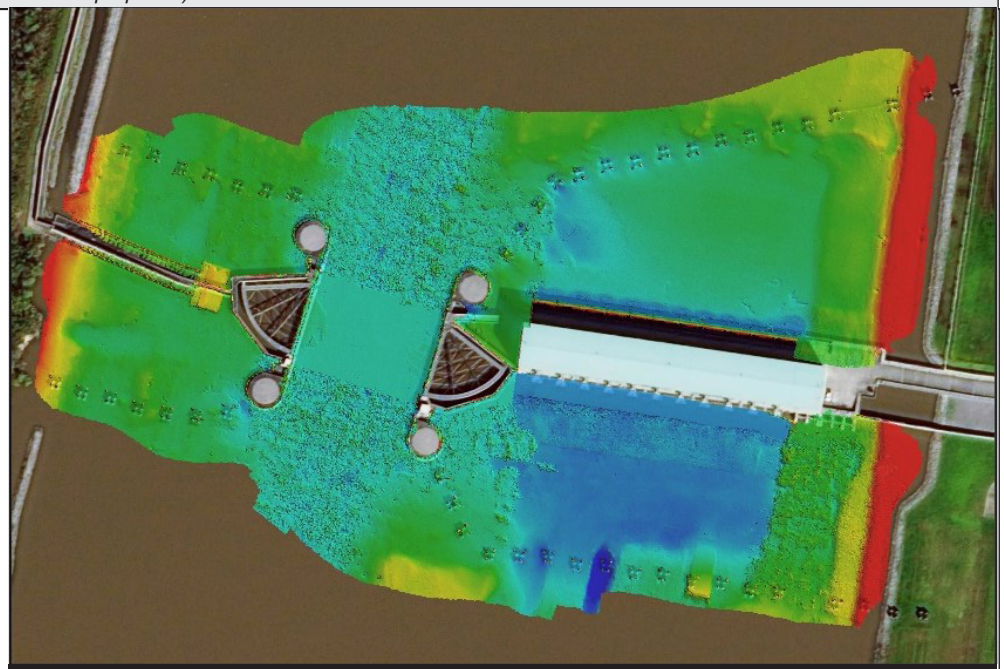
FIRM NAME	**Forte & Tablada, Inc.**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Survey**
PROJECT NAME	**WESTBANK CLOSURE COMPLEX MULTI-BEAM HYDROGRAPHIC SURVEY**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**South Louisiana Flood Protection Authority (SLFPA) - West**		
PROJECT LOCATION	**Belle Chase, LA**			OWNER'S PROJECT MANAGER	**Jesse Noel, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**SLFPA - West, Jesse Noel | 504.371.6847 | jnoel@slfpaw.org**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**09/21**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$12,500**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**09/21**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**N/A**

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

During Hurricane Ida, the South Louisiana Flood Protection Authority - West, operated the Westbank Closure Complex near pumping capacity and was interested to know whether or not scour had formed on the outfall and suction side of the pump station.

Forte and Tablada mobilized to the site within three days of Hurricane Ida's passing. Utilizing a shallow draft vessel equipped with advanced multi-beam sonar equipment, Forte and Tablada performed a comprehensive survey extended bank-to-bank of the station and beyond the protection fenders for a global depiction of scour. Scour results were presented in a color ramped elevation map, as well as imagery showing the presence of debris on an intake screen.

TEAM MEMBERS INVOLVED: **B. HOLLEMAN, J. COCO, B. CAMPBELL**



Multi-Beam Hydrographic Survey of Closure Complex

18. **Approach and Methodology:**
Provide a description of how the work will be performed and provide the proposed project schedule. Include any additional information or description of unique resources that are planned to be used to produce the deliverables. Include any proprietary technologies, methods or approaches that will be used on this project to improve quality or efficiency. If the proposal is for an IDIQ contract, the consultant should review the scope of services in Attachment A to the advertisement to obtain a general understanding of what a typical task order would entail. Based upon that understanding, the consultant should provide a sample schedule that identifies the major milestones, deliverables, tasks, etc., to demonstrate sufficient understanding of a typical task order. The duration of the task order is not required. This section shall be limited to four pages. If more than four pages are included, all pages after the fourth page will not be evaluated. If the consultant has information it believes is proprietary, label it accordingly.

PROJECT UNDERSTANDING & CHALLENGES

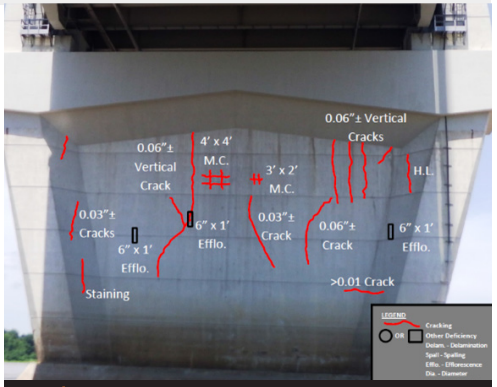
The Louisiana Department of Transportation (LADOTD) is seeking to select qualified bridge inspection consultants to assist in the inspection and evaluation of complex bridge structures within the state to satisfy requirements of the National Bridge Inspection Standard's (NBIS). Keeping LADOTD in compliance with the FHWA 23 Metrics for the Oversight of the NBIS is a key consideration and challenge of this contract. Schedules for the required inspections will follow LADOTD and NBIS timeframes and all inspections will be started in the month assigned according to the recorded bridge frequency.

Inspections are intended to be mostly in-depth in nature but could consist of routine, in-depth, damage, and/or special inspections and reporting including hands on element level fracture critical evaluations of cable stay, suspension, truss and movable structures. All work and proposed staff will follow and meet the requirements of the NBIS, LADOTD Bridge Inspection Manual, AASHTO Manual for Bridge Evaluation, and other LADOTD, FHWA, and AASHTO references as stated. Bentley AssetWise software will be used to document inspection findings, element quantities, condition states, streambed profile, and other relevant inspection information and recommendations. All reports must be submitted to the Headquarters Bridge Inspection Office no later than 45 calendar days after the completion of the field work. Any discovery of a critical finding will be identified and communicated immediately to the District Inspection Supervisor and ADA of Operations or District Bridge Engineer per the LADOTD Bridge Inspection Manual requirements and any repair recommendations and timelines will be clearly stated.

Stantec is the industry leader in the field of bridge inspection, and experts at providing inspections per the National Bridge Inspection Standards (NBIS). We possess both the expertise and resources to meet your needs, with more than 550 bridge engineers in the US, including more than 100 experienced Team Leaders, per the NBIS, and 35 Society of Professional Rope Access Technicians (SPRAT) personnel that work fulltime inspecting complex bridges and infrastructure across the US, including past complex inspections in Louisiana and surrounding gulf states. Our teams have recently inspected long-span cable stayed and through truss bridges spanning the Mississippi River draining to the Gulf of Mexico, completed element level inspections of iconic New York City suspension bridges such as the Manhattan and Williamsburg, performed the in-depth inspection of the Silver Memorial Bridge in Point Pleasant WVA, and completed SRRAT rope access and drone inspections in the Black Canyon between Arizona and Nevada for the new Hoover Dam Bypass arch bridge, 900 feet over the Colorado River in front of the Hoover Dam.

The special staffing needs, technology, and proven methods that will be utilized to complete inspection assignments may include:

- NBIS Fracture Critical Specialists
- SPRAT Team Leaders & Inspectors
- Long Span, Mech. & Elec. Experts
- Rehab / Emergency Repair Designers
- NDT via UT for Pin Testing
- FAA Part 107 Drone Pilots
- NACE coating technicians
- ADCI UW Divers
- 3D Imaging Experts
- Mechanical Equipment
- Work Zone Traffic Control
- Approved QA/QC Plans



Typical Field Sketch Notes on Piers

SPECIALIZED SERVICES TO COMPLETE THE WORK WILL INCLUDE & BE PERFORMED BY:

Stantec has teamed with Forte and Tablada, Inc. (Surveying) to deliver the needed services as outlined in attachment "A" of the advertisement specifically those related to surveying, maintenance of traffic, bridge design, bridge inspection, and construction support. Bridge inspection services may include the following activities:

Underwater Diving operations will be performed in-house by our ***Stantec*** certified ADCI divers.


Williamsburg Bridge (Suspension), New York City, NY

Services included are underwater element inspection, investigation & mapping channel bottom scour by taking depth measurements and soundings using acoustic imaging and side scanning techniques.

Non-Destructive Testing on bridge pins will be performed by ***CAN USA****. They specialize in providing ASNT Level II & III technicians that perform Ultrasonic Testing, Magnetic Particle Inspection, Liquid Penetrant Inspection, and Infrared Thermography via certified SPRAT rope access and traditional methods.

Coating Assessment on steel bridge members will be performed by ***Stantec***. We have NACE Level II & II certified bridge inspectors that specialize in providing these services to a wide variety of DOT clients.

FAA Part 107 Drone Pilots from our ***Stantec*** bridge inspection teams will support inspections via high resolution photography, video and 3D Modeling if warranted

Traffic and Work Zone Safety operations for bridge inspections, where required, will be performed by ***L30 Traffic Control****.

Railroad Coordination will be performed by ***Stantec*** under the direction of ***Ross White***. He has extensive experience working for and coordinating with railroad companies such as Norfolk Southern Railway and CSX Transportation. Experience includes coordination, inspection, and permitting.

Surveying Services will be provided ***Forte and Tablada, Inc.***

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

****CAN USA*** and ***L30 Traffic Control*** will provide services via direct costs if required on a task order.

TEAM APPROACH & METHODOLOGY

Stantec has been performing long-span, complex, and movable bridge inspections for many decades.

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 most typically; an under bridge inspection units (UBIT, Snooper, or Hydra Platform). Inspection teams used to complete the work can range from small efficient teams of four experienced bridge inspectors to larger teams of eight to 12 highly trained personal to tackle larger bridges in a shorter period of time. Larger inspection teams are strategically broken into smaller groups lead by seasoned professional engineer team leaders to evaluate and complete certain bridge elements and components such as the approach spans, main spans, towers, cables, upper chord, top chord, floor systems, and deck topside for instance. Having one team complete the evaluation of all similar bridge elements and components helps keep collected elements data consistent.

+ Rope Access Inspection of US 82 Cable Stay over Mississippi River, Greenville, MS

Inspection personnel assigned to evaluate fracture critical details 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 or Dye Penetrant testing will be performed to mark termination points for future inspection tracking, stop drilling, or cold expansion repair to induce a compressive force.

Contracting, Mobilization, Planning, and Data Collection:

The process to plan, mobilize, and coordinate for in-depth complex inspections is generally the same regardless of the structure type or complexity. Every task order requires cost negotiations, contracting, kick-off meetings, client coordination, creation of staff health & safety plans, data & reporting quality control development, previous report & plan review, scheduling of staff & mechanical equipment, work zone safety planning, detailed element access planning, determination of NDT testing, UW or imaging assistance, and other specialized inspection methods.

Advanced planning and thought must be taken to mobilize inspection activities over frontage roads, railroads, levees, and major river crossings. Determining the best suited inspection access methods and techniques to perform the inspection properly is usually one of the biggest challenges to coordinate and execute.

During review of the previous reports, all available element level data, commentary, defects, and condition states are pre-loaded into field books and tablets to streamline the note taking process.

Our field inspection approach and special considerations to be considered for each different complex structure type main span is described in detail.

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 bridges built-in inspection traveler system, SPRAT climbing methods, UBITs, or a combination of all three. Access to the inside of the towers is typically accomplished by climbing existing interior ladder systems or from rappelling above. Stay cable anchorage points

+ Rope Access Inspection of US 84 over Mississippi River, Natchez, MS

along the supporting edge girders can be accessed off the side of the deck by using tie-off and fall protection methods or mechanical equipment. The length of the cables from the towers to the deck can be inspected by via numerous methods including drones, SPRAT rope access, or sighted visually from the top and bottom to identify potential anchorage boot conditions, sheathing cracking, rain & wind drip edging, moisture infiltration points, wind-tie problems, and other defects. In-situ cable load testing, via harmonic vibration techniques, can be used to back check cable tensions as compared to the design or as-built loading conditions. Performing a series of deck profile surveys and comparing the 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 are 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 and span alignment issues.

Main cables on suspension bridges, including the 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 the presence of moisture. Close attention is paid to the high stress bearing areas at top of the suspension towers at the saddles. The 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

Rope access and special aid climbing techniques are an extremely efficient and cost-effective method to perform a 100% hands on inspection of a trusses bottom chord, gusset plates, bearings, end posts, top chord, verticals, upper, lower, and middle gusset plates, portals and bracing, struts and sway bracing, and top lateral bracing. To expedite the field inspection process, mechanical lift equipment is commonly deployed under spans over land or frontage roads as well as from the shoulders of the decks if traffic conditions are suitable.

Rope access techniques, sometimes combined with topside deck traffic control and under bridge inspection trucks, is commonly used to perform 100% hands on inspection of the floor systems including floor beams, stringers, and bottom lateral bracing. Floor beams and stringer clip angle connections can, at times, be accessed by inspectors using specialized beam rollers or aiding techniques.

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 NDT performed on-site is included in the inspection reporting.

Movable Bridge Inspection

The LADOTD Bridge Inspection Manual, in Appendix A-17, has a dedicated set of Agency Defined Elements (ADE) for the evaluation and documentation of movable bridge elements and components. The approach, methodology, and staffing need to perform a fracture critical inspection of a steel lift, bascule, pontoon, or swing span structure is similar to that of an in-depth truss inspection as the expected fatigue locations and deterioration methods are generally the same. The higher stress areas around trunnion bearings and at cantilevered beams will receive close attention. However, a specialized team of mechanical and electrical engineers will be on-site to evaluate and code the LADOTD ADE's for the control panels, PLC's, motors, housings, gearing, bearings, hydraulic power units, cables, and other structure specific elements. Gears, shafts, couplers, and bearings will be evaluated for wear, vibration, proper lubrication, and any abnormal noises or vibrations will be investigated. It is critical to check and verify the limit switches for proper function as well as to verify smooth span movement operations and balancing. Structural teams will inspect the counterweights and towers for deterioration. Observations will be made to confirm that roadway safety items are properly in place and functioning, such as advanced warning signs and stop arms, to adequately warn approaching motorists of and anticipated structure openings. Additionally all navigation lights and fender systems are inspected.

REHABILITATION PLAN DEVELOPMENT

When major deficiencies or damage is found during an inspection, at the request of LADOTD, we will begin to obtain appropriate information to develop bridge rehabilitation and/or repair plans. This work is divided into three different phases:

1. STRUCTURE ASSESSMENT
2. PLAN DEVELOPMENT
3. CONSTRUCTION SUPPORT

PHASE 1: STRUCTURE ASSESSMENT

Stantec will work with the LADOTD Project Manager to determine what information, in addition to the inspection findings, is needed to correct deficiencies and strengthen the structure for safe operation. Using information gathered during the inspection phase, a bridge load rating will be performed using AASHTOWare BrR, and other appropriate software packages, to identify areas and elements that may need to be repaired, strengthened, or replaced to meet established criteria. A Transportation Management Plan (TMP) will be developed to perform construction activities. The TMP level is dependent on traffic volume and possible detour lengths. Stantec will consider alternatives by reviewing several aspects such as practicality, overall cost to operate, traffic delays, and impacts to the surrounding community to determine the optimum approach. If needed, survey activities will be performed during this phase. Structure scanning can be performed at the request of LADOTD to assist with developing construction plans. These activities, in conjunction with inspection findings, will be assembled in an assessment report. This report will include repair and maintenance recommendations, with associated estimated construction costs and expected construction schedules, to aid LADOTD in developing a scope of work for the rehabilitation.

PHASE 2: PLAN DEVELOPMENT

After deciding on the level of rehabilitation, Stantec will work with LADOTD Project Manager to develop construction documents. Plans will be developed using typical LADOTD requirements as set forth in Stage 3: Design of the Scope of Services, which includes preliminary and final plans.

Preliminary Plans – Stantec will gather additional data relevant to design and plan development including available geotechnical and traffic data. Design criteria, including agreed on software packages, will be established at a pre-design meeting with LADOTD. Applicable design specifications (such as LFD, LRFD, or ASD) will be reported in the design criteria. Preliminary bridge plans, construction cost estimates, sequence of construction plans, and required permit drawings will be developed in accordance with AASHTO and LADOTD requirements and standards. Milestones will be established to match the complexity of the rehabilitation work and allow adequate review by LADOTD.

+ SR 605 over Industrial Waterway (Movable), Harrison County, MS

Final Plans – Input received from LADOTD headquarters and appropriate district officials on the preliminary plan packages will be addressed and incorporated into the final design. Bridge design activities may include analyzing structures with repairs in place, new members to replace existing, or adding elements to strengthen existing members. Construction cost estimates, "as-designed" load rating reports, specifications, and calculation books will be included with the appropriate milestones established during the preliminary plans phase. Assistance will be provided to LADOTD during the bidding process to aid in answering bid questions, addressing potential plan revisions, and reviewing contractor bids.

PHASE 3: CONSTRUCTION SUPPORT

Upon award of the construction contract, Stantec will provide support to LADOTD by addressing Requests for Information (RFIs), reviewing shop drawings, and providing on-call services. Stantec will develop a log to record contractor submittals and correspondence, including RFIs, through construction completion.

PROJECT SCHEDULE

Schedules will depend on inspection procedures, structure type, project location, LADOTD task order expectations, and inclusion of design and construction activities. A typical schedule for an all-inclusive task order, assuming a **long span truss** bridge, is expected to be as follows:

1. **Data Collection & Project Setup (3 months)** – work hour proposal, kick-off meeting, design criteria, project schedule, data gathering, field reconnaissance, prepare inspection plan
2. **Inspection & Reporting (3 months)** – necessary field work, data processing, report development, QC/QA of inspection and report

   Note: Per the NBIS and LADOTD Bridge Inspection Manual requirements, all inspections will be completed in the month assigned according to the recommended bridge inspection frequency or as otherwise directed by LADOTD. All reporting will be completed in AssetWise within 45 days of the inspection or sooner.
3. **Structure Assessment (4 months)** – load rating analysis, determination of repairs, collecting additional data (geotechnical, survey), prepare TMP
4. **Design & Plan Development (9 months)** – design and detail rehabilitation plans, determine sequence of construction, prepare construction cost estimates, perform "as-designed" load rating
5. **Construction Support (9-12 months)** – assist LADOTD during bidding process, address contractor RFIs, review shop drawings.

19. **Workload:**
For all contracts where a firm on the team is a prime consultant or sub-consultant and where a) the consultant selection was made by DOTD, and b) a contract was executed by the consultant and the contracting entity by the date the advertisement for this proposal was posted, list all work meeting the following criteria:
1) one of the team's firms is responsible for the performance of the work;
2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;
3) the work has not yet been performed and invoiced; and
4) the work is not currently suspended for an indefinite period of time.
For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually. List only the portion of the fees attributable to the firms on the team.

FIRM	WORK TYPE(S)*	STATE PROJECT NUMBER	PROJECT NAME AND LOCATION	REMAINING UNPAID BALANCE*
Stantec Consulting Services Inc.	Bridge	S. P. No. 700-99-0430	Retainer Contract for Bridge Preservation [Statewide, Louisiana]	
			T.O. 701-65-1018 Bayou Tech Bridge	$1,053
Stantec Consulting Services Inc.	Road, Traffic	S. P. No. H.011295.5	LA 73 (Gov't St.) East Blvd. - Lobdell Ave. [East Baton Rouge Parish]	$1,405
Stantec Consulting Services Inc.	Bridge, Traffic	S. P. No. 700-10-0153	Nelson Road Ext. Bridge [Lake Charles, Louisiana]	$0
Stantec Consulting Services Inc.	Road	S. P. No. H.005967.5	Nelson Road Ext. Bridge - Roadway (Sub to Shread-Kuyrkendall & Assoc.)	$2,680
Stantec Consulting Services Inc.	Planning	S. P. No. 4400004128	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]	$1,726,517
Stantec Consulting Services Inc.	Traffic/ITS	S. P. No. 4400010670	Retainer Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services [Statewide, Louisiana]	
			H.004104.5 Pecue Lane/I-10 Interchange Phase 3 [East Baton Rouge Parish]	$33,334
			H.011152.4 I-12 US 190 to LA 59 [St. Tammany Parish]	$36,275
			H.013261.6 I-110 ITS Deployment/Constr. [East Baton Rouge Parish]	$15,283
			H.013866.6 I-12: LA 21 to US 190 Roadway Widening [St. Tammany Parish]	$24,490
			H.014529.1 Baton Rouge Regional ITS Architecture Update [EBR & WBR Parishes]	$5,469
Stantec Consulting Services Inc.	Road, Bridge, ITS, Traffic	S. P. No. H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]	$8,196
Stantec Consulting Services Inc.	Traffic/ITS	S. P. No. 4400017922	IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services [Statewide, LA]	
			H.014515.1 ATMS and 511 Upgrade SEA [Statewide]	$17,912
Stantec Consulting Services Inc.	Traffic/ITS	S. P. No. 4400020058	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services [Statewide, LA]	
			H.012374.5 I-12: Essen Ln. to Walker Rd. ITS Ramp Meter Upgrades [EBR & LVP Parishes]	$0

			H.013710.6 I-10: US-61 to Laplace ITS Deployment [Ascension, St. James & St. John Parishes]	$14,256
			H.013842.5 I-10: WBR Queue Warning System Design [Iberville & WBR Parishes]	$4,990
			H.001234.6 LA 1: Port Allen Canal BR REPL (PHI) (HBI) [West Baton Rouge Parish]	$12,186
Stantec Consulting Services Inc.	Road/Bridge	S. P. No. 4400020064	IDIQ Contract for Electrical Services [Statewide, LA]	
			H.005967.5 I-12: Nelson Road Ext. & Bridge-Roadway Lighting Engineering [Calcasieu Parish]	$14,165
			H.014286.5 I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	$135,067
			H.014272.5 I-10: LA 97 (Jennings) Interchange Lighting [Jefferson Davis Parish]	$271,773
Forte and Tablada, Inc.	Bridge	H.012485.1	IDIQ Contract 4400010099, Task Order No. 4 Off System Bridge Load Rating, Statewide	$190,738
Forte and Tablada, Inc.	Bridge	H.012485.1	IDIQ Contract 4400010099, Task Order No. 5 Bridge and Culvert Load testing	$276,656
Forte and Tablada, Inc.	Survey	H.014628.5	IDIQ Contract 4400010587, Task Order No. 17 Turn Lanes at Rice Mill	$71,418
Forte and Tablada, Inc.	Survey	H.014219, H.014222, H.014228, H.014231, H.014236, H.013954, H.013979, H.013985, H.013992, H.013994, H.013995, H.013990	Rural Bridge Replacement Initiative	$54,676
Forte and Tablada, Inc.	Survey	H.003931.5	IDIQ Contract 443015237 I-10 Calcasieu River Bridge Replacement	$2,067,730
Forte and Tablada, Inc.	Survey	H.004273.5	DOTD I-49 Connector (Lafayette Regional Airport to I-10/US 167 Interchange)	$119,318
Forte and Tablada, Inc.	Survey	H.012485.1	IDIQ Contract 4400010099, Task Order No. 3 Metal Culverts Inspection, Statewide	$103,399
Forte and Tablada, Inc.	Survey	H.011684	LA 327 Spur: Staring Lane Extension Route LA 327-S	$50,279
Forte and Tablada, Inc.	Survey	H012072	LA 60 Drain Bridge	$1,428

DO NOT SUM

(Add rows as needed)

*The past performance evaluation disciplines are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other. 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. 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.

LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.
666 North Street – Baton Rouge, LA 70802
Phone: 225/344-0432 * Fax: 225/344-0458
www.lagc.org

September 4, 2020

To Whom It May Concern,

This is to verify that the below listed employee(s) of Stantec have successfully completed LADOTD required ATSSA Traffic Control Training.

LA Specific Traffic Control Technician (TCT) – 6/30/2020 – Gary Heitman

LA Specific Traffic Control Supervisor (TCS) - 7/1-2/2020 – Gary Heitman

This letter will serve as temporary proof of training until the above listed employee(s) receive their official certificates from the American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Barry Lacy, P.E. of LADOTD at headquarters in Baton Rouge, LA (225-387-1584) or Michael Demouy at the above captioned address.

Best Regards,

Michael Demouy – LAGC Operations Manager

LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.
666 North Street – Baton Rouge, LA 70802
Phone: 225/344-0432 * Fax: 225/344-0458
www.lagc.org

March 16, 2021

To Whom It May Concern,

This is to verify that the below listed employee of Forte & Tablada has successfully completed LADOTD required ATSSA Traffic Control Training.

ATSSA Traffic Control Supervisor Refresher Training – January 27, 2021 – Brad Holleman

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Michael Demouy at the above captioned address.

Best Regards,

Michael Demouy – LAGC Manager

The American Traffic Safety Services Association

Hereby recognizes that

Joseph Cains III
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

07/27/2018
Date
Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

ATSSA SAFER ROADS SAVE LIVES

The American Traffic Safety Services Association

Hereby recognizes that

Scott Hoffeld
has attended
Traffic Control Technician-LA State Specific
Training Course

08/25/2015
Date
New Orleans, LA
Location

Training & Products Dept. Director

President, CEO

ATSSA SAFER ROADS SAVE LIVES

The American Traffic Safety Services Association

Hereby recognizes that

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

07/27/2018
Date
Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

ATSSA SAFER ROADS SAVE LIVES

The American Traffic Safety Services Association

Hereby recognizes that

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

07/27/2018
Date
Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

ATSSA SAFER ROADS SAVE LIVES

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi 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 Calvin A. MacDougall, P.E.
Date: 2021.04.27 13:47:37 -04'00'

Instructor

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

NHI 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

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

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

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

RYAN MITCHELL NATALUK

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

CERTIFIED

Level III Rope Access Technician

SPRAT #110325

AWARDED: March 13, 2020
Expires: March 13, 2023

ROBERT DUNSHEA, EVALUATIONS COMMITTEE CHAIR

WILLIAM McCOOK (TROLL), SPRAT PRESIDENT

©2017 - Present, Society of Professional Rope Access Technicians

---

National Highway Institute

Certificate of Training

Paul B. Fossier, Jr.

has participated in

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

hosted by

Office of State Aid Road Construction

Date: January 13-17, 2020
Location: Ridgeland, MS

Hours of Instruction: 34

Instructor

Instructor

Local Coordinator

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

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 and Corporate Development
Federal Highway Administration

National Highway Institute

Certificate of Training

David Severns, PE

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

TranSystems

Date: November 10-12, 2020
Location: Virtual Delivery, FL

Hours of Instruction: 18

Instructor

Instructor

Donville Lawes, CBI
Local Coordinator

Thomas Harman, Director
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 Davies, P.E.
Director, 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

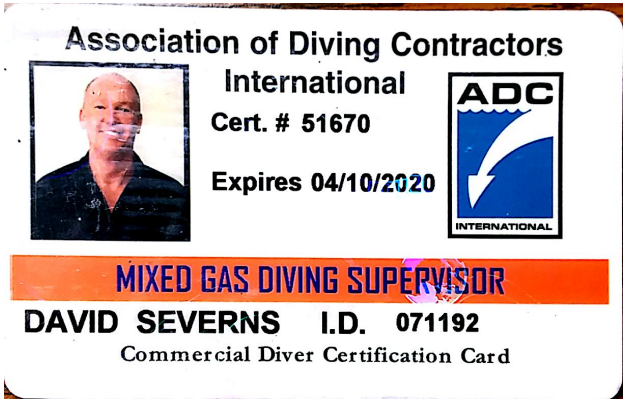
Instructor

Director, National Highway Institute
Federal Highway Administration

Coordinator

Director, Office of Professional and Corporate Development
Federal Highway Administration

Stantec



Association of Diving Contractors International

Cert. # 51670

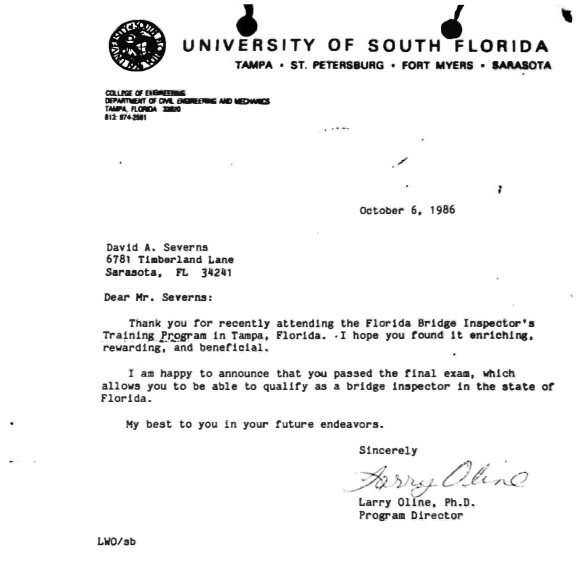
Expires 04/10/2020

ADC INTERNATIONAL

MIXED GAS DIVING SUPERVISOR

DAVID SEVERNS I.D. 071192

Commercial Diver Certification Card



UNIVERSITY OF SOUTH FLORIDA

TAMPA • ST. PETERSBURG • FORT MYERS • SARASOTA

COLLEGE OF ENGINEERING
DEPARTMENT OF CIVIL ENGINEERING AND MECHANICS
TAMPA, FLORIDA 33620
813 974-2581

October 6, 1986

David A. Severns
6781 Timberland Lane
Sarasota, FL 34241

Dear Mr. Severns:

Thank you for recently attending the Florida Bridge Inspector's Training Program in Tampa, Florida. I hope you found it enriching, rewarding, and beneficial.

I am happy to announce that you passed the final exam, which allows you to be able to qualify as a bridge inspector in the state of Florida.

My best to you in your future endeavors.

Sincerely

Larry Oline, Ph.D.
Program Director

LWO/sb

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

Brian M Stigner

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 Calvin A. MacDougall, P.E.
Date: 2021.01.13 16:50:26 -05'00'

Instructor

Mohammad Popal Saeed
Local Coordinator

Finn K. Hubbard
2021.01.11 08:42:52 -06'00'

Instructor

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

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

Instructor

Local Coordinator

Instructor

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

Bryce Benifield

has participated in

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

hosted by

Indiana Department of Transportation

Date: July 23, 2018 – August 3rd, 2018
Location: Seymour, IN

Hours of Instruction: 67

Instructor

Local Coordinator

Instructor

Valerie Briggs, Director
National Highway Institute

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

BRYCE EDWARD BENIFIELD

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

CERTIFIED

Level I Rope Access Technician

SPRAT #191053

AWARDED: May 24, 2019
Expires: May 24, 2022

ROBERT DUNSHEA, EVALUATIONS COMMITTEE CHAIR

WILLIAM McCOOK (TROLL), SPRAT PRESIDENT

©2012 - Present: Society of Professional Rope Access Technicians

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

NHI NATIONAL HIGHWAY INSTITUTE

Certificate of Training

Bryce Benifield

has participated in

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

hosted by

American Council of Engineering Companies – West Virginia

Date: October 5-8, 2021
Location: Charleston, WV

Hours of Instruction: 25

Instructor

Local Coordinator

Instructor

Michael Davies, Director
National Highway Institute

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

MICHAEL LAWLER

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

CERTIFIED

LEVEL II ROPE ACCESS TECHNICIAN

AWARDED: MARCH 21, 2014
Expires: March 21, 2017

IAN BEVAN, EVALUATIONS COMMITTEE CHAIR

MICHAEL SEAL, SPRAT PRESIDENT

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

MICHAEL LAWLER

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

CERTIFIED

Level II Rope Access Technician

SPRAT #080220

AWARDED: February 24, 2017
Expires: February 24, 2020

CHARLEY RANKIN, EVALUATIONS COMMITTEE CHAIR

WILLIAM McCOOK (TROLL), SPRAT PRESIDENT

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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

Nebraska LTAP

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

Hours of Instruction: 18

Instructor

Instructor

Local Coordinator: Phyllis Schwab

Thomas Harman, Director
National Highway Institute

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

Office of Professional and Corporate Development
Main Office: 4600 N. Fairfax Dr., Suite 800
Arlington, VA 22203

HQ Office: 400 Seventh St., S.W., Suite 4208
Washington, DC 20590

September 4, 2007

Michael A. Lawler, P.E.
ENTRAN
400 East Vine Street, Suite 300
Lexington, KY 40507

Dear Mr. Lawler:

We are pleased to inform you that you successfully completed NHI Course No. 130055: Safety Inspection of In-Service Bridges, given 09/12/2005 – 09/23/2005 in Frankfort, KY. You fulfilled the requirements necessary to obtain 6.0 Continuing Education Units for this course.

We thank you for selecting NHI for your training development and look forward to your participation in NHI courses in the future. Should you have any questions or concerns regarding this letter, or other NHI activities, please don't hesitate to call us at (703) 535-1212.

Richard Barnaby
Chief, Training Programs Manager
National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

Mario Fasano, Jr.

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

West Virginia Department of Transportation

Date: *October 10-12, 2017*
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

Mario Fasano, Jr.

has participated in

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

hosted by

Massachusetts Department of Transportation

Date: *February 22 – March 5, 2010*
Location: *Lenox, Massachusetts*

Hours of Instruction: 60

Instructor

Instructor

Local Coordinator

Richard Barnaby, Director
National Highway Institute

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

MARIO RUDOLPH FASANO JR.

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

CERTIFIED

Level II Rope Access Technician

SPRAT #160907

AWARDED: June 14, 2019
Expires: June 24, 2022

ROBERT DUNSHEA, EVALUATIONS COMMITTEE CHAIR

WILLIAM McCOOK (TROLL), SPRAT PRESIDENT

SPRAT
Society of Professional Rope Access Technicians

ROPE ACCESS TECHNICIAN
LEVEL: III

Adam Leith
Englewood, CO
USA

SPRAT Cert. # 150682
Certification Date: 12 FEB 2021
Renewal Date: 24 APR 2024

U.S. Department of Transportation
Federal Highway Administration

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

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

Stantec

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

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

ROBERT VICTOR CATRON

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

CERTIFIED

Level III Rope Access Technician

SPRAT #130619

AWARDED: February 14, 2020
Expires: February 24, 2023

ROBERT DUNSHEA, EVALUATIONS COMMITTEE CHAIR

WILLIAM McCOOK (TROLL), SPRAT PRESIDENT

©2012 - Present, Society of Professional Rope Access Technicians

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

National Highway Institute

Certificate of Training

Adam Leith

has participated in

FHWA-NHI-135047, Stream Stability and Scour at Highway Bridges for Inspector's

hosted by

Colorado Department of Transportation

Date: April 07, 2015
Location: Denver, CO

Hours of Instruction: 6

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
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
Location: Austin, TX

Hours of Instruction: 34

Instructor

Instructor

Local Coordinator

Valerie Briggs, Director
National Highway Institute

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

DONALD CRESSMAN

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

CERTIFIED

Level II Rope Access Technician

SPRAT #131178

AWARDED: November 18, 2016
Expires: November 18, 2019

CHARLEY RANKIN, EVALUATIONS COMMITTEE CHAIR

IAIN GAULT, SPRAT PRESIDENT

©2012 – Society of Professional Rope Access Technicians

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

SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

SPRAT

Acknowledges that

CLAY GREENWELL

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

CERTIFIED

Level II Rope Access Technician

SPRAT #130620

AWARDED: March 23, 2018
Expires: March 23, 2021

ROBERT DUNSHEA, EVALUATIONS COMMITTEE CHAIR

WILLIAM McCOOK (TROLL), SPRAT PRESIDENT

©2012 - Present, Society of Professional Rope Access Technicians

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

SPRAT
Society of Professional Rope Access Technicians

September 24, 2019

Donald James Cressman
6241 Wolff Street
Arvada, CO 80003
USA

Dear Donald James:

Congratulations! You have successfully completed certification testing for Level III Rope Access Technician and are hereby awarded the enclosed certificate. Please note that you are required to adhere to the Society's consensus safety standard, *Safe Practices for Rope Access Work* - most recent edition.

Once again, congratulations! Be sure to contact the Society 90 days prior to the expiration of this certification to arrange for re-certification testing.

Sincerely,

Robert Dunshee, Evaluations Committee Chair

William McCook (Troll), SPRAT President

SPRAT ROPE ACCESS TECHNICIAN
Level: III

Donald James Cressman
Arvada, CO
USA

SPRAT Cert. # 131178
Certification Date: 20 SEP 2019
Renewal Date: 18 NOV 2022

Society of Professional Rope Access Technicians
The individual designated on the opposite side of the card has been certified to perform work associated with rope access at the level indicated in conformance with the SPRAT certification requirements.

994 Old Eagle School Road
Suite 1019
Wayne, PA 19087-1866
(610) 971-4850 Phone
(610) 971-4859 Fax
www.sprat.org

National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

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

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

NATIONAL HIGHWAY INSTITUTE
Training Solutions for Transportation Excellence

Karen Wood

has participated in

NHI Course No. FHWA-NHI-130101A

Prerequisite Assessment for Safety Inspection of In-Service Bridges - WEB-BASED

hosted by

National Highway Institute

Location: *Web-Based Course* ***Hours of Instruction:*** *1 hours*
Date: *6/25/2015*

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

NHI Course No. FHWA-NHI-135086

Stream Stability Factors and Concepts (Prerequisite) WEB-BASED

Hosted by: **National Highway Institute**

Location: *Web-Based Course* ***Hours of Instruction:*** *1 hours*
Date: *11/23/2021*

Thomas P. Harman
Acting Director | National Highway Institute

U.S. Department of Transportation
Federal Highway Administration

national highway institute

CERTIFICATE OF TRAINING

Karen Bosworth

has participated in

NHI Course No. FHWA-NHI-135087

Scour at Highway Bridges: Concepts and Definitions (Prerequisite) WEB-BASED

Hosted by: **National Highway Institute**

Location: *Web-Based Course* ***Hours of Instruction:*** *1 hours*
Date: *11/22/2021*

Thomas P. Harman
Acting 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

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 Calsen 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

NATIONAL HIGHWAY INSTITUTE

Certificate of Training

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

Stantec

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* ***Hours of Instruction:*** 25
Location: *Tampa, FL*

Instructor — Local Coordinator
Instructor — Valerie Briggs, Director, National Highway Institute

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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* ***Hours of Instruction:*** 24
Location: *Tampa, FL*

Instructor — Local Coordinator
Instructor — Valerie Briggs, Director, National Highway Institute

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

Craig Jenkins

has participated in

NHI Course No. FHWA-NHI-135086

Stream Stability Factors and Concepts (Prerequisite) WEB-BASED

hosted by

National Highway Institute

Location: *Web-Based Course* ***Hours of Instruction:*** *1 hours*
Date: *1/27/2016*

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

NHI Course No. FHWA-NHI-135087

Scour at Highway Bridges: Concepts and Definitions (Prerequisite) WEB-BASED

hosted by

National Highway Institute

Location: *Web-Based Course* ***Hours of Instruction:*** *1 days*
Date: *1/27/2016*

Valerie Briggs, Director
National Highway Institute

SPRAT
Society of Professional Rope Access Technicians

ROPE ACCESS TECHNICIAN

LEVEL: III

Craig Jenkins

Reno, NV
USA

SPRAT Cert. # 160210
Certification Date: 12 FEB 2021
Renewal Date: 9 MAR 2024

U.S. Department of Transportation
Federal Highway Administration

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* *Hours of Instruction:* 18
Location: *Baton Rouge, LA*

Instructor — Local Coordinator
Instructor — Michael Davies, Director, National Highway Institute

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U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

Certificate of Training

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* ***Hours of Instruction:*** 67
Location: *Jackson, Mississippi*

Instructor — Local Coordinator
Instructor — Richard Barnaby, Director, National Highway Institute

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U.S. Department of Transportation
Federal Highway Administration

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 — Local Coordinator
Instructor — Michael Davies, Director, National Highway Institute

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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

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

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 2

Date: July 23, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor — Authorized Instructor — Authorized instructor

DOTD Louisiana Department of Transportation & Development

Certificate of Completion

presented to

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

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.

Quality Control/Quality Assurance Plan
CONTRACT NOS. 4400023510, 4400023511, AND 4400023512
IDIQ FOR BRIDGE INSPECTION SERVICES
STATEWIDE, LOUISIANA

Stantec Project Nos.: TBD

Stantec

QA/QC plan deleted by CCS

Document Date: February 24, 2022

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 (as registered with Louisiana's Secretary of State)	Address	Point of Contact and Email Address	Phone Number
Forte and Tablada, Inc.	9107 Interline Ave. Baton Rouge, Louisiana 70809	Brad Holleman, PLS bholleman@forteandtablada.com	225.927.9321

23. **Location:**
If location is an evaluation criterion for this advertisement and the prime consultant intends to establish a local presence, describe the plan for doing so. Otherwise, leave this section blank.