



HDR Engineering, Inc.

Statement of Qualifications

I-20: Mississippi River Bridge at Vicksburg

Louisiana Department of Transportation
(LADOTD)

Contract No. 4400032013

APRIL 30, 2025

DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

(Revised April 10, 2025)

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

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

1. Contract Name as shown in the advertisement	I-20: Mississippi River Br at Vicksburg
2. Contract Number(s) as shown in the advertisement	4400032013
3. State Project Number(s), if shown in the advertisement	H.015788.1
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	HDR Engineering, 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.0001231
6. Prime consultant mailing address	8545 United Plaza Boulevard, Suite 379 Baton Rouge, LA 70809-0204
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	8545 United Plaza Boulevard, Suite 379 Baton Rouge, LA 70809-0204
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Wesley Jacobs, PE – Associate Vice President (225) 465-6361, wesley.jacobs@hdrinc.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Brett L. Geesey, Vice President (337) 347-5598, brett.geesey@hdrinc.com

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

Prime consultant name: HDR Engineering, Inc.

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



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

Date: 4/30/2025

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

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

Firm(s):
Urban Systems Associates, Inc.,
dba Urban Systems, Inc.

Firm(s)' %:
8%

12. Discipline Table:

Discipline(s)	% of Overall Contract	HDR Engineering, Inc. (Prime)	Aillet, Fenner, Jolly & McClelland, Inc. (Sub)	Ardaman & Associates, Inc (Sub)	KCI Technologies, Inc. (Sub)	NTB Associates, Inc. (Sub)	Urban Systems, Inc. (Sub)	Each Discipline must total to 100%
Bridge	20%	100%						100%
Road	12%	50%	50%					100%
Geotech	18%	5%		95%				100%
Other (ICE)	2%	5%			95%			100%
Survey	10%					100%		100%
Traffic	6%						100%	100%
Data Collection	2%						100%	100%
Environmental	9%	100%						100%
Planning	15%	100%						100%
Other (Utility/SUE)	2%	100%						100%
Other (H&H)	2%	100%						100%
Right-of-Way	2%	100%						100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.								
Percent of Contract	100%	57%	6%	17.1%	1.9%	10%	8%	100%

Prime consultant name: HDR Engineering, Inc.

13. Firm Size:

Firm name	DOTD Job Classification	Number of personnel <u>committed to this contract</u>	Total number of personnel available in this DOTD Job Classification (if needed)
HDR Engineering, Inc.	Archaeologist	2	25
	Biologist/Wetlands	2	10
	Economist	1	16
	Engineer	2	15
	Engineer - Other	8	52
	Environmental Pro	3	5
	GIS Analyst	1	4
	Historian	1	7
	Other (Communications)	2	5
	Other (ROW)	2	20
	Planner	1	17
	Principal	3	10
	Supervisor - Eng	5	46
	Supervisor - Other	5	12
Aillet, Fenner, Jolly, & McClelland, Inc.	CADD Operator	2	3
	Engineer	2	4
	Supervisor - Eng	1	1
	Principal	1	2
	Surveyor	0	1

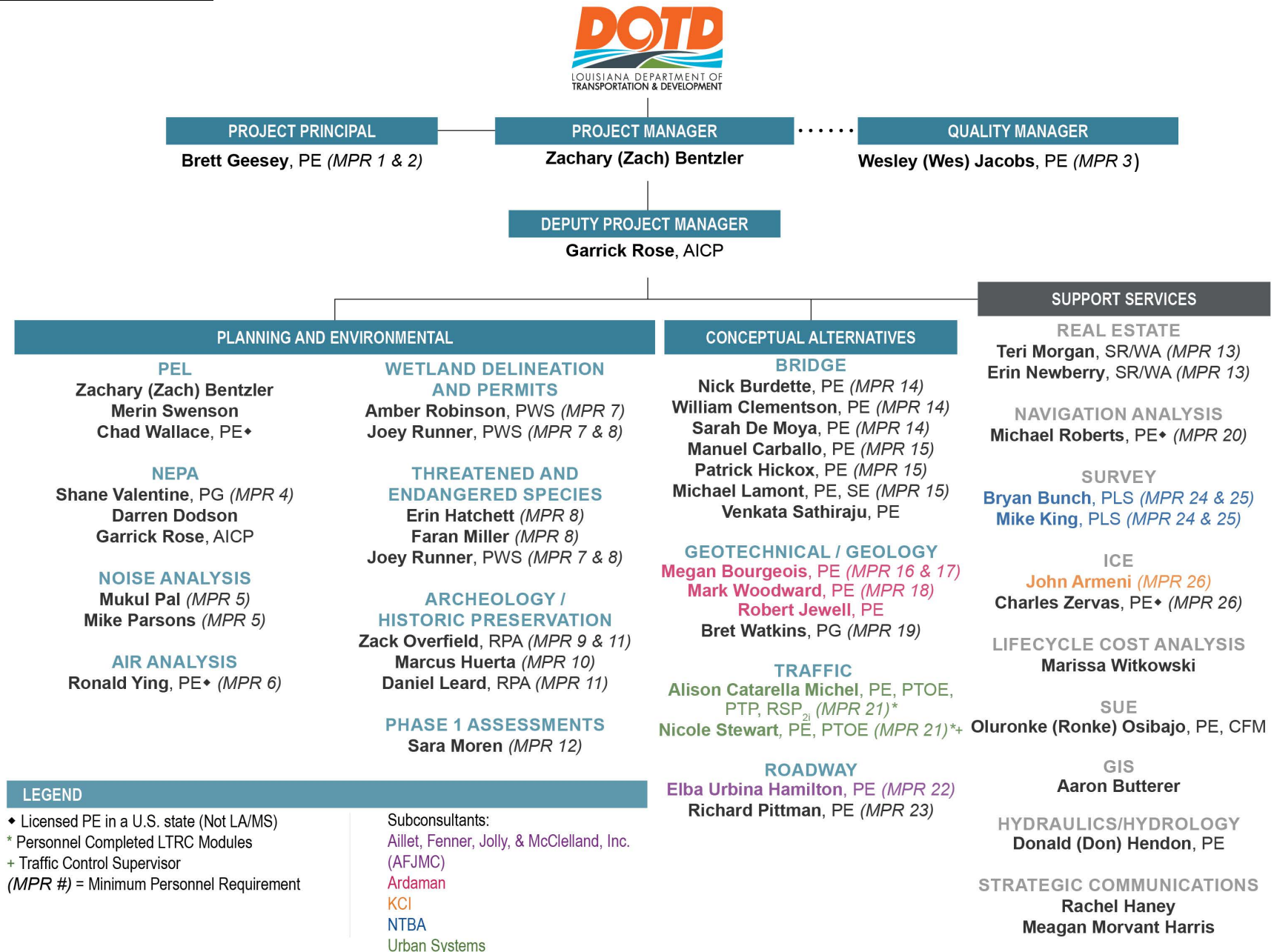
Prime consultant name: HDR Engineering, Inc.

Ardaman & Associates, Inc.	Administrative	1	1
	Clerical	1	2
	Engineer	2	4
	Engineer Intern	3	6
	Principal	4	6
	Senior Technician	7	9
	Supervisor - Eng	3	3
	Supervisor - Other	2	2
	Technician	10	14
KCI Technologies, Inc.	Other (Cost Estimator)	4	15
NTB Associates, Inc.	Principal	1	1
	Engineer	1	1
	Surveyor	3	6
	Supervisor - Other	1	4
	Senior Technician	0	4
	CADD Technician	2	7
	Technician	2	2
	CADD Drafter	2	5
	Party Chief	4	20
	Instrument Man	4	6
	Rodman	4	10
Urban Systems, Inc.	Supervisor - Eng	1	2

Prime consultant name: HDR Engineering, Inc.

	Engineer	1	3
	CADD Drafter	1	2
	Engineer Intern	1	2
	Technician	1	2

14. Organizational Chart:



Prime consultant name: HDR Engineering, Inc.

15. Minimum Personnel Requirements:

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Brett Geesey, PE	HDR Engineering, Inc.	Professional Engineer, PE.0035172 (Civil)	LA	03/31/2026
2	Brett Geesey, PE	HDR Engineering, Inc.	Professional Engineer, PE.0035172 (Civil)	LA	03/31/2026
3	Wesley Jacobs, PE	HDR Engineering, Inc.	Professional Engineer, PE.0030774 (Civil)	LA	09/30/2026
4	Daniel (Shane) Valentine, PG	HDR Engineering, Inc.	N/A	N/A	N/A
5	Mukul Pal, PE	HDR Engineering, Inc.	Professional Engineer, PE.0402054513 (Civil)	VA	05/31/2025
	Michael Parsons, PE	HDR Engineering, Inc.	Professional Engineer, PE.45493 (Civil)	MN	06/30/2026
6	Ronald Ying, PE	HDR Engineering, Inc.	Professional Engineer, PEN.0028832 (Environmental)	CT	01/31/2026
7	Amber Robinson, PWS	HDR Engineering, Inc.	N/A	N/A	N/A
	Joey Runner, PWS	HDR Engineering, Inc.	N/A	N/A	N/A
8	Joey Runner, PWS	HDR Engineering, Inc.	N/A	N/A	N/A
	Erin Hatchett	HDR Engineering, Inc.	N/A	N/A	N/A
	Faran Miller	HDR Engineering, Inc.	N/A	N/A	N/A
9	Zack Overfield, RPA	HDR Engineering, Inc.	N/A	N/A	N/A
10	Marcus Huerta	HDR Engineering, Inc.	N/A	N/A	N/A
11	Daniel Leard, RPA	HDR Engineering, Inc.	N/A	N/A	N/A
	Zack Overfield, RPA	HDR Engineering, Inc.	N/A	N/A	N/A
12	Sarah Moren	HDR Engineering, Inc.	N/A	N/A	N/A
13	Teri Morgan, SR/WA, R/W-NAC, R/W-RAC	HDR Engineering, Inc.	N/A	N/A	N/A
	Erin Newberry, CFM, SR/WA, R/W- NAC, R/W-RAC	HDR Engineering, Inc.	N/A	N/A	N/A
14	Nicholas Burdette, PE	HDR Engineering, Inc.	Professional Engineer, PE.0050162 (Civil)	LA	09/30/2025
	William Clementson, PE	HDR Engineering, Inc.	Professional Engineer, PE.0047891 (Civil)	LA	09/30/2025

Prime consultant name: HDR Engineering, Inc.

	Sarah De Moya, PE	HDR Engineering, Inc.	Professional Engineer, PE.0038011 (Civil)	LA	03/31/2027
15	Manuel Carballo, PE	HDR Engineering, Inc.	Professional Engineer, PE.0038276 (Civil)	LA	03/31/2026
	Patrick Hickox, PE	HDR Engineering, Inc.	Professional Engineer, PE.0030405 (Civil)	LA	03/31/2027
	Michael Lamont, PE, SE	HDR Engineering, Inc.	Professional Engineer, PE.0045309 (Structural)	LA	09/30/2025
16	Megan Bourgeois, PE	Ardaman & Associates, Inc.	Professional Engineer, PE.0036725 (Civil)	LA	03/31/2026
17	Megan Bourgeois, PE	Ardaman & Associates, Inc.	Professional Engineer, PE.0036725 (Civil)	LA	03/31/2026
18	Mark Woodward, PE	Ardaman & Associates, Inc.	Professional Engineer, PE.0029797 (Civil)	MS	12/31/2025
19	Bret Watkins, PG	HDR Engineering, Inc.	Professional Geologist PG.113412	KY	12/30/2025
20	Michael Roberts, PE, SE	HDR Engineering, Inc.	Professional Engineer, PE.82176 (Civil)	OR	12/31/2026
21	Alison Catarella Michel, PE, PTOE, PTP, RSP _{2i}	Urban Systems, Inc.	Professional Engineer, PE.0030261 (Civil)	LA	03/31/2027
	Nicole Stewart, PE, PTOE	Urban Systems, Inc.	Professional Engineer, PE.0034750 (Civil)	LA	09/30/2025
22	Elba Urbina Hamilton, PE	Aillet, Fenner, Jolly & McClelland, Inc.	Professional Engineer, PE.0034364 (Civil)	LA	03/31/2027
23	Richard Pittman, PE	HDR Engineering, Inc.	Professional Engineer, PE.0012621 (Civil)	MS	12/31/2025
24	Bryan Bunch, PLS	NTB Associates, Inc.	Professional Land Surveyor, PLS.0005014	LA	03/31/2026
	Mike King, PLS	NTB Associates, Inc.	Professional Land Surveyor, PLS.0005127	LA	09/30/2025
25	Bryan Bunch, PLS	NTB Associates, Inc.	Professional Land Surveyor, PLS.0005014	LA	03/31/2026
	Mike King, PLS	NTB Associates, Inc.	Professional Land Surveyor, PLS.0005127	LA	09/30/2025
26	John Armeni	KCI Technologies, Inc.	N/A	N/A	N/A

Prime consultant name: HDR Engineering, Inc.

	Charles Zervas, PE	HDR Engineering, Inc.	Professional Engineer, PE.45536 (Civil)	MN	06/30/2026
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Prime consultant name: HDR Engineering, Inc.

16. Staff Experience:

Firm employed by: HDR Engineering, Inc.				
Name	Zachary (Zach) Bentzler		Years of relevant experience with this employer	6
Title	Planning and Environmental Linkages Practice Lead		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MS / 2011 / Urban Planning BS / 2009 / Geography		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Project Manager and PEL		
Zach leads HDR’s Planning and Environment Linkages (PEL) Practice Group, composed of individuals from across the country who work on PEL projects or are interested in contributing to the state of practice, training, and gaining more opportunities. Zach completed the National Highway Institute course 142005 (National Environmental Policy Act (NEPA) and Transportation Decision Making) and has experience preparing PELs, NEPA, and other transportation planning-related documents. His background includes task and deliverable management, internal quality control review, authoring planning and environmental documentation materials, purpose and need development, alternatives screening, leading the assessment of environmental impacts and associated mitigation strategies, supporting public involvement efforts, managing exhibit production, and developing client-facing documents.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/24 – Ongoing	City of Colorado Springs, Fillmore Street Bridge Improvements and Trail Connections – I-25 to Monument Creek, Colorado Springs, CO. PEL Lead. Zach is leading the PEL process for a planning study to assess bridge alignments to replace two existing bridges that carry Fillmore Street over an active freight rail line, a Section 4(f) regional trail, floodplain, and Monument Creek. The process is expected to result in two alignments, which will be carried forward to NEPA for a decision on the proposed action. Zach is leading the PEL process through the first project task (Planning Task) to establish the purpose and need statement, public and stakeholder engagement activities, and an alternatives screening process. The subsequent NEPA process will adopt planning products to streamline the process. The project has remained on a streamlined schedule and is anticipated to conclude in August 2025.			
07/23 – Ongoing	Idaho Transportation Department, Rathdrum Prairie PEL, Coeur d’Alene, ID. PEL Lead. Zach is leading the PEL process for a study to assess alternatives to address congestion, safety, and mobility issues within a 68-square-mile area, including two U.S. highways, two state highways, and four local cities. The study looks at improvements along the existing highways and new highway corridor alternatives to improve the existing transportation network. Recommendations will range from smaller early action and local jurisdiction projects to larger regional projects ranging from \$200M to over \$1B. Zach led the project by determining the purpose and need statement, stakeholder and public involvement activities, and the first alternatives screening step, with reasonable alternatives anticipated to be carried forward into NEPA.			
10/24 – Ongoing	The National Academies of Sciences, Engineering and Medicine – Transportation Research Board, Evaluation of the PEL Program, Washington D.C. Project Manager and Principal Investigator. Zach is leading a research team to examine how FHWA division offices, state transportation agencies, and regional/local transportation agencies use the Planning and Environmental Linkages (PEL) authorities for project and program planning. The team will investigate the benefits these agencies gain from the program, the costs involved, and the challenges they encounter. Zach developed the research approach			

Prime consultant name: HDR Engineering, Inc.

	and method with three phases: 1. Literature and case study review 2. Online survey and 3. Interviews and follow-up data requests. The phases will produce a novel dataset that allows for a thematic analysis of benefits, costs, challenges, best practices, and recommendations for FHWA to utilize moving forward with the PEL program.
04/21 – Ongoing	Colorado Department of Transportation (CDOT), I-25: Speer and 23rd Bridge & Interchange Project, Denver, CO. <i>NEPA Lead.</i> Zach is leading the NEPA task for a project to replace two historic bridges over I-25 next to downtown Denver, CO. Bridge replacements were recommended as part of an I-25 corridor PEL study for a larger project area that HDR helped deliver. Zach updated the purpose as a need statement from the PEL to apply to the bridge replacements. He documented an alternative screening process to address interchange configurations at each bridge to select a proposed action for an anticipated Environmental Assessment.
01/22 – 09/23	Missouri Department of Transportation, Future64 PEL: Kings Highway to Jefferson, St. Louis, MO. <i>Deputy PEL Lead and PEL Report Author.</i> After the initial purpose and need development and screening, Zach assisted with the PEL and transitioned into a deputy PEL lead role. He authored the PEL Study Report, FHWA PEL Questionnaire, and a graphical executive summary. Zach helped to develop the final level of alternatives screening documentation and attended an in-person stakeholder meeting and a public outreach event to conclude the PEL public process. He authored the draft PEL Study report, worked through comments with the client and FHWA, and produced the published versions.
05/20 – 10/22	CDOT, Santa Fe Drive Action Plan PEL: C-470 to I-25, Denver, CO. <i>Deputy Project Manager and Environmental Lead.</i> The project was a corridor study along US-85 (Santa Fe Drive) between Denver, three inner suburbs, and an exurban county. The study resulted in several recommendations for vehicular and multimodal improvements. Zach provided day-to-day process documentation with project partners and the client regarding team discussions and decisions, scope management, and progress reports. He documented existing conditions, including the environmental scan/setting. He also authored the PEL Study Report and PEL Questionnaire.
04/23 – 04/24	Texas Department of Transportation (TxDOT) Environmental Affairs Division, Draft PEL Tools, Austin, TX. <i>Project Manager and Subject Matter Expert.</i> Zach assisted TxDOT Environmental Affairs Division with developing PEL tools to be used internally, in cooperation with the Texas Transportation Institute. Zach led the development of internal PEL tools. The project included a workshop, coordination with districts that use or are interested in using PELs, and the development of tools for PEL process initiation and implementation. The tools included a decision tree, scoping primer, risk tool, process overview, and schedule template.
01/19 – 10/21	City of Commerce City, 88th Avenue Improvements Project, Commerce City, CO. <i>NEPA Lead.</i> Zach led the purpose and need development, alternatives screening, and authored both the Environmental Assessment and Finding of No Significant Impact. The project initially involved a large viaduct concept but evolved into a corridor widening and bicycle and pedestrian facilities development within an area. Zach also led NEPA compliance during final design, and the project is now under construction.

Firm employed by: HDR Engineering, Inc.			
Name	Nicholas (Nick) Burdette, PE		Years of relevant experience with this employer
Title	Northeast Region Bridge Leader		20
Degree(s) / Years / Specialization		Years of relevant experience with other employer(s)	
		1	
Active registration number / state / expiration date		MS / 2005 / Civil Engineering BS / 2004 / Civil Engineering	
Year registered		2009	Discipline
			Civil Engineering
Contract role(s) / brief description of responsibilities		Bridge Design – Meets MPR #14	
Nick has over 20 years of experience in bridge rehabilitation design and analysis. He has led several large truss bridge rehabilitation projects, including the Swindell Bridge, the Jerome Street Bridge, and the Liberty Bridge. Nick is familiar with the unique challenges of upgrading and preserving these structures, including phasing to maintain traffic, addressing fatigue issues, and addressing movement and joints. He has developed practical solutions for these issues on past projects, including innovative replacement deck options to help eliminate joints, reduce dead load, and minimize disruption to traffic with precast elements. Nick's technical expertise also includes designing and evaluating significant marine substructures. He is an Executive Committee member and subcommittee chair for the International Bridge Conference.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/23 – 04/25	City of Pittsburgh, Swindell Bridge Rehabilitation, Pittsburgh, PA. Project Manager. Nick oversaw preliminary engineering services and the final design for the rehabilitation of this historic four-span, 1090-foot deck truss, which is over 200' high (the tallest bridge in the City of Pittsburgh). He developed tension anchorage designs at two supports requiring anchorage replacement, including phased temporary hold-downs. Nick also calculated crane capacity to develop conceptual construction sequencing and feasible construction schedule options. Major rehabilitation items for the project include replacing the deck, sidewalks, barriers, and lights; performing steel and concrete repairs; widening the approach sidewalk; and repairing the substructure, which includes replacing tension anchors.		
04/18 – 11/23	PennDOT District 11-0, Jerome Street Bridge Rehabilitation, McKeesport, PA. Project Manager and Engineer of Record. Nick oversaw preliminary engineering, final design, and construction services for the \$16M rehabilitation of this 450' steel crescent arch structure and approaches. After jacking, he developed steel repairs to strengthen substructure bents and achieve the desired live load ratings. He also checked the deck replacement survey geometry to verify adequate thickness for a new lightweight concrete deck. Major rehabilitation items for the bridge include replacing the 3.5 filled grid deck, replacing deck joints, repairing steel, painting, and replacing/rehabilitating bearings. The bridge has four lanes of traffic across the Youghiogheny River, requiring phased reconstruction, including staged arch analysis and jacking to replace the bearings.		
8/13 – 06/18	PennDOT District 11-0, Liberty Bridge Rehabilitation, Pittsburgh, PA. Lead Structural Engineer. Nick led structural engineering services for the \$82M rehabilitation of this structure, which crosses the Monongahela River in Downtown Pittsburgh. He checked the rating calculations for numerous steel members' repairs and LRFD strength and fatigue capacities for an innovative precast exodermic steel bridge deck. He developed deck details and traffic phasing to allow accelerated deck replacement while minimizing impacts to weekday commuters. The project included complete replacement of the Liberty Bridge grid deck and stringers with innovative precast exodermic grid deck panels, extensive super and substructure steel repairs, deck joint replacement and elimination, lighting and bridge barrier replacement, blasting and painting of structural		

	steel and sign structures, and extensive MPT phasing coordination requiring ABC construction. Nick checked the catcher plate systems designed and installed to provide redundancy for the suspended river span. The project included an extensive patch testing program for the existing grid deck to determine the most cost-effective deck rehabilitation, and Nick summarized the patch testing results to provide recommendations for deck replacement.
08/11 – 06/18	North Carolina Department of Transportation, Bonner Bridge Replacement D-B, Dare County, NC. Substructure Design Leader. HDR designed the 2.8-mile-long bridge replacement with multiple 350-foot navigation spans and extensive low-level approach spans. Substructure design included precast segmental box columns, precast pier caps, RC pile caps, and advanced soil-structure-interaction to model foundation behavior with scour over 80 feet. Nick led the design of complex marine foundations with extreme scour on the \$225M project. He designed and analyzed dozens of foundations under various scour conditions using advanced soil-structure-interaction software to model foundation behavior with scour up to 80 feet. This included vessel collision analysis and evaluation of differential support settlement to determine superstructure effects.
04/18 – 04/25	PennDOT District 11-0, Commercial Street Bridge Replacement, Pittsburgh, PA. Engineer of Record. Nick developed a list of rehabilitation alternatives, including concrete encasement and cathodic protection. He performed a life-cycle cost assessment to help select a preferred rehabilitation or replacement option. Nick performed an existing structure analysis comprising adjacent dual arch structures 859 feet long to determine if rehabilitation was practical, which he summarized and presented to the client. Bridge replacement was selected based on insufficient load ratings and advanced concrete deterioration. Nick developed an alternative analysis matrix for the bridge replacement, including comparing positives and negatives for arched steel delta frame, haunched steel plate multi-girder, and tied arch structures . The alternative analysis replaced the bridge alignment with a single arched steel delta frame structure that will be constructed adjacent to the existing bridges and slid into place in 2026 using accelerated bridge construction techniques following explosive demolition of the existing bridge. Nick developed the special provisions for the slide and demolition.
01/12 – 11/12	American Bridge Co., Milton-Madison Replacement Truss Bridge, Milton, KY and Madison, IN. Project Engineer. Nick provided the preliminary design of a 2,500-foot truss bridge replacement across the Ohio River . He was responsible for truss design calculations, connection detail development, and coordination with the client regarding erection tools and systems. Nick developed a drawing set and managed production to an aggressive design-build pursuit schedule. He also coordinated with subcontractors to produce quantity tables.

Firm employed by: HDR Engineering, Inc.				
Name	Aaron Butterer		Years of relevant experience with this employer	2
Title	GIS Manager		Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization		MBA / 2018 / Business Administration BS / 2011 / Geomatics		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		GIS		
Aaron is responsible for managing GIS implementation, operation, and administration for our local government clients within the Gulf Coast Region. With almost 20 years of industry experience, he has provided geospatial support to a variety of customers including state, local, and federal government, private corporations, native corporations, institutes of higher education, and railroads.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/22 – Ongoing	Louisiana Department of Transportation and Development (LADOTD), Baton Rouge to New Orleans Passenger Rail, Multiple Counties in Louisiana. GIS Technical Lead. In support of the preliminary design and environmental assessment, Aaron provided GIS support which included gathering GIS data from a variety of sources and compiling into web maps and applications that allowed the entire project team to visualize the data from office or the field. In-field applications enabled faster data collection while reducing the time it took to get the data logged.			
4/23 – Ongoing	City of Corpus Christi, Island Mobility Plan, Corpus Christi, TX. GIS Technical Lead. Aaron oversaw and provided guidance to GIS staff in support of gathering existing data and using the existing data in the preparation of exhibits for the final report.			
05/22 – Ongoing	City of Angleton, GIS Administration On-Going Services Contract, Angleton, TX. Project Manager/Individual Contributor. Aaron is responsible for managing, maintaining, and updating the City of Angleton’s on-line GIS presence as well as providing support to City staff in using GIS.			
05/22 - Ongoing	City of Humble, GIS Administration On-Going Services Contract, Humble, TX. Project Manager/Individual Contributor. Aaron is responsible for managing, maintaining, and updating the City of Humble’s on-line GIS presence as well as providing support to City staff in using GIS.			
11/22 – Ongoing	Galveston County, County Water Control and Improvement District No. 1, GIS Administration On-Going Services Contract, Galveston County, TX. Project Manager/Individual Contributor. Aaron is responsible for managing, maintaining, and updating the County’s on-line GIS presence as well as providing support to County staff using GIS.			
01/15 – 04/22	Alaska Railroad, GIS Implementation, Anchorage, AK. Project Manager/Individual Contributor. Aaron was responsible for the design, staffing, and implementation of the project to develop web GIS to assist with the management of Alaska Railroad’s real estate holdings.			

Firm employed by: HDR Engineering, Inc.			
Name	Manuel Carballo, PE, SE		Years of relevant experience with this employer
Title	Global Bridge and Structures Director		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 1989 / Civil Engineering BS / 1987 / Civil Engineering	
Active registration number / state / expiration date		PE.0038276 / LA / Exp. 03/31/2026	
Year registered	2013	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Complex Bridge Design – Meets MPR #15	
Manuel has 36 years of design, quality assurance, and construction experience in complex, large-scale bridge design projects in urban areas and over major waterways. These projects have included cable-stayed bridges; multi-level interchanges; conventional precast prestressed girder and steel girder design; steel-curved bridges; balanced cantilever design; and precast concrete segmental span-by-span design.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/15 – Ongoing	Alabama Department of Transportation (ALDOT), I-10 Mobile River Bridge, Mobile, AL. Bridge Lead/Project Manager. Manuel led the bridge design of this \$400M crossing of the Mobile River. The proposed design consisted of twin parallel structures, each carrying three lanes of traffic with a 1,380-foot cable-stayed main span over the Mobile River. Manuel prepared a bridge-type study to identify the best structure type, including initial and life-cycle costs, deep foundation options, future widening, constructability, construction duration, environmental impacts, utility impacts, and aesthetics. Manuel currently serves as the project manager for the owner’s design manager team. He provides project management and technical reviews, prepares technical provisions and preliminary designs for the cable-stayed bridge and high-level approaches, develops RFP/RFQ documents, and reviews project-related designs.		
06/21 – Ongoing	Pennsylvania Turnpike Commission, Replacement of the Delaware River Bridge, Bucks County, PA and Burlington County, NJ. Bridge Task Lead. Manuel is leading the design to replace the Delaware River Bridge that connects the Pennsylvania Turnpike with the New Jersey Turnpike. This project involves the alternatives analysis and preliminary engineering associated with replacing the 6,571-foot-long structure with a main span of 682 feet over the navigable river channel . The alternative analysis phase evaluates multiple roadway alignments, structure types, and span configurations. Manuel evaluated eight different roadway alignments in combination with four main span bridge types, including three-span concrete extradosed bridges, two-span cable-stayed bridges, three-span cable-stayed bridges, and single-span tied arch bridges. The alternative analysis, including a detailed bridge type study, is currently in final approval.		
08/99 – 07/07	Ohio Department of Transportation, I-280 Veterans’ Glass City Skyway, Toledo, OH. Project Engineer/Project Manager/Owner Representative. Manuel was responsible for the detailed design of the cable-stayed main span unit. This \$254.6M project included a 612-foot cable-stayed span over the Maumee River and approaches on I-280 in the City of Toledo. The six-lane, signature cable-stayed main span consists of a single pylon and single plane of stays.		
02/98 – 07/99	New Jersey Department of Transportation, Victory Bridge, Perth Amboy/Sayreville, NJ. Design Manager. Manuel led the design of this bridge over the Raritan River. The bridge comprises twin precast segmental structures supported by deep water foundations in an environmentally sensitive area.		

08/15 – 02/16	Archer Western, Pensacola Bay Bridge, Pensacola, FL. <i>Bridge Lead.</i> Manuel led bridge design for the main span of this \$500M design-build crossing of the environmentally sensitive Pensacola Bay. The proposed design comprises parallel structures supported by deep water foundations with a 375-foot extradosed signature main span. Manuel led the bridge type study to identify the best structure type, including deep water foundation types, span layouts, aesthetics, construction costs, and constructability.
03/12 – 03/15	Harris County Toll Road Authority, Sam Houston Tollway over the Houston Ship Channel, Houston, TX. <i>Project Manager/Bridge Lead.</i> Manuel led the bridge design of this \$1B crossing of the Houston Ship Channel. The proposed design consists of twin parallel structures, each carrying four lanes of traffic with a 1,320-foot cable-stayed main span. A bridge-type study was performed to identify the best structure type, including deep foundation options, initial and life-cycle costs, constructability, construction duration, environmental impacts, impacts to utilities, and aesthetics.
07/10 – 07/11	Dragados, Gerald Desmond Bridge Replacement Project, Long Beach, California. <i>Design Manager.</i> This \$725M design-build replacement bridge includes a 1,000' steel cable-stayed main span bridge, concrete segmental high-level and low-level approaches, reconstruction of horseshoe interchange ramp connectors, and reconstruction of the connectors to I-710. The new bridge is located approximately 140 ft. north of the existing bridge and will provide a seismically resistant 6-lane bridge with standard shoulders. Manuel was responsible for the design and technical solutions/concepts, design management of the design team, and overseeing the development of design drawings.
02/14 – 03/15	Dragados/Flatiron, Harbor Bridge, Corpus Christi, Texas. <i>Design Manager.</i> Manuel led the bridge type studies and design of this \$800M crossing of the Corpus Christi Ship Channel. The proposed design consists of twin parallel structures each carrying three lanes of traffic with a 1,650-ft. cable stayed main span. Manuel led the bridge type studies to identify the recommended structure type, including deep foundation options, initial and life-cycle costs, future widening, constructability, construction duration, environmental impacts, impacts to utilities, and aesthetics.
02/08 – 07/09	Great River Economic Development Foundation, Great River Bridge, Memphis, TN. <i>Project Manager/Bridge Lead.</i> Manuel was responsible for the design of a \$445M crossing of the Mississippi River between Arkansas and Tennessee. He also worked with the U.S. Army Corps of Engineers (USACE) and U.S. Coast Guard (USCG). The proposed design was 17,000-feet-long and 94-feet-wide with a cable-stayed main-span unit of 560-1400-560-feet. Due to its proximity to the New Madrid fault and the new bridge spanning the Mississippi's navigation channel, seismic and ship impact design were key considerations during preliminary design. As designed, the new bridge would span over the Mississippi River levees and require a proactive approach to provide USACE and USCG with timely and accurate information to obtain the necessary approvals.

Firm employed by: HDR Engineering, Inc.			
Name	William Clementson, PE		Years of relevant experience with this employer
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2013 / Civil Engineering ME / 2013 / Civil Engineering	
Active registration number / state / expiration date		PE.0047891 / LA / Exp. 09/30/2025	
Year registered	2023	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Bridge Design – Meets MPR #14	
William's experience includes structural design and analysis of bridges. He has experience in each stage of bridge design including preliminary planning, structural design, and construction phase services. He has also served as a design engineer for design-build and design-bid-build projects, signature bridges, bridge rehabilitations, bridge widenings, and other miscellaneous structures such as sign structures.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/13 – 10/15	New York State Thruway Authority, Governor Mario M. Cuomo Bridge (Tappan Zee Bridge Replacement), Westchester & Rockland Counties, NY. Bridge EIT. HDR designed the approach structures for the Tappan Zee Bridge Replacement project over the Hudson River. The bridge is approximately three miles in length with over 40 spans of five curved, steel plate girders. William assisted with designing the substructure and foundation of four units with five spans each , including soil-structure interaction and seismic design.		
09/13 – 09/17	Harris County Toll Road Authority, Houston Ship Channel Bridge Replacement, Houston, TX. Bridge Engineer. HDR designed the south approach structures for the proposed twin bridges to replace the existing Houston Ship Channel Bridge carrying Beltway 8 over the Houston Ship Channel . The south approaches are approximately one mile in length with 43 spans of prestressed concrete girders. William assisted with designing both the substructure and foundation .		
03/24 – 04/25	TxDOT Houston District, Pelican Island Bridge Replacement, Galveston, TX. Bridge Engineer. This project included the design of a mile-long fixed bridge over the Galveston Channel and the demolition of the existing bridge with a movable bascule span. It includes 32 spans of precast simple span I-girders and four spans of spliced concrete girders supported by reinforced concrete substructures and drilled shaft foundations. William designed superstructure, substructure, and foundation elements, including design for coastal storms, wave loading, vessel collision, and significant scour.		
07/18 – 03/22	VDOT, Hampton Roads Bridge-Tunnel Expansion. Norfolk, VA. Bridge Engineer. This design-build project involves the reconstruction and expansion of I-64 from Hampton to Norfolk. It involves dozens of bridges, including multiple long marine trestle bridges, and additional tunnels under the main shipping channel. William performed preliminary superstructure, substructure, and foundation design for bridges over Hampton Roads – where the James, Nansemond, and Elizabeth Rivers empty into the Chesapeake Bay . Bridges were primarily prestressed concrete girders supported by trestle bents. In the final design phase, William refined and finalized the design of these elements. There were many complicating factors including extreme scour potential, large sound walls, heavy wave loading, and vessel collisions.		
12/20 – Ongoing	TxDOT Atlanta District, SH 43 at Big Cypress Bayou, Marion and Harrison County, TX. Bridge Lead Engineer. William designed superstructure, substructure, and foundation elements for a 16-span prestressed precast I-girder structure over Big Cypress Bayou supported on reinforced concrete bents and drilled shafts. The design of the structure was		

	influenced by difficult phasing due to the existing steel structure that could not be demolished in phases and limited ROW. The structure was also designed for significant scour.
11/22 – 07/23	LADOTD, LA 577 Overpass Repair Over I-20 Phases 1 & 2, Waverly, LA. <i>Structural Engineer.</i> William performed detailed design checks for the demolition and replacement of the PPC AASHTO Girder bridge span that was struck by a dump truck. Phase 1 design consisted of the development of plans, specifications, and cost estimate (PS&E) for the phased demolition of the west side of the damaged span to get a single lane of traffic back open on the eastern half of the bridge (two undamaged girders). Phase 2 design involved the split phased design of a replacement span. The existing girders were AASHTO Type 3 (interior) and 4 (exterior). Load ratings were also completed for both phases.

Firm employed by: HDR Engineering, Inc.			
Name	Sarah De Moya, PE		Years of relevant experience with this employer
Title	Bridge Group Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering MS / 2007 / Structural Engineering	
Active registration number / state / expiration date		PE.0038011 / LA / Exp. 03/31/2027	
Year registered	2013	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Bridge Design – Meets MPR #14	
Sarah's experience includes structural design and analysis of bridges. She has experience in each stage of bridge design, including preliminary planning, structural design, and construction phase services. She has also served as a design engineer for design-build and design-bid-build projects, signature bridges, bridge rehabilitations, bridge widenings, and military vehicle bridges. Sarah has served as a senior structural engineer for the design of bridges as well as a structural subject matter expert reviewing bridge plans, calculations, specifications and quantities for bridge owners. Sarah has served as a bridge engineer for numerous public clients, including LADOTD, TxDOT, FDOT, NYSTA, ADOT, USACE, various toll agencies, cities, and counties in Texas.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/24 – Ongoing	TxDOT Houston District, Pelican Island Bridge Replacement, Galveston, TX. Project Manager/Bridge Engineer. Sarah is responsible for the plans, specifications, and estimates for the final structural design from abutment to abutment of the new Pelican Island Bridge and demolition plans for the existing Pelican Island Bridge, a single bascule moveable bridge. The new fixed bridge will accommodate four lanes of traffic and a dedicated shared-use path. This one-mile-long bridge extends from Galveston Island to Pelican Island over the Galveston Channel near Galveston Bay with a 74-foot vertical clearance for navigation. The proposed bridge includes prestressed concrete girders, concrete spliced girders, water level footings and drilled shaft foundations and is designed for vessel allision, wave loading, and significant scour.		
08/15 – Ongoing	Harris County Toll Road Authority (HCTRA), Sam Houston Tollway East – Ship Channel Bridge Replacement, Harris County, TX. Lead Bridge Engineer. Sarah designed bridge substructure and foundation elements for new twin bridges to replace the existing Houston Ship Channel Bridge, which carries Sam Houston Tollway-East over the Houston Ship Channel. Each approach bridge is over a mile long with a combined deck area of nearly 800,000 square feet. Sarah led the bridge layout and structural design, which was influenced by difficult site constraints including nine railroad tracks, access roads, existing bridge foundations, poor soil, highly skewed box culverts, operating petcoke facility, and roughly 90 utilities. Despite the large number of obstacles, the new bridge was designed such that only overhead power lines required relocation. Sarah checked superstructure designs and developed go-by details utilized by the bridge design teams. Sarah used FBMP to model the soil structure interaction for foundation design.		
03/17 – 03/19	Galveston County, Pelican Island Bridge Preliminary Engineering Report, Galveston, TX. Bridge Lead. Sarah led the development of a preliminary engineering report to advance conceptual options to replace the Pelican Island Causeway/Seawolf Parkway between Galveston Island and Pelican Island over the Galveston Channel. The new bridge will improve outdated and substandard design features, reduce ongoing annual maintenance and repair costs, provide reliable pedestrian and bicycle access across the bridge, accommodate future heavy truck traffic and traffic growth and balance the environmental and transportation requirements to the extent practicable. Sarah coordinated directly with Galveston County and		

Prime consultant name: HDR Engineering, Inc.

	other consultants to advance the conceptual options, ROW needs, evaluation matrix and cost estimate for the bridge replacement alignment and bridge structure type options.
01/13 – 04/14	New York State Thruway Authority, Governor Mario M. Cuomo Bridge (Tappan Zee Bridge Replacement), Westchester and Rockland County, NY. <i>Bridge Engineer.</i> The new twin bridges are over three miles long and cross the Hudson River at one of the widest points, connecting Rockland and Westchester Counties. Each bridge carries four general traffic lanes plus shoulders and extra-wide emergency lanes. The bridge is designed for a 100-year service life, is mass-transit ready for bus rapid transit, and can accommodate future commuters or light rails on a separate structure between the two highway bridges. Sarah designed Units 6 and 9 eastbound and westbound substructures and foundations , including precast bent caps, reinforced concrete columns, and deep foundations. The designs accounted for water loading, ice loading, seismic loading, and potential future loading from future light rail. The design details incorporate a corrosion-resistant design for harsh environmental conditions.
01/13 – 07/16	City of Memphis, Harahan Bridge Design, Memphis, TN. <i>Bridge Engineer.</i> This project added a pedestrian walkway and overlooks on the north side of the existing Harahan Bridge over the Mississippi River between Memphis, TN, and Crittenden County, AR. Sarah performed structural capacity calculations for a cantilevered pedestrian boardwalk that will be supported on an existing steel truss railroad bridge in service over the Mississippi River in Memphis, Tennessee. She analyzed cantilevered bracket connections for moment and shear capacity. She estimated loads for various boardwalk deck and pedestrian overlook options. The final design was completed with a 12'-0" mixed-use walkway that included 54" tall inside and outside railing and a 10'-0" tall curved top fence on the inside of the walkway. The existing stringers were reused with additional framing as required for pedestrian railing loads.
01/08 – 12/08	TxDOT Dallas District, Project Pegasus, Dallas, TX. <i>Bridge Engineer.</i> The project consisted of preliminary design to rebuild IH 30 and IH 35E in downtown Dallas. The project limits are the IH 30/IH 35E interchange on the western edge of downtown Dallas, the depressed portion of IH 30 south of downtown, signature bridge crossing of the Trinity River, and the portion of IH 35E from Eighth Street to SH 183. Sarah developed a bridge-type study and advanced design to 35%, including bridge layouts for five bridges carrying 16 lanes of traffic over levees, the Trinity River , sump channels, floodplain, existing road, and proposed tollway. Sarah performed the preliminary design of prestressed concrete Type Tx54 I-girders and steel plate girders.

Firm employed by: HDR Engineering, Inc.			
Name	Darren Dodson		Years of relevant experience with this employer
Title	Senior Environmental Project Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2001 / Biology BS / 1995 / Geography	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		NEPA	
Darren is skilled in managing the due diligence and NEPA processes for transportation projects, including environmental field investigations, document preparation, agency coordination, public involvement, and permitting. He has prepared Environmental Impact Statements (EIS), Environmental Assessments (EA), Categorical Exclusions (CE), EIS/EA Reevaluations, and EAs. He has worked on projects involving highways (including tolls), transit, aviation, land development, and detailed wetland and wildlife habitat mitigation planning. Darren has also managed the development of USACE Section 404 and 408 permit applications, Phase I Environmental Site Assessments, feasibility studies (with constraints mapping), public hearings, and noise workshops.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/20 – 08/23	TxDOT Austin District, Mobility 35 Capital Express (CapEx) Central EIS, Austin, TX. <i>Task Lead for Various Environmental Resources.</i> Darren managed the development of the noise analysis, air quality analysis, cumulative impacts analysis, biological documentation, and Section 404/10 permit pre-construction notification to the USACE in support of the Environmental Impact Statement. The approximately eight-mile project includes removing the existing I-35 decks from Airport Boulevard to MLK Jr. Boulevard, lowering the roadway, and adding two HOV-managed lanes in each direction of I-35 from US 290E to US 290W/SH 71.		
08/17 – 12/21	TxDOT Austin District, I-35 Capital Express North, Travis and Williamson Counties, TX. <i>Environmental Task Lead.</i> Darren managed the development of an Environmental Assessment and accompanying resource specific technical reports for the 11.5-mile upgrade to add one non-tolled managed lane in each direction, continuous shared-use paths, and other operational improvements along I-35 from SH 45 North to US 290 East. Darren also managed the development of Section 4(f) <i>de minimis</i> and Chapter 26 Texas Parks and Wildlife Code documentation for impacts to Upper Little Walnut Creek Greenbelt, and public involvement activities, which included three public meetings, a public hearing, and meetings with affected property owners		
09/17 – 08/20	TxDOT Austin District, RM 620 South Improvement Project, Travis County, TX. <i>Environmental Task Lead.</i> Darren managed the development of the Environmental Assessment and accompanying resource-specific technical reports. The project included a nine-mile upgrade from SH 71 to Hudson Bend Road that expanded the existing four-lane rural roadway to a six-lane, divided urban roadway with continuous shared-use paths along both sides of the road. Darren also managed the preparation of a Biological Assessment and Section 7 consultation for project effects to the endangered golden-cheeked warbler, two noise barrier constructability assessments and noise workshops, Section 4(f) <i>de minimis</i>, and Chapter 26 Texas Parks and Wildlife Code documentation to address impacts within the City of Bee Cave Central Park.		
01/17 – 04/20	TxDOT Dallas District, I-20 Frontage Road Project, Dallas and Kaufman Counties, TX. <i>Environmental Task Lead.</i> Darren oversaw the development of the Environmental Assessment and accompanying resource-specific technical reports for		

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	approximately 20 miles of improvements to I-20 from Lawson Road to CR 138 (Wilson Road). The proposed improvements included constructing continuous one-way frontage road lanes in each direction, reconfiguring the ramps from a “diamond” configuration to an “X” configuration at each interchange, and adding auxiliary lanes on the mainlanes. Darren also managed public involvement, which included a public meeting, public hearing, and a noise workshop.
02/18 – 09/20	TxDOT Dallas District, SL 288 Frontage Road Project, Denton County, TX. <i>Environmental Task Lead.</i> Darren oversaw the development of the Environmental Assessment and accompanying resource-specific technical reports for this new nine-mile location roadway connecting I-35W south of Denton to I-35 north of Denton. The proposed improvements included a four-lane new location frontage road system, and the proposed right-of-way (ROW) would accommodate the future median construction of an ultimate mainlane facility. Darren also managed public involvement, which included a public meeting, a public hearing, and meetings with affected property owners.
09/15 – 10/23	TxDOT Bryan District, SL 1853 Madisonville Loop, Madison County, TX. <i>Environmental Task Lead.</i> Darren oversaw the development of the Environmental Assessment and accompanying resource-specific technical reports for this 7.5-mile new location roadway connecting SH 21/US 190 west of Madisonville and SH 21 east of Madisonville. The proposed improvements included two lanes in each direction, separated by a large median and an interchange at I-45. Darren also managed the public involvement, which included three public meetings, a public hearing, and meetings with affected property owners.
06/18 – 01/21	TxDOT Austin District, FM 2001 Improvement Project, Hays and Caldwell Counties, TX. <i>Environmental Task Lead.</i> Darren managed the development of an Environmental Assessment and accompanying resource-specific technical reports for this 8.5-mile project to improve and realign FM 2001 to include the construction of four travel lanes and bicycle and pedestrian accommodations from I-35 to SH 21. Darren also managed the development of a USACE Section 404 pre-construction notification.

Firm employed by: HDR Engineering, Inc.			
Name	Brett Geesey, PE		Years of relevant experience with this employer
Title	Office Principal and Vice President		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2005 / Mechanical Engineering ME / 2006 / Ocean Engineering	
Active registration number / state / expiration date		PE.0035172 / LA / Exp. 3/31/26	
Year registered	2009	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Project Principal – Meets MPR #1 and #2	
Brett serves as HDR's Louisiana Principal, overseeing the overall operations of HDR's offices in Metairie, Baton Rouge, and Lafayette. He manages a team of engineers and scientists and has experience in project management and design of various engineering projects. He has experience in implementing projects ranging from feasibility studies, through applied design, and preparation of detailed plans and specifications and construction administration.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/23 - Ongoing	Port of New Orleans, As-Needed Moveable Bridge Inspection and Load Rating Services, New Orleans, LA. Project Principal. Brett works with project managers on this task-order-driven contract to provide the resources needed to deliver services for each task order. He oversees the management of the overall contract. The contract includes annual inspections of the Port of New Orleans movable bridges, including structural, electrical, mechanical, approach spans/structures, fender systems, buildings, roadways, and signage.		
03/18 – Ongoing	Lafayette Consolidated Government (LCG), Drainage Initiative Environmental Surveys, Lafayette Parish, LA. Project Principal. Brett works with the project manager to provide the resources needed to deliver the project and oversees the management of the overall contract. HDR has provided LCG with wetland delineation services to assist them with their overall drainage initiative program.		
03/21 – Ongoing	Canadian National Railway, Baton Rouge Bridge Replacement Permitting Services, St Charles Parish, LA. Project Principal. Brett works with the project manager to provide the resources needed to deliver the project and oversees the management of the overall contract. HDR provides permitting services for replacing CN's rail bridge near Norco, LA.		
05/21 – Ongoing	Sewerage and Water Board of New Orleans (SWBNO), Internal and External Communications Support, New Orleans, LA. Project Principal. Brett works closely with the project manager to provide the resources the project needs and support for internal project controls such as contracting, cost controls, and scheduling. HDR is providing SWBNO with communications support, including communications planning, protocol development, crisis communications support, content development, graphic design, website development, social media strategy, event coordination, and stakeholder management.		
10/22 – Ongoing	LADOTD, Bridge Preservation IDIQ, Statewide, LA. Project Principal. HDR is providing as-needed services for various bridge preservation-related services. Task orders have included repair plans for a bridge damaged during a vehicular accident and a task order to develop an optimization tool for developing layout and bridge configuration. For each task order, Brett works with the task order manager to develop scope, schedule, and budget and to assist with identifying the resources required to deliver the task order.		

Firm employed by: HDR Engineering, Inc.			
Name	Rachel Haney		Years of relevant experience with this employer
Title	Strategic Communications Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BA / 2006 / Mass Communication	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Strategic Communications	
Rachel is a skilled communicator specializing in media relations, crisis communications, and stakeholder engagement. Rachel has managed public outreach campaigns at both the local and state levels and has a passion for developing impactful messaging that effectively engages target audiences.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/23 – Ongoing	Port of New Orleans, Louisiana International Terminal, St. Bernard Parish, LA. Strategic Communications Lead. Rachel provides support for community and stakeholder outreach associated with the development of a new container ship terminal. Activities include communications planning, media strategy, website development, video production, graphic production, and strategic consultation and advising for the port’s in-house communications team.		
05/23 – Ongoing	Sewerage and Water Board of New Orleans (SWBNO), Internal and External Communications Support, New Orleans, LA. Strategic Communications Lead. Rachel supports delivering comprehensive internal and external communications for New Orleans’ water, wastewater, and drainage providers. Rachel and her team pair local experience with national expertise to deliver a broad range of services, including communications planning, strategy, advising and consultation, content development and copywriting, graphic design, crisis communications support, media strategy and training, website content creation and ADA compliance advising, event coordination and delivery, employee communications and organizational change management support.		
05/22 – 05/23	Louisiana Housing Corporation, Outreach and Communications Planning, Baton Rouge, LA. Director of Public Relations. Rachel managed the outreach and communications plan, including key stakeholders - the media, community leaders, non-profit partners, developers, and elected officials. She developed, integrated, and implemented PR activities and special events to enhance the corporation’s reputation and promote their mission, goals, and strategic plan.		
05/19 – 05/22	Louisiana Coastal Protection and Restoration Authority, Strategic Planning, Baton Rouge, LA. Communications Director. Rachel was responsible for crafting strategic, long-term messaging campaigns to communicate the State’s work to restore the coast and increase hurricane protection for Louisiana residents. She secured positive coverage by leading media outlets, including The New York Times, FOX News, The Washington Post, Politico, Scientific American, and The Weather Channel.		

Firm employed by: HDR Engineering, Inc.			
Name	Meagan Morvant Harris		Years of relevant experience with this employer
Title	Senior Communications Coordinator		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2018 / Mass Communication	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Strategic Communications	
Meagan is a strategic communications coordinator on HDR's Strategic Communications team — a full-service public relations firm and creative studio within HDR. With a background in branding and advertising, Meagan understands the art of executing campaigns with tailored messages that engage and motivate various target audiences. She has helped private and public clients employ data-driven strategies, carefully craft holistic messages, build effective external and internal communication programs, and launch new communication tools.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/21 – Ongoing	Port of New Orleans, Louisiana International Terminal, St Bernard Parish, LA. Strategic Communications Coordinator. HDR is an extension of the Port NOLA communications team, focused on the politically charged Louisiana International Terminal Project. Amid a largely present opposition group and misinformation, Meagan helps the client develop empathetic communication tools to clearly communicate the most recent information. This includes creating and implementing communications plans, developing and launching a project website, crafting an earned media strategy, and coordinating six open houses and two supplementary online versions of open houses. Meagan has also catalogued and drafted responses for public notice comments as part of the federal permitting process.		
04/21 – Ongoing	LaDOTD, Strategic Highway Safety Plan (SHSP), Statewide LA. Quality Reviewer. HDR developed LADOTD's 2022 SHSP update using critical data and input from various Regional Safety Coalitions and Emphasis Area Teams throughout Louisiana. Meagan reviewed the designed version of LADOTD's 2022 SHSP, which involved planning client review meetings, managing client comments, and coordinating with the designer to verify edits were addressed.		
05/21 – 05/22	Sewerage & Water Board of New Orleans (SWBNO), Communication Services, New Orleans, LA. Strategic Communications Coordinator. In collaboration with the project manager, Meagan provided comprehensive internal and external communications support to New Orleans' water, wastewater, and drainage utility. She delivered a broad range of services, including communications strategy, customer education content development and copywriting, graphic design, crisis communications support, media relations, elected official outreach, website content creation, ADA compliance advising, event coordination, and employee communications.		
09/21 – Ongoing	Harris County Flood Control District (HCFCD), MAAPNext Management Contract – Phase 2, Harris County, TX. Strategic Communications Coordinator. HDR led the development of mapping products to issue updated flood insurance rate maps (FIRMs) for Harris County watersheds. Meagan reviewed public engagement strategies and materials, focusing on building trust among and educating the general public, community and technical advisory committees, elected and appointed officials, advocates, and other audiences.		

Firm employed by: HDR Engineering, Inc.			
Name	Erin Hatchett		Years of relevant experience with this employer
Title	Senior Environmental Scientist		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2011 / Environmental Science (Wildlife Biology thesis) BS / 2000 / Bioenvironmental Science BS / 1996 / Wildlife Ecology	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	Biology
Contract role(s) / brief description of responsibilities		Threatened and Endangered Species Survey – Meets MPR #8	
Erin is a principal investigator with 25 years of experience in wildlife ecology, migratory bird nest surveys, habitat impact assessment, threatened and endangered species habitat assessment and survey, NEPA evaluations and documentation, and wetland delineation and permitting. She has conducted and directed projects in Louisiana, Texas, Oklahoma, Alabama, Wyoming, South Dakota, and Nevada. Erin has written or contributed to dozens of technical reports, environmental assessments, biological assessments, environmental impact studies, and 404 Permits. Erin specializes in wildlife ecology – wildlife habitat assessment, protected species surveys, and impact evaluation. She has planned, conducted and/or supervised presence/absence surveys for listed species such as golden-cheeked warbler, black-capped vireo, American burying beetle, northern long-eared bat, Indiana bat, Kemp's ridley sea turtle, and Navasota ladies'-tresses.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
04/24 – 06/24	Palo Pinto County Municipal Water District, Turkey Peak Reservoir Golden-cheeked Warbler Presence/Absence Surveys, Santo, TX. Senior Scientist. Erin conducted the habitat assessment and field surveys following the USFWS survey protocol. She prepared the habitat assessment to determine the amount of potential habitat to survey and conducted the field presence surveys. She prepared the survey conclusions and project effect sections of the biological report.		
04/23 – 04/25	Nevada Department of Transportation (NDOT), Monarch Candidate Conservation Agreement with Assurances (CCAA) Enrollment and Implementation Support, Reno, NV. Senior Scientist and Project Manager. Erin provided application, agency coordination, and implementation support for the CCAA enrollment process. She managed field sampling efforts, data analysis, and conducted model verification in support of monarch habitat mapping. She developed additional conservation measures for the client to implement beyond the required measures. Erin facilitated agency and other federal partner coordination.		
04/20 – 09/22	TxDOT Austin District/City of Austin, Biological Assessment for Slaughter Lane Improvements, Austin, TX. Senior Scientist. Erin provided consultation support for project effects to listed species within the Slaughter Lane improvement corridor and associated water quality control features. She prepared the biological assessment describing affected species, mitigation measures and potential effects on Barton Springs salamander, Austin blind salamander, and the golden-cheeked warbler to support ESA consultation with the U.S. Fish and Wildlife Service.		
08/21 – 04/22	Brazoria County, San Bernard River Dredging Biological Monitoring and Piping Plover and Red Knot Winter Use Survey, Brazoria County, TX. Senior Scientist. Erin conducted biological monitoring and winter use surveys for piping plovers and red knot along the San Bernard River dredging discharge zone. She also provided training to other environmental monitoring staff regarding the identification and behavior of the piping plover and red knot.		

10/19 – 07/20	Higman Marine Services, Inc., Threatened and Endangered Species Construction Monitoring and Kemp’s Ridley Nest Surveys, Higman Barge Removal and Ecological Restoration, San Jose Island, TX. <i>Senior Scientist.</i> Erin conducted biological monitoring for endangered shorebirds and sea turtles during vehicle and equipment movement. In addition, she conducted sea turtle nest surveys along the southern portion of San Jose Island, locating eight nests and tagging and obtaining biological data for five female Kemp’s Ridley sea turtles.
04/18 – 06/18	Palo Pinto County Municipal Water District, Turkey Peak Reservoir – Copeland Mitigation Site Golden-Cheeked Warbler Presence/Absence Surveys, Santo, TX. <i>Senior Scientist.</i> Erin conducted the habitat assessment and field surveys in accordance with the USFWS survey protocol. She prepared the habitat assessment to determine the amount of potential habitat to survey and conducted the field presence surveys. Erin prepared the survey conclusions and project effect sections of the biological report.
05/18 – 07/18	Oklahoma Department of Transportation (ODOT), Acoustic Presence/Absence Surveys for Endangered and Threatened Bat Species, Multiple Locations, OK. <i>Senior Scientist and Project Manager.</i> HDR conducted acoustic surveys at seven project locations in accordance with USFWS protocols for listed bat species . Erin provided project management, study plan quality review, assisting with field work, and performed quality control reviews of associated survey reports.

Firm employed by: HDR Engineering, Inc.			
Name	Donald (Don) Hendon, PE, CFM		Years of relevant experience with this employer
Title	Hydraulics/Hydrology & Coastal Project Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2015 / Engineering / Emphasis in Coastal BS / 2013 / Civil Engineering / Emphasis in Coastal and Environmental	
Active registration number / state / expiration date		PE.28748 / MS / 12/31/2026 PE.0044893 / LA / 03/31/2027	
Year registered	2018	Discipline	Civil and Environmental
Contract role(s) / brief description of responsibilities		Hydraulics/Hydrology	
Don has experience in analysis and design, including leveraging advanced numerical hydrodynamic modeling technologies for hydraulic structures. His work spans various projects, including bridges, culverts, levees, and weirs, both in the riverine and coastal environments. Don's experience includes hydraulic bridge design, scour analysis of new and existing hydraulic structures, analysis of existing countermeasures, designing replacement and new countermeasures, floodplain analysis, riverine modeling, modeling moving vessel effects, spectral wave modeling, storm surge modeling, and hydraulic loading analysis. He has also assisted in structural inspections of bridges. Don was a member of the FHWA's EDC initiative, C.H.A.N.G.E., which involved assistance for 2D hydraulic modeling for State DOTs.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
02/22 – 02/24	Mississippi Department of Transportation (MDOT), SR 53 Bridge Hydraulic Design, Harrison County, MS. <i>Project Manager.</i> Don oversaw the design of the replacement of two structures in the Wolf River's one-mile-wide floodplain, which contains a FEMA Regulatory Floodway. He developed the design based on the SRH-2D model and prepared a no-rise certification for the floodway.		
01/20 – 12/20	MDOT, I-20 Emergency Scour Countermeasure Design, Warren County, MS. <i>Project Manager/Hydraulic Engineer.</i> MDOT needed to address rapid bank instability that threatened the bridge structure before a catastrophic failure occurred. Due to the complex nature of the flow, Don performed a 2D hydraulic analysis using SRH-2D. He also designed a countermeasure solution to bank instability. This project had an accelerated timeline. The design was completed less than a year after MDOT was notified, and a couple of months later, the countermeasure was in place.		
10/21 – 04/22	LaDOTD, Louisiana Watershed Initiative, Region 5, LA. <i>Hydraulic Engineer.</i> LaDOTD is analyzing the flow patterns of the state to determine best how precipitation will affect infrastructure. Don assisted with the hydrologic modeling for Region 5, which is in the Lafayette area.		
09/20 – 12/21	MDOT, I-55 Bridge Scour Evaluations, Carroll County, MS. <i>Hydraulic Engineer.</i> Don performed a qualitative and quantitative hydrologic/hydraulic analysis of the I-55 crossing of Peachahala Creek. This analysis included developing an SRH-2D model to determine the parameters needed to perform the scour analysis of the four bridges.		
08/22 – 12/24	MDOT, Bridge Scour Evaluations, Hancock County, MS. <i>Project Manager/Hydraulic Engineer.</i> Don performed a qualitative and quantitative hydrologic/hydraulic analysis of three sites on the Mississippi Gulf Coast. This analysis included developing an SRH-2D model for each site and a MIKE21 storm surge/ spectral wave model for the area to determine the parameters needed to perform the scour analysis of the three locations.		

Prime consultant name: HDR Engineering, Inc.

Firm employed by: HDR Engineering, Inc.				
Name	Patrick Hickox, PE		Years of relevant experience with this employer	12
Title	Transportation Director of Professional Services		Years of relevant experience with other employer(s)	22
Degree(s) / Years / Specialization			BS / 1990 / Civil Engineering	
Active registration number / state / expiration date			PE.0030405 / LA / 03/31/2027	
Year registered	2002	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Bridge Design – Meets MPR #15	
Pat has over three decades of extensive experience in the design, construction, and asset maintenance of complex, long-span bridges with a specialty in cable-stayed bridges. He has been responsible for the design, CEI and/or maintenance/repair of ten (10) built cable-stayed bridges with span lengths up to a record setting 1,583 feet. He also has alternative project delivery experience (design-build, private, P3, and progressive-design-build) for several mega-projects worth more than \$10B in construction. His experience includes working with private developers, investors, and financing sources to develop projects where traditional funding may be limited or unavailable. He has conducted multiple public involvement programs to gain public support for challenging and contentious projects.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/15 – Ongoing	Alabama DOT, I-10 Mobile River Bridge, Mobile, AL. Project Manager. Patrick oversaw the preliminary design , permitting, public involvement, and bridge-type studies for this \$2.1B project. The 10-mile bridge project features a new six-lane, 1,250-ft cable-stay bridge crossing the river that will provide 215 feet of vertical and 800 feet of horizontal clearance to the navigational traffic within the busy port. In September 2017, ALDOT changed the delivery method to P3. Patrick’s responsibilities included developing ALDOT’s first P3 procurement, including program management, procurement documents, technical provisions, design-build specifications, reference plans/documents, leading the technical team for the owner, reviewing and coordinating ATCs, and conducting one-on-one meetings with Concessionaire teams.			
01/13 – 09/18	New York State Thruway Authority, Governor Mario M. Cuomo Bridge (Tappan Zee Bridge Replacement), Westchester & Rockland Counties, NY. Bridge and Structures Director. Patrick was responsible for the overall delivery of design services and for performing an independent design review of the cable-stayed unit . HDR led design for the Tappan Zee Constructors on this \$3.14B project, the largest bridge built in New York. The three-mile-long twin bridges is the longest in the state of New York and the widest of their type in the world, accommodating eight lanes of traffic, emergency lanes, and practically every mode of transportation, including bus, mass transit, pedestrian, and future rail.			
02/98 – 12/03	Port Authority of New York and New Jersey, Airtrain JFK, New York, NY. Lead Design Manager. Patrick led the 8.7-mile bridge superstructure design of this \$1.2B D-B project. This precast, concrete segmental superstructure serves JFK Airport and the surrounding communities. It consists of approximately 28,000 linear feet of single track (Type I) and approximately 18,000 linear feet of dual track (Type II) box with spans ranging from 70 to 150 feet. The contractor built from construction drawings, which minimized the time required for shop drawing review and resulted in the completion of the superstructure erection two months ahead of schedule on this mega design/build/operate/maintain project.			
12/03 – 12/06	Maine DOT, Penobscot Narrows Bridge and Observatory, Bucksport, ME. Construction Engineer. This 2,120’ cable-stayed bridge has a 1,160’ main span and a three-level observatory platform in the western pylon. The bridge was opened to traffic on December 30, 2006, in just 42 months, through an innovative owner-facilitated design/build process called Special Experimental Project No. 14 (SEP 14) to use innovative contracting processes. Patrick assisted with the preliminary design			

Prime consultant name: HDR Engineering, Inc.

	concepts for the cable stay bridge, assisted MDOT with procurement of the selected contractor, developed project specifications, conducted public involvement, and established erection concepts while working closely with the contractor.
02/14 – Ongoing	Florida DOT, Ultimate I-4 PPP Design Build, Orlando, FL. <i>Bridge and Structures Director.</i> Patrick is providing overall management and technical support for this complex bridge design . The I-4 Mobility Partners team was selected to design, build, finance, operate, and maintain the project known as I-4 Ultimate through a 40-year public-private partnership concession agreement at a total design and construction cost of \$2.32 billion, \$860 million less than the highest proposal received by Florida DOT. The project includes the reconstruction of 21 miles of I-4.
05/11 – 04/18	LADOTD, John James Audubon Bridge Project, Baton Rouge, LA. <i>QA/QC.</i> This \$356M design-build project across the Mississippi River between Natchez, MS, and Baton Rouge, LA, features the longest cable-stayed center span of 1,583 feet in North America. The DB project included 12 miles of two-lane roadway approaches and eight bridges to connect LA 1 to US 61 and replace a ferry system. After the first year of construction, Patrick provided overall management of QC services (design and construction) and performed independent design QC audits.
08/12 – 08/17	Minnesota DOT, St. Croix Crossing, MN and WI. <i>Design Lead.</i> Longstanding congestion and safety concerns required replacement of the existing 80-year-old lift bridge with a five-tower 3,360 3,360-foot continuous concrete segmental extradosed bridge and a 1,700-foot concrete segmental approach with ramps connecting Oak Park Heights, Minnesota, and St. Joseph, Wisconsin. Following a national competition, the HDR lead design team was selected for this unique hybrid design which allowed for reduced tower heights and longer spans up to 600 feet (a US record) for improved aesthetics and minimal environmental impact. Structural continuity was maintained through concrete segmental design for the approach viaduct leading up to the river crossing. The bridge is the second of its kind in the US and the fourth in North America. Patrick was responsible for the overall delivery of design services and performing an independent design review of the precast concrete segmental extradosed and approach units.
01/09 – 08/12	City of Chesapeake, New South Norfolk Jordan Bridge, Chesapeake, VA. <i>Project Director.</i> This new 5,375' bridge features two 12' wide traffic lanes, two 8-foot-wide shoulders, and an 8-foot-wide pedestrian sidewalk. The new bridge used an innovative, privately developed delivery method and did not have any local, state, or federal money. Patrick assisted with the development of procurement documents and construction contracts, permitting, project specifications, contract administration, and development of the preliminary design, full construction estimate, construction schemes, and QC Manual.
04/12 – 09/16	Denver Transit Partners, Eagle P3 Project, Denver, CO. <i>Bridge and Structures Director.</i> Patrick was responsible for providing overall management and technical support for the bridge design for this \$1.65 billion project. This project comprised elements of design-build-finance-operation-maintenance for the East Corridor, Gold Line, Northwest Electrified Segment, and Commuter Rail Maintenance Facility. The Eagle P3 project extends commuter rail from the city center of Denver on two new lines to suburban locations – most of it on existing freight railroad right-of-way (ROW) and the remaining alignment extending to Denver International Airport on the Airport ROW. HDR was the designer to the Denver Transit Partner team led by Fluor/Macquarie which included 37 miles of commuter rail track and the relocation of four miles of BNSF mainline tracks.

Firm employed by: HDR Engineering, Inc.				
Name	Marcus Huerta		Years of relevant experience with this employer	2
Title	Architectural Historian		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		M.Arch / 2018 / Architecture BA / 2014 / Organizational Development		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Architecture History – Meets MPR #10		
Marcus has eight years of experience in historical studies focused on the built environment and meets the Secretary of the Interior's qualifications for architectural history. He has a Master of Science degree in Architecture with a certificate in Historic Preservation, including American architectural history classes. Marcus specializes in site surveys, National Register of Historic Places (NRHP) evaluations and nominations, Historic American Buildings Survey (HABS) documentation, and historic structure reports. He has submitted compliance reports to 13 State Historic Preservation Offices and worked with state DOTs, the U.S. Army Corps of Engineers, various public agencies, and private developers.				
09/24 – 12/24	TxDOT Dallas District, Kaufman County Outer Loop From SH 205 to IH 20, Kaufman County, TX. Architectural Historian. Marcus conducted background research of the study area, formulated the investigation's proposed Section 106 area of potential effects (APE), performed a field survey of 74 buildings and six bridges, prepared a historic context, and reported on the findings, which included NRHP recommendations.			
01/24 – 04/24	Nebraska Department of Transportation, Built Environment Resources Survey for the US-81 York – Columbus Project, York, Polk, and Butler Counties, NE. Architectural Historian. Marcus conducted background research of the study area, formulated the investigation's proposed Section 106 APE, performed a field survey of 535 buildings and four bridges, prepared a historic context, and reported on the findings, which included NRHP recommendations.			
08/23 – 11/23	Alaska Railroad Corporation, MP 422.9 Bridge Replacement Project, Fairbanks, AK. Architectural Historian. Marcus conducted background research of the bridge, formulated the investigation's proposed Section 106 area of potential effects (APE), performed a field survey of the bridge and field research of the railroad, prepared a historic context, and reported on the findings, which included an NRHP recommendation of the bridge.			
06/23 – 09/23	Norfolk Southern Railway Company, Architectural Resources Investigation for the Voorheesville Running Track Project, NS Keystone Division, Albany and Schenectady Counties, NY. Architectural Historian. Marcus conducted background research of the 40 railroad bridges and culverts, formulated the investigation's proposed Section 106 APE, performed a field survey of the bridges and field research of the area's transportation infrastructure, prepared a historic context, and reported on the findings, which included NRHP recommendations of the bridges and culverts.			
02/23 – 03/23	Union Pacific Railroad, Intensive Cultural Resources Survey of the UPRR Bridge 58.33 Livonia Subdivision Replacement Project, St. James Parish, LA. Architectural Historian. Marcus conducted background research of the bridge, formulated the investigation's proposed Section 106 APE, performed a field survey of the bridge and field research of the railroad, prepared a historic context, and reported on the findings, which included a NRHP recommendation of the bridge.			

Firm employed by: HDR Engineering, Inc.			
Name	Wesley “Wes” Jacobs, PE		Years of relevant experience with this employer
Title	Louisiana Transportation Group Manager – Associate Vice President		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1998 / Civil Engineering	
Active registration number / state / expiration date		PE.0030774 / LA / Exp. 9/30/2026 PE.16020 / MS / Exp. 12/31/2025	
Year registered	2003	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Quality Manager – Meets MPR #3	
Wes has over 27 years of demonstrated expertise in several aspects of civil and structural design/ inspection, including bridges (high-level river crossings, movable bridges, railroad/roadway overpasses, rail bridges with common elements such as complex geometry, PPC girder, steel plate girder, curved steel plate girders, pier design/protection, cofferdams, column, and pile bent design), sign structures, floodwalls, sector gates, miter gates, and closure gates (highway/rail). Through this experience, he has developed a strong foundation in civil and structural design, gained through the successful completion of complex projects with a combined estimated construction cost exceeding \$10B. He is also trained in the maintenance and rehabilitation of historic bridges.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/10 – 08/11	LaDOTD, Chef Menteur Bridge Replacement EA, S.P. No. 700-36-0125, Orleans Parish, LA. <i>Structural Lead.</i> Wes led the development of high-level (75 ft vertical clearance) fixed bridge design alternatives for the replacement of a historical swing span bridge in Orleans Parish. The span arrangements included PPC AASHTO Type 3 (80 ft), BT 78 (130 ft) approach spans with steel composite girders for the main span (200 ft and 270 ft). He developed conceptual designs for deep river concrete piers with water level footings supported by large diameter PPC cylinder piles.		
01/11 – 10/15	TxDOT/LADOTD, US 84 – Logansport – Sabine River Bridge Replacement, Logansport, LA. <i>Engineer of Record.</i> Wes led the development of the final design, plans and specifications for two bridge structures (eastbound and westbound) spanning the Sabine River using AASHTO–LRFD specifications. The bridges included the new Tx shapes (Tx62’s and Tx70’s), similar to Florida Bulb Tee girders. The span lengths range from 120 ft to 160 ft. The substructure included multi–column reinforced concrete bents with strutted columns at the main channel locations. The bents are supported by drilled shaft foundations. Although not a navigable channel at this location, the bridges were designed with adequate geometry to provide the necessary freeboard above the 100-year flood levels in addition to superelevation rotation on the eastbound structure.		
02/02 – 12/03	LaDOTD, Ouachita River Bridge Main Span, Columbia, LA. <i>Project Engineer.</i> Wes designed the main spans, three–span – 630–foot (center span of 250 feet) welded–composite steel plate girders, deep river pier design for barge impact (aesthetically tapered cap and columns, monolithic shaft wall, pile foundation, cofferdam, and tremie seal).		
03/01 – 06/03	LaDOTD, Westbound Red River Bridge, Shreveport, LA. <i>Project Engineer.</i> Wes designed the main span girders (1,490 feet total with a center span of 375 feet – welded–composite haunched plate girders) and main pier rehab and retrofit to accommodate the wider proposed superstructure. He also designed the approach spans, which included prestressed concrete girder spans, multi–column bents, and steel h–pile foundations for a total bridge length of 1,244 feet.		
11/22 – 07/24	LaDOTD, LA 577 Overpass Repair Over I-20 Phases 1 & 2, Waverly, LA. <i>Project Manager/Engineering Lead.</i> Wes led the design team for the demolition and replacement of the PPC AASHTO Girder bridge span that was struck by a dump truck.		

Prime consultant name: HDR Engineering, Inc.

Firm employed by: HDR Engineering, Inc.			
Name	Wesley “Wes” Jacobs, PE		Years of relevant experience with this employer
Title	Louisiana Transportation Group Manager – Associate Vice President		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1998 / Civil Engineering	
Active registration number / state / expiration date		PE.0030774 / LA / Exp. 9/30/2026 PE.16020 / MS / Exp. 12/31/2025	
Year registered	2003	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Quality Manager – Meets MPRs #3 & #14	
Wes has over 27 years of demonstrated expertise in several aspects of civil and structural design/ inspection, including bridges (high-level river crossings, movable bridges, railroad/roadway overpasses, rail bridges with common elements such as complex geometry, PPC girder, steel plate girder, curved steel plate girders, pier design/protection, cofferdams, column, and pile bent design), sign structures, floodwalls, sector gates, miter gates, and closure gates (highway/rail). Through this experience, he has developed a strong foundation in civil and structural design, gained through the successful completion of complex projects with a combined estimated construction cost exceeding \$10B. He is also trained in the maintenance and rehabilitation of historic bridges.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/10 – 08/11	LaDOTD, Chef Menteur Bridge Replacement EA, S.P. No. 700-36-0125, Orleans Parish, LA. <i>Structural Lead.</i> Wes led the development of high-level (75 ft vertical clearance) fixed bridge design alternatives for the replacement of a historical swing span bridge in Orleans Parish. The span arrangements included PPC AASHTO Type 3 (80 ft), BT 78 (130 ft) approach spans with steel composite girders for the main span (200 ft and 270 ft). He developed conceptual designs for deep river concrete piers with water level footings supported by large diameter PPC cylinder piles.		
01/11 – 10/15	TxDOT/LADOTD, US 84 – Logansport – Sabine River Bridge Replacement, Logansport, LA. <i>Engineer of Record.</i> Wes led the development of the final design, plans and specifications for two bridge structures (eastbound and westbound) spanning the Sabine River using AASHTO–LRFD specifications. The bridges included the new Tx shapes (Tx62’s and Tx70’s), similar to Florida Bulb Tee girders. The span lengths range from 120 ft to 160 ft. The substructure included multi–column reinforced concrete bents with strutted columns at the main channel locations. The bents are supported by drilled shaft foundations. Although not a navigable channel at this location, the bridges were designed with adequate geometry to provide the necessary freeboard above the 100-year flood levels in addition to superelevation rotation on the eastbound structure.		
02/02 – 12/03	LaDOTD, Ouachita River Bridge Main Span, Columbia, LA. <i>Project Engineer.</i> Wes designed the main spans, three–span – 630–foot (center span of 250 feet) welded–composite steel plate girders, deep river pier design for barge impact (aesthetically tapered cap and columns, monolithic shaft wall, pile foundation, cofferdam, and tremie seal).		
03/01 – 06/03	LaDOTD, Westbound Red River Bridge, Shreveport, LA. <i>Project Engineer.</i> Wes designed the main span girders (1,490 feet total with a center span of 375 feet – welded–composite haunched plate girders) and main pier rehab and retrofit to accommodate the wider proposed superstructure. He also designed the approach spans, which included prestressed concrete girder spans, multi–column bents, and steel h–pile foundations for a total bridge length of 1,244 feet.		
11/22 – 07/24	LaDOTD, LA 577 Overpass Repair Over I-20 Phases 1 & 2, Waverly, LA. <i>Project Manager/Engineering Lead.</i> Wes led the design team for the demolition and replacement of the PPC AASHTO Girder bridge span that was struck by a dump truck.		

Prime consultant name: HDR Engineering, Inc.

	Phase 1 design consisted of developing plans, specifications, and cost estimate (PS&E) for the phased demolition of the west side of the damaged span to get a single lane of traffic back open on the eastern half of the bridge (two undamaged girders). Phase 2 design involved the split-phased design of a replacement span. The existing girders were AASHTO Type 3 (interior) and 4 (exterior). Wes oversaw the completion of the load ratings for both phases.
11/19 – Ongoing	LaDOTD, Statewide Complex Bridge Inspection IDIQ, Statewide LA. HDR Project Manager and Engineering Lead (Subconsultant). Wes led the main span inspections (field work and report preparation) of the Jackson Street Lift Bridge spanning the Red River and the lift bridge spanning Teche Bayou. The team performed structural, mechanical, and electrical inspections of the towers, main span truss, substructure, and machinery using rope access and manlift methods for in-depth inspection techniques. He also completed over 25 routine inspections for various swing span bridges in three parishes.
06/03 – 05/05	LaDOTD, US 171 South Railroad Overpass, Mansfield, LA. Engineer of Record. Wes was responsible for the final design, including twin bridge structures in concentric curves with bobtail and skewed spans crossing the KCS railroad main line for the TIMED program. Each bridge was approximately 700 feet long. The spans included precast prestressed concrete girders supported by precast prestressed concrete pile bent substructure.
05/02 – 02/03	LaDOTD, I-49 South from Raceland to Westbank Expressway EIS, - Lafourche, Jefferson and St. Charles Parishes, LA. Project Engineer. For this 30-mile Line and Grade Study (EIS), Wes led the development of alternate corridors/alignments and bridge layout alternatives for the relocation of I-49 in the vicinity of US 90. Environmental, ROW, and geometric criteria were considered in the development of these alternates
03/03 – 08/04	TxDOT Waco, US 59 – Nueces River Bridges, Waco, TX. Engineer of Record. Wes led the final design of six bridges totaling more than 3,000 feet – Nueces River, Nueces River Relief, Gamble Creek Northbound, Gamble Creek Southbound, and Papalote. The project included US 59 and US 181 and involved reconstructing and widening existing two-lane highways to four-lane divided highways in rural areas. Wes prepared the bridge layouts and bridge design on four new bridges and one bridge replacement. He performed value engineering for the structures during the final schematic phase. These bridges included Type C prestressed concrete girders and concrete column bents supported by drilled shafts. Wes designed the girders and column bents in addition to developing the construction plans.
06/04 – 08/05	TxDOT Waco, IH 35 Southbound Frontage Road Connector, Waco, TX. Engineer of Record. Wes led the design of this curved steel plate girder overpass. The bridge included two continuous steel plate girder units, 360 feet and 420 feet. Reinforced concrete hammer-head bents founded on drilled shaft foundations were used for the substructure. His responsibilities included designing the curved steel girder units and developing and sealing the girder details.

Firm employed by: HDR Engineering, Inc.				
Name	Michael (Mike) Lamont, PE, SE		Years of relevant experience with this employer	12
Title	Major Bridges Technical Director		Years of relevant experience with other employer(s)	22
Degree(s) / Years / Specialization			BS / 1991 / Civil Engineering	
Active registration number / state / expiration date			PE.0045309 / LA / Exp. 09/30/2025	
Year registered	2021	Discipline	Structural Engineer	
Contract role(s) / brief description of responsibilities			Complex Bridge Design – Meets MPR #15	
Mike has over 30 years of complex bridge engineering experience, including concrete and steel arches, segmental box girders, and 20 years of cable-stayed bridge experience. He is well-versed in state-of-the-art seismic and wind design practices, hands-on involvement in seismic analysis, wind tunnel testing, and developing seismic and wind mitigation measures on several major bridge projects. Mike is an industry-recognized leader in balancing aesthetic features and signature bridge architecture into the main span design with cost and constructability. He has extensive, complex, and signature cable-stayed bridge design and construction experience, and an eye for detail and the skill to know where to focus attention for maximum benefit. Additionally, Mike specializes in innovative construction methods and constructability.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/19 – 04/25	Multnomah County, Burnside Bridge Replacement Type Selection and Final Design, Portland, OR. <i>Bridge Design Lead.</i> Mike provided technical direction for the preliminary design and layout of the long-span tied-arch and cable-stayed approach bridge alternatives , which feature spans over 800 feet long, as well as the movable main span bridge replacement as part of the impacts and type selection study. The replacement bridge is to be designed to remain in operation for two seismic performance levels as part of design services to support the County in preparing for and completing the NEPA process for the replacement of the Burnside Bridge over the Willamette River. Mike is also leading the final design of the replacement bridge with the chosen cable-stay approach bridge as part of a CM/GC contract.			
09/18 – 06/21	Connecting Miami Archer Wester – de Moya Joint Venture, Florida Department of Transportation and Miami-Dade Expressway Authority, I-395 Signature Bridge Design-Build, Miami, FL. <i>Engineer of Record.</i> Mike provided technical direction and engineering management to the design team, producing the structural modeling, analysis, design, and load rating of the signature bridge across Biscayne Boulevard near the project’s eastern limit, a signature feature of the overall \$800 million I-395/I-95/SR 836 interstate P3 reconstruction project. “The Fountain” is a twin-deck cable-supported structure consisting of six arches spanning 1,025 feet across two busy roadways.			
11/16 – 05/18	SNC-Lavalin/Vinci/American Bridge, Gordie Howe International Bridge Pursuit (P3), Windsor, Ontario. <i>Main Bridge Design Manager.</i> Mike oversaw the main bridge design team during the pursuit design of this \$6B international crossing. The team’s design for the river crossing included a 2,800 ft cable-stayed main span over the Detroit River . The proposed design provided a 125-year design life and included an innovative modular design for the orthotropic box girder superstructure, which allowed the deck to be erected using a top-down method, keeping the busy navigation channel free and minimizing potential construction delays.			
12/18 – 08/20	West Virginia Department of Transportation, East Huntington Live Load Rating, Huntington/Cabell, WV. <i>Task Lead.</i> Mike provided technical direction for the load rating and staged construction analysis for a cable-stayed bridge carrying West Virginia Route 106 with two lanes of traffic over the Ohio River between West Virginia and Ohio. The bridge has a total			

	length of 1,993 feet, including a cable-stayed concrete edge girder and south approach concrete box girder spans. The cable-stayed spans comprise a 900-foot main span and a 608-foot back span.
06/13 – 06/15	New York State Thruway Authority, Governor Mario M. Cuomo Bridge (Tappan Zee Bridge Replacement), Westchester and Rockland County, NY. Design Engineer. The bridge features parallel three-mile structures, each with a 2,230-foot cable-stayed main span and 10 five-span continuous approach units comprised of 350-foot steel girder spans. Mike was responsible for the design of the innovative precast pier cap shells used on nearly 60 approach piers on this \$3.9B design-build project , which replaced the existing bridge over the Hudson River between Westchester and Rockland Counties. The precast pier cap shells served as forms to be filled with cast-in-place concrete. They were designed to perform compositely as part of the final structural section using rigorous analyses and careful detailing. Design of these components required consideration of intermediate construction stages and locked-in construction forces, using staged construction analyses. The 100-year service life requirements of the project necessitated consideration of crack widths, service level rebar stresses, and time-dependent effects.
09/15 – 08/17	Alabama Department of Transportation, I-10 Mobile River Bridge, Mobile, AL. Main Span Design Lead. Mike was responsible for the preliminary design of three options for the cable-stayed crossing , which required the consideration of hurricane-force winds, deep foundation construction, cantilever erection loads, and vessel collision. The project featured a new six-lane cable stay bridge over the Mobile River, with a 1,350-ft-long main span, providing 215-ft of vertical and 800-ft of horizontal clearance to the navigation traffic within the busy port.
01/15 – 07/15	West Virginia Department of Transportation, Wellsburg Bridge 30% Design, Wellsburg, WV. Cable-Stayed Design Lead. Mike led the design of the 1,550-ft-long cable-stayed bridge option , which featured an 850-foot main span. Three design alternatives were studied, including a cable-stayed design, a tied arch design, and a truss design. The design plans were developed to a 30% level and provided to the client with a report including cost estimates of each design alternative.
07/14 – 03/15	Archer Western Contractors, US 181 Harbor Bridge Replacement Pursuit (Design-Build), Corpus Christi, TX. Lead Bridge Engineer. The project consisted of a \$900 million replacement bridge over the Corpus Christi Ship Channel and reconstruction of the US 181-IH 37 downtown interchange. Mike led the design for the new Harbor Bridge, a cable-stayed bridge with a 1,520-ft main span , which received the highest technical score of the four short-listed proposers.
08/12 – 02/13	Port Authority of NY/NJ, Bayonne Final Design, Bayonne, NJ. Design QC Engineer. The project increased the navigational clearance under the Bayonne Bridge, the third-longest steel arch bridge in the world. New precast segmental approach spans were utilized with the existing raised arch bridge to increase the navigational clearance from 150 ft to 200 ft. Mike was responsible for final design quality control of the superstructure pier and end diaphragms of the precast segmental approaches and provided a design review of the balanced cantilever construction sequence and gantry loadings.
09/08 – 08/12	BC Ministry of Transportation, Port Mann Bridge Final Design, Vancouver, BC. Superstructure Design Lead. This project features an \$850 million crossing of the Fraser River, which replaced an existing steel tied-arch bridge. The new Port Mann Bridge, is a unique 10-lane twin roadway bridge supported on single mast pylons. Mike led the design of the cable-stayed superstructure and was also responsible for the erection engineering of the structure. The main span consists of twin steel/concrete composite decks supported by four planes of cables, radiating out from the 520-ft-tall center pylons. With a 1,542 ft main span, the bridge is currently the second-longest cable-stayed bridge in North America and the widest bridge in the world. The project was designed, built, and financed under a public-private-partnership model using design-build delivery, and received a 2016 ACEC Engineering Excellence Honor Award.

Firm employed by HDR Engineering, Inc.			
over	Daniel Leard, RPA		Years of relevant experience with this employer
Title	Louisiana Gulf Coast Archaeology Team Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MA / 2004 / Anthropology BA / 2001 / Anthropology	
Active registration number / state / expiration date		No. 990254 / U.S. / 12/31/2025	
Year registered	2014	Discipline	Registered Professional Archaeologist
Contract role(s) / brief description of responsibilities		Archaeology – Meets MPR #11	
Daniel has 20 years of experience in cultural resource management, covering surveys, site testing, data recovery, lab analysis, monitoring, and technical reporting for archaeological projects. Notable work includes excavations at a late Bronze Age cemetery in Jordan, the Lospe prehistoric village site in California, and colonial period sites in New Orleans, monitoring on the Gulf Coast for the MC 252 Oil Spill Response, and surveying over 100,000 acres in New Mexico's White Sands Missile Range. Daniel has completed the National Preservation Institute's Section 106 training (The Basics for Planners, Project Managers, and Developers).			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/24 – 04/25	Sempra Energy, Texas Connector Pipeline Amendment Project, Jefferson and Orange Counties, TX. <i>Principal Investigator.</i> Daniel managed a crew of archaeologists and historians for a cultural resources survey of 39.3 miles of proposed pipeline, access routes, and associated facilities totaling approximately 1,910 acres. The project was overseen by the FERC and was subject to Section 106 of the NHPA. Fieldwork included systematic shovel testing and architectural survey. Daniel's duties including background research, directing the field efforts, agency coordination, and report preparation.		
01/25 – 04/25	Orsted P2X U.S. Holding LLC, Orsted Star Project, Baytown, TX. <i>Principal Investigator.</i> Daniel managed the cultural resources survey for the proposed Star e-Methanol facilities totaling 95 acres. The project was overseen by DOE Office of Clean Energy Demonstrations and was completed in compliance with Section 106 of the NHPA. Daniel managed an archaeological survey of the APE and a historic architecture survey of the visual-range APE.		
09/22 – 09/23	Alaska DOT, Sterling Highway MP 45 to 60 Squalantnu Data Recovery Project, Kenai County, AK. <i>Field Director.</i> Daniel provided Section 106 support for a highway realignment project with the Alaska DOT within lands managed by the USFS and the State of Alaska. Fieldwork included systematic testing and excavation at a series of known habitation sites within the Squalantnu Archaeological District on the Kenai Peninsula. Daniel's duties included field management for data recovery excavations of prehistoric house pit and storage pit features.		
05/23 – 06/23	Department of the Air Force, Columbus Air Force Base T-7A Recapitalization Project, Lowndes County, MS. <i>Principal Investigator.</i> Daniel completed a survey of 37 acres on Columbus AFB in support of Section 106 for proposed construction. Fieldwork included systematic shovel testing in accordance with the Mississippi Standards for Archaeological Practice. Daniel's duties including background research, directing the field efforts, and report preparation.		
09/21 – 02/24	Sentinel Test Program, Vandenberg Space Force Base (VSFB), Lompoc, CA. <i>Field Director.</i> In cooperation with Space Launch Delta 30, U.S. Space Force, VSFB, and the U.S. Air Force Nuclear Weapons Center, Daniel provided Section 106 support for modifications to existing infrastructure at VSFB at two existing Minutemen launch facilities as part of the Sentinel Test Program. Daniel's duties included acting as field director for data recovery investigations at CA-SBA-512, the ethnohistoric Chumash village of Lospe, and CA-SBA-760. Data recovery included excavation unit sampling of shell midden		

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	features, laboratory analysis of lithic and faunal artifacts, botanical samples, collecting samples of for radiocarbon dating, and report preparation.
10/20 – 06/22	San Diego Gas and Electric (SDG&E), ETS 42129: Cameron Corners WMP Due Diligence Project, Cameron Corners, CA. <i>Principal Investigator.</i> Daniel supported the undertakings of SDG&E for planned construction of the Cameron Corners microgrid. Project duties include leading field surveys, monitoring, site testing, technical report preparation, implementation of an Archaeological Data Recovery Plan and Monitoring and Discovery Plan and attending planning and tribal consultation meetings. Project work was coordinated with SDG&E's Senior Environmental Specialist for Cultural Resources.
02/16 – 07/16	Federal Highway Administration (FHWA) Central Federal Lands Highway Division, El Camino Real del Adentro National Historic Trail, Santa Fe County, NM. <i>Principal Investigator.</i> Daniel completed a cultural resources survey of a proposed recreational trail retracing portions of the historic El Camino Real through portions of BLM and National Forest Service land. The survey identified and evaluated significant historic and prehistoric resources along the proposed trail. As a result, Daniel was able to make informed recommendations to the client and the government agencies on the use of and alterations to the trail.
12/14 – 02/15	USACE - Tulsa District, TO 02- Biological and Cultural Site Program, White Sands Missile Range Otero Maneuver Area Archaeological Site Testing, Otero County, NM. <i>Field Director.</i> Daniel assisted with data recovery excavations at 20 selected sites recorded during the Otero Maneuver Area cultural survey. Archaeological test units were excavated at locations of hearths and other cultural features. Artifacts faunal remains were systematically collected for further analysis; soil samples and charcoal samples were collected for flotation analysis and radiocarbon dating. Ceramics were collected for rim sherd index tests, clay and temper studies, and other testing.
11/12 – 02/14	USACE - Tulsa District, White Sands Missile Range Sierra, Otero and Thurgood Maneuver Areas Cultural and Natural Survey, WSMR, NM. <i>Field Director.</i> Daniel completed cultural resources surveys and site evaluations for over 100,000 acres on White Sands Missile Range. Daniel managed a team of 20 archaeologists in identifying, recording, and evaluating 607 archaeological sites. The study required biological surveys, cultural surveys, site protection markings, and boundary markers in three maneuver areas on the North Range of WSMR for the Army Test and Evaluation Command. The client rated the work as "Exceptional" on the Contractor Performance Assessment Report.
06/10 – 03/13	BP Exploration, MC252 Oil Spill Response Gulf Coast Incident Management Team, LA, MS, AL, and FL. <i>Archaeological Crew Chief.</i> Daniel provided cultural resources field management over the four-state area of response. His duties included field coordination, research, report preparation, Shoreline Treatment Recommendation review, archaeological survey, QA/QC, and coordination with federal, state, tribal, and BP officials on compliance with the Section 106 process. Daniel was part of a team of over 30 archaeologists identifying and recording every archaeological site along the shores of Louisiana, Mississippi, Alabama, and Florida that could be affected by oil. Daniel recommended protective measures cultural resources, provided cultural resource support, and monitoring during project related activities.

Firm employed by: HDR Engineering, Inc.				
Name	Faran Miller		Years of relevant experience with this employer	3
Title	Environmental Scientist		Years of relevant experience with other employer(s)	12
Degree(s) / Years / Specialization		MS / 2013 / Physiology BS / 2011 / Biology		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Threatened and Endangered Species – Meets MPR #8		
Faran has a background in coastal resources, biological sciences, and GIS. Faran has conducted fieldwork across the Gulf Coast, including threatened and endangered species surveys, MBTA nest surveys, USACE wetland delineations, and compliance monitoring for construction projects.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/22 – Ongoing	Union Pacific Railroad, Bridge Replacement Program/Capacity and Commercial Facility Permitting, Statewide LA and TX. <i>Environmental Scientist/GIS.</i> Faran is leading wetland delineations, threatened and endangered species surveys , nest surveys, and compliance monitoring for bridges throughout Louisiana and Texas.			
03/22 – Ongoing	Lafayette Consolidated Government, Drainage Initiative, Lafayette, LA. <i>Environmental Permitting Field Lead.</i> Faran is leading environmental permitting tasks for drainage initiative projects throughout Lafayette Parish, including wetland delineations and threatened and endangered species surveys, and authoring associated reports.			
02/25 – 4/25	Orsted, Project Star, Baytown, TX. <i>Environmental Scientist.</i> Faran conducted a Phase I ESA and authored the threatened and endangered species report.			
03/25 – 4/25	CSX Transportation, Bridge Replacement Projects, Ansley, MS. <i>Environmental Scientist/GIS.</i> Faran conducted wetland delineations and threatened and endangered species surveys for two bridge replacement projects in the Mississippi Coastal Zone.			
07/22 – 2/25	CSX Transportation, Gulf Coast Hardening, New Orleans, LA. <i>Environmental Scientist/GIS.</i> Faran conducted a wetland delineation and threatened and endangered species survey for a 20-mile corridor within the Louisiana and Mississippi coastal zones. She authored the Coastal Zone permit for Louisiana and coordinated with the Louisiana Department of Natural Resources – Office of Coastal Management for compliance/approval.			
12/24 – Ongoing	CN Railroad, BR 431 Bridge Replacement, New Orleans, LA. <i>Environmental Scientist.</i> Faran provided annual construction compliance support for a bridge replacement project across the Bonné Carre Spillway.			

Firm employed by: HDR Engineering, Inc.			
Name	Sara Moren		Years of relevant experience with this employer
Title	Senior Environmental Scientist		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2003 / Wildlife Biology BS / 1996 / Biology	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities		Phase I Environmental Site Assessments (ESA) – Meets MPR #12	
Sara has worked on a variety of NEPA projects at various levels including two large EIS. Additionally, she is part of HDR's Phase I Best Practices Team and has completed numerous Phase I Environmental Site Assessments.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/25 – 04/25	Camino Real Regional Mobility Authority (CRRMA), El Paso Transit Operations & Maintenance Facility, Phase I Environmental Site Assessment, El Paso, TX. Preparer of Phase I ESA. Sara prepared the Phase I ESA for the proposed Operations and Maintenance Facility. The Phase I ESA was prepared to ASTM Standard E1527-21 and included a site reconnaissance, a review of historical sources, an environmental database review, interviews, and site-specific conclusions and recommendations.		
06/24 – 07/24	ECX, Wolf-Pearce Site, Travis County, TX. Phase I ESA Preparer. Sara prepared the Phase I ESA for the site. The Phase I ESA was prepared to ASTM Standard E1527-21 and included a site reconnaissance, a review of historical sources, an environmental database review, interviews, and site-specific conclusions and recommendations.		
11/20 – 09/23	TxDOT Austin District, I-35 Capital Express Central Environmental Impact Statement, I-35 from Ben White Blvd. to US 290 North, Austin, TX. Community Impact Assessment Lead/Hazmat Reviewer. The proposed improvements include removing existing I-35 decks, lowering the roadway, and adding two non-tolled high-occupancy vehicle managed lanes in each direction. The project also includes reconstructing east-west connections and adding pedestrian and bicycle paths. I-35 was constructed over East Avenue, the dividing line separating historically black and Hispanic neighborhoods from central and west Austin. Sara reviewed the initial site assessment, which is TxDOT's version of a Phase I ESA. Sara included a robust discussion of the historical context of I-35 and community impacts. The project included displacements which were determined to have adverse and disproportionate impacts on environmental justice communities. The project team worked with stakeholders to develop project mitigation to address community impacts. Sara participated in gathering input for the project during the public hearing. The Record of Decision for this project was signed in September 2023. Sara completed the community impact assessment for the EIS and was also involved in the water resources field assessment.		
09/23 – 10/23	Oncor, DFW Skyview Substation, Euless, TX. Phase I ESA Preparer. Sara prepared the Phase I ESA for the site prior to property acquisition and construction. The Phase I ESA was prepared to ASTM Standard E1527-21 and included a site reconnaissance, a review of historical sources, an environmental database review, interviews, and site-specific conclusions and recommendations.		
06/22 – 07/22	Oncor, Waco-Katy Site, Waco, TX. Phase I ESA Preparer. Sara prepared the Phase I ESA for the site prior to property acquisition. The Phase I ESA was prepared to ASTM Standard E1527-21 and included a site reconnaissance, a review of historical sources, an environmental database review, interviews, and site-specific conclusions and recommendations. This		

	project included a review of previously prepared Phase I and Phase II documents and more extensive landowner interviews and agency research.
06/22– 07/22	Oncor, Reagor Springs Site, Ellis County, TX. Phase I ESA Preparer. Sara prepared the Phase I ESA for the site prior to property acquisition. The Phase I ESA was prepared to ASTM Standard E1527-21 and included a site reconnaissance, a review of historical sources, an environmental database review, interviews, and site-specific conclusions and recommendations. This project included recommendations for Phase II investigations at the property.
05/20 – 07/20	Greenview Development Corporation, Manor Tract, Manor, TX. Phase I ESA Preparer. Sara prepared the Phase I ESA for the site prior to property acquisition. The Phase I ESA was prepared to ASTM Standard E1527-13 and included a site reconnaissance, a review of historical sources, an environmental database review, interviews, and site-specific conclusions and recommendations.
07/12 – 02/20	TxDOT Austin District, Oak Hill Parkway EIS, Austin, TX. Hazardous Materials and Socioeconomic Resources Task Lead. Sara completed the hazardous materials initial site assessment (ISA), equivalent to Phase I ESA and accompanying hazardous materials technical report for the seven-mile corridor. Additionally, she documented the demographic, income, community characteristics, and completed an Environmental Justice analysis of the corridor in a Socioeconomics Technical Report and on TxDOT's Community Impact Assessment form. Sara completed the community impact assessment and hazardous materials ISA for the EIS. The Record of Decision for this project was approved in December 2018 and subsequently two reevaluations were completed and finalized in February of 2020.

Firm employed by: HDR Engineering, Inc.			
Name	Teri Morgan, SR/WA, R/W-NAC, R/W-RAC		Years of relevant experience with this employer
Title	Area Real Estate Services Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		Undergraduate studies / 1986/ Real Estate	
Active registration number / state / expiration date		SR/WA: 4325/ US / 7/1/2027 R/W-NAC: NA/US/1/1/2027 R/W-RAC: N/A/US/4/1/2027 Real Estate Broker License: 479121/TX/ 11/30/26	
Year registered	1997 2013	Discipline	Real Estate – SR/WA - 1997 Real Estate – Broker License - 2013
Contract role(s) / brief description of responsibilities		ROW Relocation Plans – Meets MPR #13	
Teri has 11 years of public sector management experience, directing public works and transportation projects funded by Federal, State, and local sources. Teri has successfully managed over 300 ROW projects involving 5,000+ acquisitions and relocations. She has been involved in multiple projects from conception to completion, including determining the most feasible alternatives for the project and developing Conceptual Stage Relocation Plans.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/21 – 04/25	Austin Transit Partnership, Project Connect, Austin, TX. ROW Project Manager. Teri led the ROW portion of the alternative route selections and the conceptual stage relocation plan that included scheduling, cost estimating, process and procedure development, and creating and maintaining Real Estate Acquisition Management Plan. She is working with ATP to successfully manage the ROW program for the project.		
10/22 – 03/24	City of Austin, City of Austin Mobility Bond Program Corridor Project, Austin, TX. ROW Project Manager. Teri coordinated with design on route alignments, a conceptual acquisition and relocation plan that included cost estimating, establishing process and procedures for the ROW acquisition, and management of appraisers.		
03/01 – 06/15	TxDOT Austin District, SH 130 Segments 1-6, Austin, TX. ROW Project Manager. Teri managed the ROW acquisition services and conceptual stage relocation plan for the first Design Build project in Texas. This 90-mile project consisted of 800 acquisitions and 550 relocations. Teri led the ROW team, worked with the design team to review the planned corridor, and prepared cost estimates for the ROW acquisition.		

Firm employed by: HDR Engineering, Inc.			
Name	Erin Newberry, CFM, SR/WA, R/W-NAC, R/W-RAC		Years of relevant experience with this employer
Title	Real Estate Services Project Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		N/A	
Active registration number / state / expiration date		CFM / Texas / 2025 SRWA / 6818 / All States / 2027 R/W-NAC / N/A / All States / 2030 R/W-RAC / N/A / All States / 2029 Real Estate License / 701007 / Texas / 2026	
Year registered	2022 2017 2018	Discipline	Floodplain Manager - CFM Real Estate – SRWA Real Estate – Agent License
Contract role(s) / brief description of responsibilities		ROW Relocation Plans – Meets MPR #13	
Erin is an experienced ROW professional with experience developing conceptual relocation plans, acquiring ROW and managing ROW projects. She manages land acquisition projects under the Uniform Relocation Act (URA) and various local, state, and federal guidelines. Erin has led large-scale projects funded by federal, state, and local sources and has proven expertise in navigating FHWA directives and grant requirements.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/19 – 06/24	City of Wharton, Floodplain Risk Management Project, Lower Colorado River Basin Phase I, Wharton, TX. Real Estate Project Manager. Erin led the real estate acquisition and residential and business relocations of 70 properties located in the floodplain for construction of a levee system. She led the conceptual stage relocation plan including scheduling, cost estimating, process and procedure development, and she created and maintained the acquisition plan and relocation Plan. Erin managed appraisal services, negotiation and acquisitions from initial property owner contact to closing, title services (review/analysis/curative plan), relocation for property owners, tenants, and small businesses, property management, coordination with utility providers, environmental teams and demolition oversight.		
02/21 – 05/23	City of San Antonio, Drainage On-Call - Concepcion Creek Phase 1 25% Design, San Antonio, TX. Real Estate Project Manager. Erin was responsible for real estate preliminary cost estimating for two 85 property buyout alternatives for a 54-acre Phase I regional detention facility and storm drain design to mitigate potential flood risk along Concepcion Creek. The preliminary cost estimating included a conceptual stage relocation plan for total buyouts and acquisition costs, including survey and appraisal services, relocation costs for replacement housing estimates, closing costs, moving estimates, environmental testing and demolition costs.		
08/23 – 12/24	City of Austin, Lower Lake Creek, Rattan Creek, and Davis Spring Alignment Study, Austin, TX. Real Estate Project Manager. Erin oversaw the preliminary real estate cost estimating and title research for an alternative analysis to develop a recommended final route for Lower Creek, Rattan Creek, and Davis Spring Interceptors. Erin provided the research and recommendations of real estate implications of the three routes, recommendations for alternative routing due to real estate factors; secured title commitments for affected properties to determine title limitations, use restrictions, and impaired access to public roadways or division of ownership to determine the most feasible routes.		

Firm employed by: HDR Engineering, Inc.			
Name	Oluronke (Ronke) Osibajo, PE, CFM, ENV SP		Years of relevant experience with this employer
Title	Texas Gulf Coast Utilities Team Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		ME / 2008 / Civil Engineering BS / 2006 / Civil Engineering	
Active registration number / state / expiration date		PE.0038103 / LA / 09/30/2026	
Year registered	2013	Discipline	Civil
Contract role(s) / brief description of responsibilities		Subsurface Utility Engineering (SUE)	
Ronke brings diverse civil engineering experience and extensive expertise in utility risk management to transportation projects. She has a track record of successful collaboration with clients, design teams, and utility owners, emphasizing early utility risk mitigation for successful project delivery. Ronke employs proactive utility coordination, multidisciplinary conflict avoidance strategies, relocation design, and monitoring to mitigate safety, cost, service, and schedule risks associated with existing utilities on infrastructure projects. She understands ASCE 38-02 subsurface utility engineering (SUE) Quality Levels (QL) D through A and utility coordination best practices.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/24 – 03/25	City of Corpus Christi, Flour Bluff Drive Bond 2022, Corpus Christi, TX. <i>Utility Task Lead.</i> Ronke worked with the design team and utility owners to identify and resolve utility conflicts along the two-mile roadway design project. She prepared QLD SUE plans, performed conflict analysis for existing utilities, collaborated with the design team to apply conflict avoidance and mitigation strategies during the early design phases, identified QL B and A SUE needs, and coordinated relocation design with utility companies.		
06/22 – 03/24	TxDOT Beaumont, IH 10 Eastex Interchange, Beaumont, TX. <i>Utility Task Lead.</i> Ronke led a team of utility engineers and coordinators to identify 1,262 utility conflicts, execute 18 agreements totaling \$29M, and coordinate several miles of relocations for the interchange reconstruction that included the addition of main lanes and frontage roads in both directions, bridge upgrades, and sidewalks. With a critically constrained ROW, Ronke developed conflict mitigation solutions such as sleeper slabs and concrete barriers to allow some utilities to remain protected. She also planned utility assignments and construction sequences to optimize spacing for relocated utilities and clear the construction limits on time.		
01/21 – 04/22	MDOT, Interstate 55 Widening from South of Church Road to SR 302, DeSoto County, MS. <i>Utility Project Manager.</i> Led a team of utility technicians, surveyors, and engineers to manage and execute the \$700,000 utility engineering contract that involved QL D – A SUE, utility conflict mitigation, utility coordination, and utility relocation sequencing/oversight. Provided direct oversight of field crews, ensuring the appropriate geophysical tools and methodologies were employed, and incrementally performed quality assurance checks for approximately 260,000 linear feet of buried utilities. Provided support for proactive utility conflict avoidance and facilitated the relocation of utility conflicts.		
06/20 – 01/21	Ascension, Parish Bluff Road Widening, LA. <i>Utility Task Lead.</i> Ronke managed field work for geophysical utility investigations, testholes, and utility survey. She prepared QLB and QLA SUE deliverables per LADOTD standards.		

Firm employed by: HDR Engineering, Inc.			
Name	Zachary “Zack” Overfield, RPA		Years of relevant experience with this employer
Title	Regional Renewables Leaders		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MA / 2013 / Anthropology BA / 2011 / Sociology with Anthropology Emphasis	
Active registration number / state / expiration date		RPA 28577359 / US / N/A	
Year registered	2014	Discipline	Cultural Resources
Contract role(s) / brief description of responsibilities		Cultural Resources – Meets MPR #9 and #11	
Zack has 14 years of experience in cultural resources management archaeology, verifying that projects successfully navigate NEPA, the National Historic Preservation Act, and other applicable federal, state, and local regulations. Zack manages intensive archaeological and historic resources surveys, cemetery investigations, burial exhumations, evaluative testing, data recovery, alternative mitigation efforts, and historic preservation documentation. Zack’s Master’s thesis was titled, “<i>Resurrecting Old Pattonia: Uncovering the Lifeways of a 19th Century Shipping Port Community.</i>” Zack is a registered archaeologist and meets the Secretary of Interior’s Standards and Guidelines for Archaeology and has completed the National Preservation Institute’s Section 106 training (The Basics for Planners, Project Managers, and Developers).			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/21–05/22	Illinois Central Railroad, Bonnet Carré Spillway Bridge Reconstruction Project – Baton Rouge Subdivision at Milepost 431, St. Charles Parish, LA. Principal Investigator. Zack managed the National Historic Preservation Act and Louisiana Unmarked Human Burial Sites Preservation Act compliance associated with the reconstruction of the wooden trestle bridge spanning the Bonnet Carré Spillway.		
05/19–12/19	Plains All American, TGTI to Corpus Pipeline Project, Corpus Christi, TX. Principal Investigator. Zack supported cultural resources compliance for the 21-mile-long petroleum product pipeline. He supervised each aspect of the Phase I cultural resources survey and agency consultation.		
07/15–10/17	Bayou Bridge Pipeline LLC, Bayou Bridge Pipeline Project, Multiple Counties, LA. Principal Investigator. Zack completed a cultural resources field investigation for a 162-mile crude oil pipeline across southern Louisiana, documenting 27 archaeological sites and four historic structures and their associated outbuildings. He supervised each aspect of the Phase I cultural resources survey and agency consultation under the Clean Water Act and NHPA.		
01/17–10/17	Gulf South Pipeline Company LP, Westlake Expansion Project, Calcasieu Parish, LA. Principal Investigator. Zack completed a cultural resources investigation for the approximately 42-acre Westlake Compressor Station. He documented one historic archaeological site that included two historic buildings determined to be the remains of the Krause and Managan Houston River Road Mill. The project design was modified through consultation with the Louisiana Division of Archaeology to avoid direct and indirect effects to the historic site.		
01/16–12/16	Hatch Mott MacDonald, American Midstream, Midla Natchez Line, Multiple Counties LA and Natchez County, MS. Project Manager/Principal Investigator. Zack completed a cultural resources field investigation for a 50-mile FERC natural gas pipeline. He was responsible for supervising each aspect of the Phase I cultural resources survey, agency consultation, and completing Resource Report 4. The investigation assessed two newly recorded archaeological sites, one site revisit, and one historical resource.		

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Firm employed by: HDR Engineering, Inc.			
Name	Mukul Pal, PE		Years of relevant experience with this employer
Title	Traffic Noise Analysis Practice Manager East		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2003 - 2005 / Transportation Engineering BS / 1999 - 2003 / Civil Engineering	
Active registration number / state / expiration date		PE. 0402054513 / VA / May 31, 2025	
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Noise Analyses – Meets MPR #5	
Mukul has extensive experience performing noise and vibration analysis for highway projects throughout the United States. Mukul has successfully completed preliminary/final design noise studies, transportation planning studies involving EIS's, EAs, project development reports, corridor studies, FONSI's, traffic impact assessments, and traffic analysis. He is proficient in FHWA approved Traffic Noise Modeling software TNM 2.5 and TNM 3.1. He has also completed several FHWA and NHI noise courses. He is currently serving on TRB's committee on transportation noise and vibration. He is an elected member of the Institute of Noise Control Engineering (INCE) and is a prequalified noise analyst in various US states.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
09/21 – 08/23	North Carolina Department of Transportation (NCDOT), I-40 Widening from I-85 to Durham County Line Design-Build Improvement Project, Orange County, NC. Traffic Noise Lead. This project involved widening I-40 from I-85 to the Durham County Line, approximately 11.4 miles. This design-build project will provide a six-lane facility and improve the I-40 / NC 86 interchange. Mukul prepared the design noise report and performed the noise analysis utilizing validated computer models (FHWA TNM v.2.5) to predict future noise levels at thirty-six noise study areas. He evaluated fourteen noise barriers, and four were found to be feasible and reasonable per NCDOT requirements, with a total length of 5,760 feet and a total area of 96,858 square feet. Mukul performed existing noise monitoring to establish ambient noise levels in the project area that were utilized for TNM model calibration. He used GIS and Microstation throughout this project. Mukul also provided support to public meetings and conducted balloting for the recommended noise walls.		
01/21 – 02/24	TxDOT Dallas District, Traffic Noise Analysis for US 380, McKinney, TX. QA/QC Noise Analyst. This project involved upgrading US 380 to an eight-lane, access-controlled freeway with two-lane, one-way frontage roads on each side. The primary travel lanes were depressed/lowered and elevated (on bridge/viaduct) to minimize impacts on sensitive resources. The freeway facility also included ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major crossroads, including US 75/ SH 5 (multi-level interchange) and other major local connectors as determined to be needed and feasible. Mukul performed technical QC and verified that the traffic noise TNM models are correct and TxDOT/federal noise regulations are met for the noise study for the US 380 project.		
06/22 – 08/23	Missouri Department of Transportation, I-70 Roadway Improvements from West of The Paseo Interchange to the US-40/31st Street Interchange, Kansas City, MO. Traffic Noise Lead. The approximately 4.2-mile includes modifications to the existing interchanges along the corridor that are proposed to be modified, consolidated, or eliminated to improve the corridor's operations and safety. A fourth lane was added to the eastbound I-70. Mukul prepared the noise report and performed the		

	noise analysis utilizing validated computer models (FHWA TNM v.2.5) to predict future noise levels at fourteen noise study areas. He evaluated 16 noise barriers, and two were found to be feasible and reasonable per MoDOT requirements.
02/19 – 05/20	North Carolina Department of Transportation, U-2579 D, E & F, Design-Build Winston-Salem Northern Beltway from US 311 to US 52, Forsyth County, NC. <i>Traffic Noise Lead.</i> U-2579D, E, and F will provide a six-lane divided facility (Future I-74) on a new location from west of NC 66 / SR 4000 (University Parkway) to west of US 311 (New Walkertown Road). This design-build project is approximately 6.9 miles long and is the final segment of the Winston-Salem Northern Beltway. Mukul performed the noise analysis utilizing validated computer models (FHWA TNM v.2.5) to predict future noise levels at twenty-three noise study areas. Of the evaluated fifteen noise barriers to mitigate impacts at 266 receptors, eleven noise barriers were recommended to build under the Build Alternative. Mukul developed noise barrier envelope drawings for approximately 24,000 feet (425,000 square feet) of noise walls for construction. Mukul also helped with the existing field noise measurements and public involvement, including recommended noise walls balloting.
05/14 – 10/15	Illinois Department of Transportation, Central Avenue/BRC Railroad Grade Separation Study, Cook County, IL. <i>Traffic Noise Lead.</i> Mukul prepared the noise analysis technical report following the Illinois Department of Transportation's Highway Traffic Noise Assessment Manual (2017) and Code of Federal Regulations (CFR) (23 CFR Part 772). The project study area was located at the northwest corner of Midway Airport and will incorporate the intersections of Central Avenue with 55th Street and Central Avenue with Archer Avenue. The goal of the study was to design a grade-separated roadway design separating the BRC Railroad and Central Avenue. Mukul evaluated the highway noise modeling analysis using the TNM (Version 2.5) noise model, and noise mitigation and barrier analyses where appropriate. He also conducted field noise measurements and helped with public involvement.

Firm employed by: HDR Engineering, Inc.			
Name	Michael Parsons, PE		Years of relevant experience with this employer
Title	Traffic Noise Analysis Practice Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1997 / Civil Engineering	
Active registration number / state / expiration date		PE.45493 / MN / 6/30/2026	
Year registered	2007	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Noise Analyses – Meets MPR #5	
Michael specializing in finding creative solutions to address noise and vibration on projects throughout the United States. He began his traffic noise analysis career using STAMINA 2. Mike has been using the Traffic Noise Model (TNM) since its inception, has published papers and given presentations related to traffic noise at national conferences, and is considered an expert in his field. According to FHWA, Mike was the first analyst in the USA to model engine compression brake noise as a user-defined vehicle in the traffic noise model. He also has extensive experience performing noise and vibration analyses for projects involving surface transportation systems and transit as well as stationary and mobile sources including construction projects.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/21 – 02/24	TxDOT Dallas District, US 380 Traffic Noise Analysis, McKinney, TX. <i>Lead Noise Analyst.</i> The US 380 project proposed to upgrade the facility to an eight-lane, access-controlled freeway with two-lane, one-way frontage roads on each side. The primary travel lanes were depressed/lowered and elevated (on bridge/viaduct) to minimize impacts on sensitive resources. The freeway facility included ramps, direct connector roadways, frontage roads, and arterial roadways to support connectivity to the existing roadway network. Grade-separated interchanges would be constructed at major crossroads including US 75/ SH 5 (multi-level interchange) and other major local connectors as determined needed and feasible. Michael used TNM Version 2.5 to investigate noise levels. He completed the noise mitigation and barrier analysis design. Noise monitoring was performed to establish existing noise levels in the project area to be used in model calibration. Michael also provided public meeting support.		
01/13 – 03/13	Florida Department of Transportation and Mid-Bay Bridge Authority (MBBA), White Point Road Noise Study, Niceville, FL. <i>Lead Noise Analyst.</i> Michael prepared a Noise Study Report for the Project Development and Environment (PD&E) Study initiated by the MBBA. The purpose of the proposed project was to provide additional highway capacity for the White Point Road corridor to meet future traffic demand. Michael completed the noise mitigation and barrier analysis design using TNM Version 2.5 to investigate noise levels associated with increasing highway capacity. Noise monitoring was performed to establish existing noise levels in the project area to be used in model calibration.		
01/11 – 04/12	Minnesota Department of Transportation, Cayuga Noise Analysis, Saint Paul, MN. <i>Lead Noise Analyst.</i> The Cayuga Project is located on I-35E between University Avenue and Maryland Avenue. The scope of the project includes reconstruction and realignment of I-35E. Thirteen bridges will be replaced or constructed. Michael performed a noise analysis of the existing and proposed roadway, including a detailed design of nine noise barriers. A public meeting was held to discuss and solicit desire for the noise walls designed as part of the noise analysis.		

Firm employed by: HDR Engineering, Inc.				
Name	Richard Pittman, PE		Years of relevant experience with this employer	4
Title	Senior Roadway Project Manager		Years of relevant experience with other employer(s)	30
Degree(s) / Years / Specialization		BS / 1990 / Civil Engineering AA / 1985 / Design and Drafting Technology		
Active registration number / state / expiration date		PE.12621 / MS / 12/31/2025		
Year registered	1995	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Roadway Design – Meets MPR #23		
Richard specializes in geometric design for various roadway improvement projects, including roadway components of bridge replacement projects, intersection improvements, interchange construction and reconstruction, interstate widening and reconstruction, and new interstate construction. He began his career as a designer in MDOT's Roadway Design Division. Throughout his MDOT career, he held various roles, including designer, project manager, assistant roadway design engineer, and roadway design division director. Richard's career culminated with playing a key role in an update to the MDOT's Roadway Design Manual, which included writing most of the material. He served on the AASHTO Committee on Design for nine years. After retiring from MDOT following a 30-year career, Richard joined HDR as a Senior Project Manager, where he continues to use his knowledge of roadway design, flexibility in design, and MDOT procedures to develop projects that are cost-efficient and safe for the traveling public.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/25 – Ongoing	Mississippi Department of Transportation, (MDOT) SR 25 from US 278 to SR 25 Connector and SR 25 Connector north to Existing SR 25, Amory, MS. Project Manager. The project scope consists of developing final ROW plans for this proposed four-lane divided bypass of Amory, MS. The project will also include a four-lane divided connector with a narrow, raised median to the north to connect to existing SR 25. Richard led the roadway design of three interchanges, including proposed roundabouts for the ramp intersections at one of the interchanges, hydraulic design, traffic signal analysis for the ramp intersections at one of the interchanges, and the design of relocations of several local roads.			
01/23 – 07/24	MDOT, US 49 Pavement Rehabilitation and Erosion Countermeasures, Yazoo County, MS. Project Manager. The scope of this project was to rehabilitate and overlay the existing pavement, widen the paved shoulders, provide minor improvements to intersections, improve sections of the Old US 49 that serve as a frontage road, and repair washout areas at multiple drainage structures. Richard supervised the roadway plan development for the improvements, and he coordinated with a hydraulics engineer and a geotechnical subconsultant for the washout repairs.			
12/20 – 06/23	MDOT, I-55 from South of Church Road to SR 302 (Goodman Road), Desoto County, MS. Project Coordinator. The project consisted of multiple contracts for the widening of I-55 from a four-lane interstate to an eight-lane interstate (plus an auxiliary lane in each direction for the majority of the project). The final plans for this project were prepared under three separate work assignments under MDOT master contracts - roadway, bridge, and traffic engineering/ITS. Richard confirmed that information was communicated to the project teams for each work assignment and that each work assignment stayed on schedule. Richard also advised on the development of the roadway design plans and supervised the development of the traffic control plans.			
10/21 – Ongoing	City of Olive Branch, Pleasant Hill Road Widening from Church Road to SR 302 (Goodman Road) Olive Branch, MS.			

Prime consultant name: HDR Engineering, Inc.

	<i>Project Manager.</i> Pleasant Hill Road is a two-lane urban arterial that is proposed to be widened to a multi-lane roadway with sidewalks. Richard is serving as the project manager for the widening of this roadway to a combination of four-lane divided sections (with narrow raised median) and five-lane sections. The various elements included in the project are roadway design, hydraulics, traffic engineering, geotechnical engineering, environmental document, and public involvement. Richard's role includes oversight of the roadway design and coordination of other disciplines.
11/23 – 04/25	MDOT, Bridge Replacement along SR 178, Tupelo, MS. <i>Project Manager.</i> Richard oversaw the development of the roadway design and final Right-of-Way plans for the replacement of one bridge on a new alignment.
06/11 – 06/20	MDOT, 2020 Roadway Design Manual. <i>Manual Contributor.</i> Richard played a major role in replacing MDOT's previous Roadway Design Manual with a new version that incorporated updated design criteria and procedural changes. Other improvements included increased design flexibility for existing roadways and increased design information for ADA compliance. Richard's extensive experience in designing and managing a broad range of roadway projects afforded him the ability to produce a design manual that is more concise, more informative, and more relevant to the nature of today's MDOT projects.
04/07 – 06/10	MDOT, I-269 from I-55 to the Tennessee State Line, Desoto and Marshall Counties, MS. I-269 is a beltway around Memphis, Tennessee and its adjacent suburban areas in southwest Tennessee and northern Mississippi. Part of the new I-69 corridor from Mexico to Canada, the project consisted of constructing a new 4-lane interstate on new location from Hernando, Mississippi to Collierville, Tennessee. The project, which is approximately 30 miles long, was divided into four individual projects and designed by four different consultants with concurrent schedules. Several new interchanges and grade separations were included in the project. Richard oversaw the roadway design of each consultant's work to verify design compliance and consistency throughout the four roadway projects . He also coordinated with the District office and other MDOT divisions to confirm that stakeholders' needs for the project were met.

Firm employed by: HDR Engineering, Inc.			
Name	Michael Roberts, PE, SE		Years of relevant experience with this employer
Title	Senior Bridge Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2000 / Civil Structural	
Active registration number / state / expiration date		82176PE / OR / 12/31/2026	
Year registered	2008	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Navigational Analysis – Meets MPR #20	
Michael is an expert in vessel impact risk assessment, specializing in signature vehicular and railroad bridges over navigable waters. With over 25 years expertise in structural engineering, 3D modeling and big-data processing for LiDAR and AIS traffic data, his experience is bolstered by planning, design, and asset management work of significant and complex bridge projects. Michael's industry-leading expertise includes site-specific vessel traffic characterization for AASHTO risk assessments and United States Coast Guard (USCG) applications for prominent bridges located at/over major ports and numerous conventional bridges. Michael is an expert in analyzing existing and proposed foundations, leveraging advanced soil structure interaction methodologies to address and resolve seismic and vessel impact-based design challenges. His unique vessel impact and analysis skills have proven invaluable in devising pragmatic design solutions for both signature and conventional bridge projects, addressing site-specific constraints to optimizing existing infrastructure assets with rehabilitation and protection strategies before replacement.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/16 – 11/18	ALDOT, I-10 New Mobile River Bridge, Mobile, AL. Vessel Impact Risk Assessment Lead. Michael performed a vessel impact analysis and protection recommendations for a new high-level bridge over the Mobile River. His assessment analyzed extremely large amounts of real and historical NOAA AIS data for the bridge, which has a 215-foot high shipping channel clearance and is exposed to large oil tankers and frequent cruise vessels. The future fleet assessment leveraged economic trade trend data and owner recommendations for performance-based design.		
10/24 – 04/25	TxDOT Houston District, Pelican Island Bridge Replacement, Galveston, TX. Vessel Impact Risk Assessment Peer Review. Michael provided a review for vessel impact risk assessment following AASHTO deliverables, leading to structural design loading and span configuration determination. He reviewed an independent site digital model build leveraging NOAA LiDAR topography and bathymetry to assess vulnerabilities to bridge piers from significant vessels (I.e., over 150,000 DWT) maneuvering in the vicinity of the proposed bridge.		
08/22 – 03/23	Bay Area Transit Authority (BATA), Bay Bridge West Span Asset Management, San Francisco, CA. Vessel Traffic Lead. Michael led the site-specific vessel traffic characterization consisting of over 32,000 unique vessel trips processed from 2019 historical AIS data. He provided the site's AASHTO Method II vessel class list for the purpose of acceptance frequency calculations, reporting, and determination of vessel impact protection schemes.		
9/24 – Ongoing	Golden Gate Bridge District, Main Span Asset Management, San Francisco, CA. Vessel Impact Risk Assessment Lead. Michael led the site-specific vessel traffic characterization, leading to a risk assessment at one of the nation's most prominent bridges.		
02/25 – Ongoing	City of Sheboygan, Proposed Footbridge, Sheboygan, WI. Navigation Channel Assessment Lead. Michael is providing site-specific vessel traffic characterization and a 3D digital model using publicly available GIS and LiDAR topography to assist with USCG bridge permit process for a proposed bridge. He utilizes historical AIS vessel data, bridge tender logs, and		

	local mariner community feedback to support design teams' needs to determine viable navigational clearance envelopes and to support the USCG permit process.
10/22 – 05/23	Virginia Department of Transportation (VDOT), Benjamin Harrison Memorial Bridge, Hopewell, VA. <i>Vessel Impact Risk Assessment Lead and USCG Permitting.</i> The bridge is over a 4,000' wide channel, including a 1,000' wide navigation channel that accommodates large container vessels. Digital data was collected, processed, and aggregated; the as-is and proposed protection scenarios were studied for risk evaluations for the purpose of capital program investment decision making. Historical data combined with a 3D digital model of channel geometry and bathymetry data were used to analyze bridge element vulnerabilities for future forecasting and trends. The report results and protection design provided recommendations for the placement of vessel collision and utilized available capital investment resources. Michael completed a site-specific vessel traffic analysis and risk assessment for the Benjamin Harrison Memorial Bridge.
06/15 – 06/16	VDOT, Coleman Bridge Vessel Impact Vulnerability Assessment, Yorktown, VA. <i>Vessel Impact Risk Assessment Lead.</i> The largest double-swing bridge in the USA, Michael lead the vulnerability assessment of the existing bridge piers (70 ft x 50 ft x 110 ft deep embedded caissons supporting 100 ft tall x 50 ft DIA piers) for the 1952, 500 ft main span steel truss structure subject to vessel substructure impact. This approach necessitated a customized and innovative approach to soil structure interaction analysis of large-scale deep caissons in soft soils: Leveraging academic R+D and geotechnical methods to generate custom non-linear lateral and rotational springs for use in analysis software to generate large scale push over performance curves informing estimated capacity to lateral impact loading and identification of non-recoverable plastic damage informing bridge service-level and ultimate capacity limits (Pier "Hp" for AF). He led the vessel risk analysis to meet AASHTO's Vessel Collision Guide Specification Method II to determine a risk-based susceptibility to commercial and naval vessels using historic NOAA AIS data. He authored the final report providing bridge and pier vulnerability results and protection recommendations.
10/24 – 04/25	VDOT, Monitor Merrimac Bridge Tunnel (MMMBT), Norfolk, VA. <i>Existing Fender Removal Lead.</i> Michael provided USCG permitting and documentation support for proposed existing fender removal from a restricted area on the 4.5-mile-long bridge to address USCG aid-to-navigation requirements . Michael supported and compiled the project-specific documentation, including reports and generation of technical support materials to meet and address USCG requirements and provide substantive basis for USCG decision-making influencing the project direction.
08/24 – 04/25	VDOT, Benjamin Harrison Memorial Bridge, Hopewell, VA. <i>USCG Permit Application Lead.</i> Michael led the development of the vessel traffic characterization and documentation for the USCG Bridge Permitting application (BPAG), including Bridge Project Initiation Request (PIR) documentation and coordination with EIS and NIR, to address USCG requirements aligning with the proposed bridge protection scheme utilizing dolphin structures and fender replacements.
06/23 – 09/23	Idaho Transportation Department (ITD), USCG Application, Payette, ID. <i>QA/QC.</i> Michael reviewed the Navigation Impact Report (NIR) and Bridge Permit Application Guide (BPAG) for a three-span, 750' long replacement bridge over the Snake River. He also provided guidance on permit application checklists for drawings and reporting to meet USCG requirements.
08/13 – 12/14	TxDOT Corpus Christi, Harbor Bridge Replacement, Corpus Christi, TX. <i>Vessel Impact Risk Evaluation.</i> Michael led the characterization of vessel impact risk , leading to the justification of the main span for the proposed bridge replacement over one of the Nation's busiest shipping canals. He provided peer-reviewed reporting and recommendations leading to superstructure design layout and implications for vessel impact protection.

Firm employed by: HDR Engineering, Inc.			
Name	Amber Robinson, PWS		Years of relevant experience with this employer
Title	Environmental Practice Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2012 / Environmental & Sustainable Resources BS / 2008 / Business Management	
Active registration number / state / expiration date		Professional Wetland Scientist, No. 3286 / US / Exp. 10/22/25	
Year registered	2020	Discipline	N/A
Contract role(s) / brief description of responsibilities		Wetland Delineation and Permits – Meets MPR #7	
Amber possesses over 12 years of environmental experience with an emphasis on wetland delineations and permit coordination. Her technical areas of expertise include the delineation of waters of the U.S., including wetlands and the preparation of wetland delineation reports.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/21 – Ongoing	Illinois Central RR, Baton Rouge Subdivision MP 431 Reconstruction Permitting Project, Norco, LA. <i>Environmental Scientist/Project Manager.</i> Amber led the wetland delineation and habitat assessments of the proposed project area for the replacement of a railroad bridge that crosses the Bonnet Carre Spillway at Mile Post 431 on the Baton Rouge Subdivision. She also led the development and submission of a joint permit application, request for Section 408 review, request for USCG advance approval and lighting exemption, and draft Stormwater Pollution Prevention Plan for an 8,000-foot-long railroad bridge replacement project that spans the USACE’s Bonnet Carré Spillway. She led the team that received authorization under Section 106 for an unmarked Civil War-era burial ground without the need for a costly excavation investigation. Authorizations were accomplished within 11 months of the original joint permit application submittal.		
07/16 – 01/24	Illinois Central RR, Bonnet Carré Spillway Bridge Replacement Project, La Place, LA. <i>Environmental Scientist/Project Manager.</i> Amber conducted the wetland and stream delineation and proposed jurisdictional determination in support of two proposed alternatives to replace a railroad bridge that crosses the Bonnet Carre Spillway at Mile Post 891 on the McComb Subdivision, including preparation of a Preliminary Wetland Delineation and Proposed Jurisdictional Determination Report. Other tasks Amber completed included coordination with Louisiana Office of Coastal Management to complete the purchase of mitigation bank credits and finalized the Coastal Use Permitting process, preparation of baseline and impact sections for an Environmental Assessment led by the USCG and USACE, as well as ongoing coordination with the USACE Operations Division throughout the construction of the project. Amber led compliance monitoring during construction which was completed May of 2022. Amber worked with the Federal and State permitting agencies to close the project out in January 2024		
05/13 – Ongoing	Union Pacific Railroad, Bridge Replacement Program Field and Professional Permitting Services, Various Locations in LA, TX and AR. <i>Environmental Scientist/Project Manager.</i> Amber conducted wetland and stream delineation and performed permitting evaluations for the replacement of more than 50 bridges in Louisiana, Texas and Arkansas since 2013 in support of Union Pacific Railroads ongoing bridge replacement program. Other project tasks have included vegetation community assessment, habitat mapping, hydrologic evaluation, and permit coordination activities for USACE Nationwide and State of Louisiana Coastal Use Permits. When required, Amber develops permit application packages and coordinates permitting with State and Federal agencies. Additionally, she is responsible for tracking HDR’s permitting efforts for Union		

Prime consultant name: HDR Engineering, Inc.

	Pacific Railroad, from site survey through construction, within a web-based permit tracking system for many bridge replacement projects in the south central and western regions.
05/18 – Ongoing	Lafayette Consolidated Government, LCG Drainage Initiative Program Field Services, Various Drainage Laterals throughout Lafayette Parish. <i>Environmental Scientist/Project Manager/Client Manager.</i> Over the last seven years, Amber has served as lead environmental scientist, project manager and client manager of a drainage improvement initiative program for the Lafayette Consolidated Government. Each year, Amber and her team are responsible for conducting stream and wetland delineations and identification of Waters of the U.S. of drainage laterals proposed for maintenance in the drainage improvement program. In total, Amber and her team has conducted over 40 wetland delineations throughout Lafayette Parish as a result of this program.
04/21 – 06/21	Confidential Client, Project ANNA, Iberville Parish, LA. <i>Environmental Scientist.</i> Amber conducted a wetland delineation for a 199-acre site proposed for development.
05/18 – 06/19	Union Pacific Railroad, Livonia Yard Project, Livonia, LA. <i>Environmental Scientist.</i> Amber led a wetland delineation and identification of Waters of the U.S. in support of the development of a USACE individual permit for a capacity improvement project of an existing Union Pacific railroad yard. Amber also prepared the individual permit application and was responsible for permit coordination with the USACE New Orleans District.
12/16 – 02/18	Bayou Lafourche Freshwater District, Railroad Bridge Replacement Project, Donaldsonville, LA. <i>Environmental Scientist.</i> Amber conducted a wetland and stream delineation in support of the development of a Section 404 Nationwide Permit 14 Pre-Construction Notification to replace a railroad culvert crossing owned by Union Pacific Railroad. She also led the development of the permit application and coordination with the USACE New Orleans District.
04/15 – 04/17	CDM Smith, Port Bienville Railroad Project, Hancock County, MS. Amber conducted a wetland delineation and habitat assessment in support of the development of an Environmental Impact Statement for the proposed construction of a new railroad line.

Firm employed by: HDR Engineering, Inc.			
Name	Garrick Rose, AICP		Years of relevant experience with this employer
Title	Senior Environmental Project Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 1999 / Urban and Regional Planning BA / 1995 / Liberal Arts and Anthropology	
Active registration number / state / expiration date		AICP No. 016085 / U.S. / N/A	
Year registered	2000	Discipline	Certified Planner
Contract role(s) / brief description of responsibilities		Deputy Project Manager, NEPA	
Garrick has over 25 years of experience as a NEPA practitioner. Early in his career, he worked as a transportation planner on the I-49 South projects – from fieldwork and research, GIS analysis, and transportation planning. Garrick has worked on several DOTD projects and deliverables, including environmental impact studies, environmental assessments, and categorical exclusions (CE), as well as related technical studies, Class of Action (COA) determinations, Project Management Plans (PMP), FHWA FONSI and ROD documents, and supplemental reports.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
05/22 – 12/22	Northwest Louisiana Council of Governments (NLCOG), LA 3132 (Inner Loop) Extension: East Flournoy Lucas Road (LA 523) to Future I-69 Corridor, Caddo Parish, LA. Senior Environmental Project Manager. The project’s propose is to extend the LA 3132 Inner Loop Expressway (LA 3132) from its current terminus at East Flournoy Lucas Road (LA 523) to the proposed I-69 Section of Independent Utility 15 and the Port of Caddo-Bossier. Garrick prepared a Finding of No Significant Impact (FONSI) report detailed how the environmental assesment was conducted, provided pubic comments and respones, and idenfited project agreements and commitments, for FHWA concurrence in September 14, 2022.		
05/22 – 03/24	LADOTD, Rural Bridges I & II, Various Locations LA. Environmental Project Manager. Garrick was responsible for environmental assessments and programmatic CE for the rural bridge replacement projects, working under the guidelines of LADOTD and FHWA NEPA requirements.		
05/22 – 02/24	City of Gretna, 5th Street Improvements, Gretna, LA. Senior Environmental Project Manager. Garrick led the preparation of Stage 1 documentation, including a draft CE, and coordinated with LaDOTD environmental and rail engineering teams to define required permits and agency agreements. To meet a critical grant application deadline, he proposed using a Programmatic CE, reducing review time by allowing LaDOTD to act as the commenting agency, expediting approvals.		
01/20 – 07/21	New Orleans Public Belt, Miscellaneous NEPA CEs for CRISI projects, New Orleans, LA. Senior Transportation Planner. Garrick provided NEPA support and CE documentation for NOPB’s CRISI award. The Class of Action (COA) letter report and FRA concurrence letter authorized at-risk, pre-award activities while the grant award agreement was finalized. .This allowed NOPB to begin construction on the projects in a timely fashion.		
04/24 – Ongoing	LADOTD, Baton Rouge to New Orleans Passenger Rail, Baton Rouge, LA. Senior Environmental Professional. Garrick provides transportation planning, GIS analysis, and technical authorship for this passenger rail initiative, which is part of LADOTD's effort to reestablish rail service between Baton Rouge and New Orleans using existing freight infrastructure. A significant project challenge involved adapting to evolving guidance in FRA’s new Corridor ID program. Similar to a PEL approach, the project is conducting pre-NEPA activities to keep the project on track and confirm compliance with statutory deadlines.		

05/22 – 06/22	New Orleans Regional Planning Commission (NORPC), Industrial Canal Crossing Safety and Access Planning Stage 0, New Orleans, LA. <i>Environmental Project Manager.</i> Garrick completed Stage 0 documentation, including scope, budget, environmental checklists, and a conceptual design. The proposed bridge rehabilitation will improve crossings and safety across modes, address travel time inequity and geographic isolation. Garrick negotiated electronic delivery, maintained clear communication about deadlines, and prepared deliverables early to align with NORPC's invoicing and payment schedule to meet an aggressive schedule.
05/06 – 03/08	LADOTD, I-49 South, Wax Lake Outlet to Berwick, St. Mary Parish, LA. <i>Transportation Planner.</i> Garrick assisted in the preparation of an Environmental Impact Statement and Record of Decision. The proposed action by LaDOTD involved environmental considerations associated with converting U.S. 90 to meet current interstate standards. Garrick authored technical reports and GIS mapping and participated in public meetings and hearings. FHWA issued a ROD in January 2008.
05/06 – 03/08	LADOTD, I-49 South, Lafayette Regional Airport to LA 88, Lafayette, St. Martin and Iberia Parishes, LA. <i>Transportation Planner.</i> Garrick assisted in developing an EIS and Record of Decision, which included an extensive public participation program. The proposed action by LADOTD involved converting approximately 12 miles of U.S. 90 to current interstate standards.
01/10 – 03/12	MARTA, Atlanta Beltline EIS, Atlanta, GA. <i>Transportation Planner.</i> Garrick prepared sections on biological and geological resources, parklands, and threatened and endangered species for a Tier I Draft Environmental Impact Statement (DEIS), allowing the FTA and MARTA to focus on current decisions for National Environmental Policy Act (NEPA) analysis.
01/08 – 05/08	LADOTD, I-49 South, Project Management Plan, LA. <i>Transportation Planner.</i> Garrick helped author a first-of-its-kind project management plan – an FHWA required document for mega-projects under SAFETY-LU. The PMP is a road-map – or implementation plan - of actions to upgrade US 90 to a four-lane controlled access highway with ramps to frontage roads providing access to grade-separated major connecting roads and to local destinations. A Project Management Plan (PMP) was completed for this project in March 2008 in accordance with Section 1904(a) of SAFETEA-LU. The PMP included three implementation scenarios for 15 construction segments and commitments and obligations resulting from NEPA and environmental permitting.

Firm employed by: HDR Engineering, Inc.			
Name	Joey Runner, PWS		Years of relevant experience with this employer
Title	Senior Environmental Scientist		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2003 / Biology	
Active registration number / state / expiration date		No. 2855 / LA / Exp. 07/31/2027	
Year registered	2017	Discipline	Professional Wetland Scientist
Contract role(s) / brief description of responsibilities		Wetland Delineation/T&E Species – Meets MPRs #7 and #8	
Joey has with experience in environmental compliance and permitting for projects across LA, Mississippi, and Texas. He manages fieldwork, and regulatory permitting while coordinating with clients, stakeholders, and agencies like USACE. He specializes in wetland delineations, and endangered species surveys.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
04/24 – 06/24	Entergy, Vermillion River Crossing, Abbeville, LA. Project Manager and Lead Field Biologist. Joey provided the wetland delineation assessment, threatened and endangered species survey , USACE Permitting, and soil sampling for this project. His role included field data collection, evaluating wetland boundaries, identifying potential impacts on protected species, and confirming that the project complies with local and federal environmental regulations.		
08/23 – 08/24	Jefferson Davis Electric, 230 KV Transmission Line, Calcasieu and Cameron Parishes, LA. Field Manager and Lead Biologist. Joey prepared this project's wetland delineation assessment and threatened and endangered species surveys. His role included field data collection, evaluating wetland boundaries and identifying potential impacts to protected species.		
06/23 – 08/24	Entergy, Champagne Substation Transmission Line, Champagne, LA. Project Manager and Lead Field Biologist. Joey prepared the wetland delineation assessment, threatened and endangered species surveys , and USACE permitting for this transmission line project crossing Courtableau Bayou. His role included field data collection, evaluating wetland boundaries, identifying potential impacts to protected species, and confirming that the project complies with local and federal environmental regulations.		
01/22 – 08/24	Entergy, Magnolia Substation and Transmission Line, Plaquemine, LA. Project Manager and Lead Field Biologist. Joey prepared the wetland delineation assessment, threatened and endangered species surveys , regulatory permitting, Storm Water Pollution Prevention Plan (SWPPP), and inspections and soil sampling for this project. His role included field data collection, evaluating wetland boundaries, identifying potential impacts on protected species, and confirming that the project complies with local and federal environmental regulations.		
04/19 – 11/19	Sempra, Louisiana Connector Extension Pipeline, Leblanc LA to Delhi LA. Field Manager and Lead Biologist. For this 180-mile pipeline project, Joey conducted the wetland delineation assessment and threatened and endangered species surveys . His responsibilities included field data collection, evaluating wetland boundaries, and identifying potential impacts on protected species.		
01/21 – 04/25	Lafayette Consolidated Government, Drainage Initiative, Lafayette Parish LA. Joey prepared this project's wetland delineation assessment and threatened and endangered species surveys. His role included field data collection, evaluating wetland boundaries and identifying potential impacts to protected species.		

Firm employed by: HDR Engineering, Inc.			
Name	Venkata Sathiraju, PE		Years of relevant experience with this employer
Title	Bridge Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2019 / Structural Engineering Bachelor of Technology / 2016 / Civil Engineering	
Active registration number / state / expiration date		PE 0048436 / LA / Exp. 03/31/2026	
Year registered	2023	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities		Bridge Engineer	
Venkata has six years of experience in bridge design, inspection, and load rating. He completed his master's degree with a thesis focused on bridge design and handling of prestressed I beams. He has worked on various types of superstructure types including concrete bridge decks with Prestressed I girders and steel I girder, slab spans, vertical lift bridges with steel I girders.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
08/24 – Ongoing	TxDOT Houston District, Seawolf Parkway at Pelican Island Channel Bridge Replacement, Galveston County, TX. <i>Bridge Designer.</i> TxDOT Houston District is proposing to replace the existing lift bridge with a new location-fixed bridge. Various prestressed girder types are used within the project. Venkata provided the preliminary design of spans using Tx40 and Tx70 girders and the preliminary abutment design. He utilized PG Super, CAP 18 and internally developed spreadsheets during the design process. He provided markups for abutment sheets, typical section, slab sheets, and framing plan sheets.		
11/22 – 03/23	LaDOTD, Vertical Lift Bridge Rehabilitation, Perry, LA, Bridge Designer. The existing structure is a lift span with 10 adjacent approach spans. Venkata designed a reinforced concrete deck and steel stringers for the approach spans and worked on portal modifications for the lift span. He analyzed the load rating calculations for the approach spans and vertical lift bridge. Venkata also worked on the production plan for the structural part of this multi-disciplinary project.		
11/20 – 09/22	INDOT, Northsplit Reconstruction Project, Indianapolis, IN. Bridge Designer. This design-build project through a public-private partnership will upgrade the interchange where I-65 and I-70 meet in downtown Indianapolis. Venkata provided the design of superstructure and substructure elements for bridges on New York Street, E. Ohio Street, E. Michigan Street, and St. Clair Street, among the bridges in the south leg of the interchange. He utilized LEAP bridge concrete/RC Pier software during the design process. Substructure types included integral and semi-integral end bents along with multi column pier on piles. Venkata also provided the design of the bridge widening between N. Alabama Street and N. Delaware Street of the west leg of the interchange.		
08/19 – 06/20	INDOT, I-69 Finish Line Project, Johnson County, IN. Bridge Designer. A new interchange with six bridges was proposed where Old SR 37 (now I-69) meets SR 144. The bridges are composed of prestressed girders. Integral end bents were used for the bridges. Venkata assisted in designing beams, deck, and substructure units for these bridges. He utilized LEAP Bridge Concrete/RC Pier software during the design process. Venkata also performed quantity calculations and cost estimates for the bridges within this project.		

Firm employed by: HDR Engineering, Inc.				
Name	Merin Swenson		Years of relevant experience with this employer	2
Title	Senior Environmental Planner		Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization		BS / 2005 / Environmental Science		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	Environmental	
Contract role(s) / brief description of responsibilities		PEL		
Merin is an environmental planner with extensive experience leading PEL studies and managing NEPA compliance for transportation infrastructure projects. She has successfully led environmental documentation for various multimodal transportation efforts, including highway, transit, and rail projects across the United States. Her expertise includes project management, scoping, technical analysis, public and agency coordination, and the development of EISs, EAs, and CatExs following both federal and state requirements. Merin has a proven track record of helping agencies integrate environmental considerations early in planning to streamline future NEPA compliance and project delivery. She brings experience coordinating with federal agencies and has a strong understanding of interagency permitting and environmental policy frameworks.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/24 – Ongoing	City of Colorado Springs, Fillmore Street Bridge Improvements and Trail Connections PEL Study – I-25 to Monument Creek, Colorado Springs, CO. <i>Planning and Environmental Linkages Lead.</i> Merin led environmental tasks for the planning and designing the replacement of two bridges east of Interstate 25 along Fillmore Street in Colorado Springs for the City and Pikes Peak Rural Transportation Authority. The bridges are over 60 years old, with structural issues and deficiencies in bicycle and pedestrian facilities. The project aims to address traffic congestion, safety concerns, and future growth projections. Her tasks included leading the development of the PEL study, coordinating with agency stakeholders and the public to identify environmental constraints and community values, preparing environmental screening and fatal flaw analyses, evaluating multimodal alternatives, and ensuring consistency with applicable regulatory requirements. She facilitated interagency coordination, supported conceptual design development from an environmental perspective, and helped develop alternatives.			
04/23– 09/23	Utah Department of Transportation, I-15 North Expansion Project Environmental Impact Statement, Utah County to Salt Lake County, UT. <i>Environmental Scientist.</i> Merin provided environmental support for the preparation of an EIS for the proposed expansion of I-15 in northern Utah, a major corridor project intended to improve capacity, enhance safety, and accommodate regional growth. She authored several key sections of the EIS, contributing to the analysis of potential environmental impacts and the development of mitigation strategies in compliance with NEPA and UDOT protocols. Her work involved coordination with technical specialists to integrate resource data, participate in interdisciplinary team meetings, and prepare clear, defensible documentation to support federal decision-making. Merin also supported reviewing public and agency comments and collaborated with the project team to confirm environmental considerations were integrated into alternative development and selection.			

Firm employed by: HDR Engineering, Inc.			
Name	Daniel (Shane) Valentine, PG		Years of relevant experience with this employer
Title	South Central Transportation Environmental Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2004 / Geological Sciences BS / 1997 / Geology	
Active registration number / state / expiration date		Professional Geologist 10062 / TX / April 30, 2026	
Year registered	2005	Discipline	Geology
Contract role(s) / brief description of responsibilities		NEPA Documents – Meets MPR #4	
Shane is a seasoned environmental professional with extensive experience managing complex NEPA documentation and leading the preparation of Environmental Impact Statements (EIS) and Environmental Assessments (EA) for major transportation and infrastructure projects. His expertise includes advanced planning, corridor studies, hazardous materials evaluations, and water quality analysis. Shane excels in Section 4(f) coordination, legislative analysis, and impact evaluation, confirming project regulatory compliance and environmental stewardship. He brings proven success in agency coordination, public involvement, and managing public-private partnerships and design-build contracts, contributing to the successful delivery of large-scale, multi-modal projects.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/19 – 09/23	TxDOT Austin District, Mobility 35 Capital Express Central EIS, Austin, TX. <i>Environmental Task Lead.</i> As an EIS document preparer, Shane led the environmental and public involvement teams for the \$4.5B improvements to IH 35 from US 290E to US 290W/SH 71, approximately eight miles long. Shane managed the development of the EIS and the extensive public involvement process. The project published the Notice of Intent to Develop and EIS in August 2020. Through the scoping process, Shane and TxDOT worked to gather public input on the alternatives moving into the DEIS as well as the anticipated public involvement, including extensive outreach to environmental justice and Title VI-protected communities and agency coordination. The Record of Decision (ROD) was published on August 21, 2023, making it one of the fastest timelines in TxDOT project history, in one of the most complex and controversial urban corridors. Reference: Tommy Abrego PE, Mobility35 Capital Express Program Manager, TxDOT Austin District 512.832.7280 Tommy.Abrego@txdot.gov		
03/16 – 12/18	TxDOT Austin District, US 290/SH 71 Oak Hill Parkway EIS, Austin, TX. <i>Environmental Task Lead.</i> This seven-mile project consists of eight-lane urban highway improvement of the US 290 and SH 71 interchange. Shane managed each aspect of the technical studies, DEIS, FEIS, and ROD. This project required a complex quantitative MSAT, CO, Traffic Air Quality Analysis, a noise study with more than 800 individual receivers requiring placement of four noise barriers, USFWS formal Section 7 consultation for endangered species, and extensive waters of the US mapping, jurisdictional analysis, wetland delineations, and a USACE NWP 14 Pre-Construction Notification for impacts of ~0.3 acres of wetlands along Williamson Creek. Reference: Heather Ashley-Nguyen, PE, TxDOT Austin Transportation Planning and Development (TP&D) Director 512.658.1516 Heather.AshleyNguyen@txdot.gov		

10/11 – 12/15	TxDOT Corpus Christi District, US 181 Harbor Bridge Replacement EIS GEC, Corpus Christi, TX. <i>GEC Environmental Lead.</i> Shane provided guidance and review to the engineering and EIS team, coordinated between the procurement and NEPA team, and assisted with NEPA compliance and USACE and USCG permit applications. Shane also managed to prepare a community-based Livability Plan to serve as environmental justice mitigation for a community Title VI complaint filed against the project. Through his coordination with the TxDOT Corpus Christi District, Washington and Coles neighborhoods residents, and FHWA concessions and mitigation for relocation assistance, the complaint was resolved, and the ROD issued in time for TxDOT to meet the NTP deadlines with the Design/Build contractor. Reference: Kimberly Amy, Environmental Coordinator, TxDOT Corpus Christi District 361.808.2509 Kimberly.Amy@txdot.gov
02/18 – 07/22	TxDOT Corpus Christi District, US 77 Sinton Relief Route Schematic/ Environmental, Sinton, TX. <i>Environmental Task Lead.</i> Shane managed the environmental assessment (EA) for the project which involved upgrading the existing four-lane rural highway to interstate standards and enhancing safety and access. He was responsible for managing each of the technical studies required for delivery of the EA document and reviewing environmental deliverables prior to submittal. The FONSI was received in July 2022.

Firm employed by: HDR Engineering, Inc.			
Name	Chad Wallace, PE, VMA		Years of relevant experience with this employer
Title	Senior Project Manager and Office Lead		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		DCE / 1994 / Civil Engineering	
Active registration number / state / expiration date		PE.14057 / MS / Exp. 12/31/2025	
Year registered	1999	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		PEL	
Chad joined HDR after 25 years at the Mississippi Department of Transportation (MDOT). He has extensive experience in hydraulics engineering that transitioned into a role as a location engineer and culminated as Assistant Division Administrator/Lead Environmental Division Engineer, overseeing NEPA compliance, guiding engineers, and managing contractors. Chad presented NEPA requirements in training, coordinated with public officials, agencies, and tribes, and led the Environmental Stewardship and Compliance Program. His career has focused on each phase of transportation projects, from development to maintenance, while fostering innovation and pursuing emerging technologies. Since at HDR, Chad presented last year at a statewide forum on the needs of incorporating PEL opportunities relative to the NEPA process in response to recent regulation changes.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/24 – 06/24	MDOT, Planning and Environmental Linkages Training, Statewide Mississippi. <i>Project Manager.</i> Chad coordinated with MDOT to meet the agency's specific PEL training needs and performed a quality review of materials provided for both executive and practitioner training sessions. HDR staff developed and delivered in-person, instructor-led training over two days. Training was developed with regulatory information, practical, hands-on knowledge, and examples to illustrate key messages. Interactive exercises were included for participants to practice course objectives and solidify the learning experience.		
10/21 – 06/23	MDOT, I-55 at US 98—Interstate Modification Report, Pike County, MS. <i>Project Manager.</i> Chad evaluated the existing interchange and developed three potential concepts for modifying it by addressing long-term capacity needs and safety concerns. He oversaw the HDR team that evaluated crash data, existing traffic needs, and geometrical scenarios for the concepts prepared.		
07/20 – 03/22	MDOT, SR 16 Corridor Safety Study from Canton to Carthage, Madison and Leake Counties, MS. <i>Project Manager & Environmental Lead.</i> Chad evaluated environmental concerns associated with potential concept locations along the corridor as warranted and performed project management duties as part of the HDR team that evaluated crash data, existing traffic needs, and geometrical scenarios in preparation for developing concepts at specific locations along the route or corridor-wide between termini to improve safety.		
11/20 – 07/21	National Park Service, Park-Wide Road System Study, Vicksburg National Military Park, Warren County, MS. <i>NEPA and Hydraulic QA/QC.</i> Chad performed a substance review of the NEPA documentation and the HEC-RAS and a report review of the hydraulic analysis of the bridges and culverts, each of which was developed as part of this project. This was done as part of the HDR team that performed data collection and engineering analysis for the entire road system, resulting in recommendations for reconstruction of large sections of the roadway system, stabilization of slopes, streambank restoration, and reconstruction and reestablishment of cultural resource areas.		

Prime consultant name: HDR Engineering, Inc.

Firm employed by: HDR Engineering, Inc.			
Name	Bret Watkins, PG		Years of relevant experience with this employer
Title	Senior Geologist		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2002 / Geosciences	
Active registration number / state / expiration date		Professional Geologist No. 113412 / KY / 12/30/2025	
Year registered	2008	Discipline	Geology
Contract role(s) / brief description of responsibilities		Geology – Meets MPR #19	
Bret has 23 years of experience in geology, geotechnical engineering, and environmental consulting. He has provided geological interpretations, geotechnical design, and project management on various infrastructure improvement projects. Bret specializes in engineering geology pertaining to shallow/deep foundation designs, geohazards (rockfalls/landslide mitigation), and roadway realignment/improvements. His experience includes reviewing geologic maps/publications, 2D/3D subsurface modeling, overseeing subsurface investigations, and reviewing geotechnical/geophysical data for parameter derivations on deep foundation and roadway projects throughout the eastern US. He has also managed personnel for geotechnical operations, quality review of geophysical data, drilling and laboratory testing, and monitoring project schedules and budgets.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
04/21 – Ongoing	Kentucky Transportation Cabinet (KYTC), Cairo Bridge, Ballard County, KY and Alexander County, IL. Senior Geologist. A preliminary boring plan was executed for this project, which included the first KYTC project with borings advanced below sea level elevation. Bret reviewed geologic maps and data to identify the geologic setting and formations within a seismically active area. Engineering analyses and a Preliminary Geotechnical Report were recently completed, summarizing the geological recommendations based on the preliminary layout. The project design has a main span length of 900 feet, 15-foot-deep foundation caps for the main span piers (Unit 2), and the approach span (Unit 1 and Unit 3) land piers and river piers. The approach spans are proposed as welded steel plate girders with span lengths ranging from approximately 325 to 350 feet. Bret developed a 3D geological model of the subsurface to identify discrete lenses of alluvial and marine deposits to a depth of 400 feet.		
10/18 – 04/21	Arkansas Department of Transportation, I-30 Crossing, Little Rock, AR. Senior Geologist. This design-build project involved reconstructing and expanding the Arkansas River Bridge in downtown Little Rock with two collector-distributor lanes and an auxiliary lane for north and south bridge approaches. I-30 improvements include a split-diamond interchange at Cantrell Road and continues with four main lanes in both directions between 3rd and 9th Streets. The project area comprises a complex geologic setting of Mesozoic clastic rock overlain by alluvial sediments and marine terrace deposits. Bret characterized the site’s geology, including a bedrock surface contour map and mapping structural features. The proposed bridge abutments along the approaches required drilled shafts into rock. Bret estimated rock mass parameters, which were used to estimate shaft thickness and depths. He developed project design sheets and assisted in developing the geotechnical recommendation report.		
01/16 – 04/18	KYTC, US-62 Improvements, Calvert City, KY. Senior Geologist. This project involved the installation of a multi-use path and widening approximately two miles of US-62. Proposed structures include a pedestrian bridge, a retaining wall, and box culverts. Significant embankments/cuts were also slated for this project, and the discontinuous and highly weathered rock added complexities to the overall design plan. Bret developed project estimates and boring plans, executed and managed		

	field investigation, logged lithologies, oversaw laboratory analysis, and developed/presented geotechnical reports and sheets.
01/14 – 01/16	Paducah-McCracken County Joint-Sewer Agency, Combined Sewer Overflow Tanks, McCracken County, KY. Senior Geologist. This project involved multiple geotechnical phases supporting a 15-million-gallon prestressed concrete storage tank to store peak flows from a 102-inch sewer line. The project site was formerly an abandoned landfill from the 1930s and is in a seismically active area, which required the installation of 399 continuous flight auger (CFA) piles drilled approximately 95 feet deep into dense Eocene deposits. Bret performed the environmental study, which identified the historic landfill and developed and executed a subsurface investigation plan that determined the depth and breadth of the historic landfill extents. He coordinated site access and results with the client. Once the landfill was properly characterized, Bret developed and executed a comprehensive geotechnical investigation of multiple borings exceeding 100 feet in depth for design purposes. He logged borings for lithology, assigned laboratory tests, developed a conceptual geological site model, and assisted in developing the geotechnical design report.
05/13 – 12/14	Lyon County Fiscal Court, Bennett-Jones Bridge Replacement, Lyon County, KY. Senior Geologist. This project consisted of replacing a concrete deck bridge with timber pilings and concrete abutments. The original structure was constructed in the mid-1970s and was constructed at an incline and skew relative to Skinframe Creek, which contributed to significant scour. The bridge was constructed atop differing lithologies with variable rock elevations, which required shallow spread foundations on one abutment and rock-bearing H-piles on the other. Bret coordinated site access and client relations to perform the geotechnical investigation, log borings for lithology, assign laboratory tests, and assist in developing a geotechnical design report.
01/12 – 05/13	Tennessee Department of Transportation, Interstate I-69 Corridor, Millington, TN. Senior Geologist. This project consisted of a new five-mile corridor for the proposed I-69 . The project involved the design of multiple cuts, embankment fills, ramps, and bridge structures at planned overpass intersections. Bret managed geotechnical field operations and a laboratory testing program, logged boreholes for lithology, performed geological site characterization, and developed geotechnical plan sheets and a geotechnical recommendation report.

Firm employed by: HDR Engineering, Inc.			
Name	Marissa Witkowski		Years of relevant experience with this employer
Title	Principal Financial Consultant		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MA / 2008 / Economics BA / 2005 / Economics and Psychology	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	Economist
Contract role(s) / brief description of responsibilities		Life Cycle Cost Analysis	
Marissa is a principal economist with experience in transportation economics and decision analysis. She leads economic analysis in transportation and freight planning, economic development, project prioritization, and finance. Combining her technical background in economics with her thorough understanding of discretionary grant programs, she is adept at combining quantitative and qualitative information to identify and align project benefits and merits with funding program requirements. Marissa's efforts have secured federal discretionary grant funds of more than \$2.1B for nearly 40 projects nationwide.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
03/15 – 04/16	Massachusetts Port Authority (Massport), Conley Terminal Intermodal Improvements and Modernization FASTLANE Grant Application, Boston, MA. <i>Project Manager/Grant Writing Lead.</i> Marissa led the complete development of a FY2016 FASTLANE grant application, including the narrative and technical analysis required for this Federal grant. During project development, she met weekly with key Massport staff to gather the required information and update the team on the status of various project components. She produced a 25-page narrative, conducted the benefit-cost analysis, and provided relevant documentation. Massport was awarded \$42M for the proposed improvements in September 2016.		
10/16 – 12/18	Massport, Conley Terminal Container Storage and Freight Corridor BUILD Applications. Boston, MA. <i>Project Manager/Grant Writing Lead.</i> Building on the success of the FY2016 FASTLANE application, Marissa worked closely with Massport to identify additional improvements that would best align with the needs of both Massport and the USDOT to seek further funding for necessary improvements at Conley Terminal. This close collaboration and Marissa's efforts in the application development and economic analysis led to the successful award of an additional \$20M in FY 2019 BUILD funding to further support the enhancements and modernization of Conley Terminal.		
05/22 – 09/22	South Carolina Department of Transportation (SCDOT), CLRB Bridge Grant – Investing in South Carolina's Rural Bridges, Union County, SC. <i>Lead Economist.</i> HDR worked with SCDOT to develop a complete FY22 BIP application package to replace six critical rural bridges in Union County in northwest South Carolina, near the Appalachian Mountains. The bridges provide key community and freight connectivity and are in a state of disrepair. Marissa developed the benefit-cost analysis model and helped the team develop the application narrative for this project, which was awarded \$51.2M in funding.		
02/22 – 04/22	City of Salina, Old Smoky Hill River Bridge Replacement, Salina, KS. <i>Lead Economist.</i> HDR worked with local stakeholders to develop and submit a FY2022 RAISE grant application to improve mobility, reduce congestion, and reconnect parts of the City of Salina. Key project elements included the replacement of 7 bridges over the Old Smoky Hill River, constructing 3.4 miles of multi-use trails, improving 7 pedestrian crossings, trail lighting, upgrades to several culverts prone to flooding, and other improvements. Marissa worked closely with the project team to develop the benefit-cost analysis and documentation supporting the grant application narrative. The project was awarded \$22.1M in RAISE grant funding.		

Prime consultant name: HDR Engineering, Inc.

03/22 – 05/22	Colorado Department of Transportation, I-70 Floyd Hill to Veterans Memorial Tunnels Improvements INFRA Grant, Evergreen and Idaho Springs, CO. <i>Lead Economist.</i> HDR provided support services to CDOT Region 1 to prepare and submit a FY2022 INFRA grant application. The project will improve approximately 8 miles of the I-70 Mountain Corridor by adding a third westbound travel lane, a new frontage road, improved sight distances, and design speed, among other elements. The project aims to alleviate congestion and improve safety in this corridor. Marissa oversaw the development of the benefit-cost analysis, including accounting for unique aspects of this project, such as seasonality and rockslides. The project was awarded \$100M in grant funding.
08/22 – 09/22	City of Portland, FY22 Burgard Bridge – Bridge Investment Program Application, Portland OR. <i>Grant Writer.</i> Marissa prepared a BIP bridge grant application for this replacement of the Burgard Bridge, which carries North Lombard Street over the UPRR tracks. In addition to preparing the full grant application narrative, Marissa led a supporting economic analysis, identified project needs, and aligned with grant criteria. She evaluated project readiness and technical feasibility for both Oregon and federal requirements. The application was awarded the full requested funding of \$13.9M.
01/21 – 02/23	City of Blaine, TH 65 FY 2021 INFRA & RAISE Grant Applications, Blaine, MN. <i>Lead Analyst.</i> Marissa conducted the benefit-cost analysis for the recently submitted INFRA and RAISE application in support of the Trunk Highway 65 reconstruction project in the City of Blaine. The analysis utilized key information from traffic and safety analyses, documenting key assumptions utilizing Minnesota and US DOT standards. The project was awarded \$20 million in FY 2022 RAISE grant funds and state economic development funds.

Firm employed by: HDR Engineering, Inc.			
Name	Ronald Ying, PE		Years of relevant experience with this employer
Title	Senior Noise & Air Quality Specialist		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MBA / 2019 / Business Administration and Management BS / 2007 / Environmental Engineering	
Active registration number / state / expiration date		PEN.0028832 / CT / 01/31/2026	
Year registered	2013	Discipline	Environmental
Contract role(s) / brief description of responsibilities		Air Quality – Meets MPR #6	
Ronald is an accomplished air quality modeling expert with experience in public and private sectors. He has extensive experience in conducting air quality analyses in compliance with the National Ambient Air Quality Standard (NAAQS), National Environmental Policy Act (NEPA), and State Environmental Quality Review Act (SEQRA) requirements. Ronald is at the forefront of developing a quantitative assessment methodology to align with CEQ's guidance on incorporating greenhouse gas emissions and climate change considerations in NEPA for active projects. His expertise in utilizing EPA MOVES and AERMOD for air quality analyses has proven instrumental in shaping environmental impact statements for over 100 NEPA-, SEQRA-, and CEQR-compliant projects.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/23 – 05/23	Minnesota Department of Transportation (MnDOT), I-35W Auxiliary Lane Project, Burnsville, MN. Air Quality Analyst. Ronald led a quantitative Mobile Source Air Toxics (MSAT) analysis using EPA’s MOVES model, examining the incremental speed and additional volume effects resulting from the project. He effectively collaborated with the Minneapolis Metropolitan Planning Organization (MPO), MetCouncil, and SRF, the traffic consultant, to compare travel demand models under both no-action and with-action scenarios. He prepared an air analysis using the EPA’s model to inform the understanding and quantification of potential MSAT impacts per FHWA’s 2023 MSAT Guidance.		
05/22 – Ongoing	Idaho Transportation Department (ITD), I-15/US-20 Connector Environmental Impact Statement, Bonner County, ID. Air Quality Analyst. Ronald developed the air quality technical report and prepared an air analysis using EPA air quality models for criteria pollutants and Mobile Source Air Toxics (MSATs) to verify NAAQS and FHWA requirement compliance. He also collaborated with FHWA, ITD, and IDEQ to develop a greenhouse gas assessment methodology to address CEQ’s latest guidance on incorporating quantitative assessment in greenhouse gas emissions for NEPA projects.		
11/21 – 02/23	Utah Department of Transportation (UDOT), Little Cottonwood Canyon Environmental Impact Statement, Alta, Utah. Air Quality Analyst. Ronald was an advisor to the project team to help generate the MOVES input for the parking area's operation mode distribution based on the anticipated engine soak time. He prepared an air quality analysis using EPA approved model and updated the PM hot-spot analysis using AERMOD to address FHWA’s comments.		
03/23 – 06/24	UDOT I-15 / N600 Environmental Impact Statement, Salt Lake City, Utah. Air Quality Analyst. Ronald collaborated with the FHWA Resource Center, EPA, and the UDOT project manager through the interagency consultation to remove background concentrations influenced by wildfires. He adjusted background PM10 and PM2.5 concentrations using wildfire data and HMS and HYSPLIT forward and backward models. Ronald set up the AERMOD model, defining area source emission heights and receptor locations. He also prepared an air analysis using EPA’s MOVES model to determine the emission rates for two intersections using outputs as determined by the interagency consultation process.		

Firm employed by: HDR Engineering, Inc.			
Name	Charles Zervas, PE		Years of relevant experience with this employer
Title	Transportation Estimator		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1991 / Civil Engineering	
Active registration number / state / expiration date		PE.45536 / MN / 06/30/2026	
Year registered	2007	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Cost Estimating – Meets MPR #26	
Charles has over 35 years of project management, estimating, and scheduling experience as an engineer and manager for commercial, industrial, and heavy highway contractors. As a result of his experience as a contractor, he has developed in-depth knowledge of construction techniques, means and methods, labor, equipment, and material utilization. Since joining HDR, Charles has worked on several high-profile design-bid-build, design-build, CMGC/CMAR projects, and large programs. He specializes in production-based cost estimating, constructability, risk analysis, CPM scheduling, and claims analysis. When estimating and scheduling, he uses standard tools including P6 and HCSS HeavyBid.			
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
12/23 – Ongoing	Golden Gate Transportation District, Golden Gate Bridge Seismic Retrofit CMGC Project, San Francisco, CA. Senior Estimator. Charles is a member of the Independent Cost Estimating (ICE) team tasked with developing detailed contractor-style construction estimates using HCSS HeavyBid for this CMGC project. He has supported the development of bottom-up estimates, reviewed contractor-provided information, and participated in design reviews, risk workshops, quantity reconciliations, estimate comparison meetings, and negotiations. Charles also reviewed contractor-provided CPM schedules.		
10/24 – Ongoing	Amtrak, Sawtooth Bridge CMGC Project, Newark, NJ. Lead Estimator. Charles leads the ICE team tasked with developing detailed contractor-style bottom-up construction estimates using HCSS HeavyBid for this complex rail, OCS, and bridge CMGC project. He has developed bottom-up estimates, reviewed contractor-provided information, and participated in design reviews, risk workshops, quantity reconciliations, estimate comparison meetings, and negotiations. Charles also reviewed contractor-provided CPM schedules.		
12/18 – Ongoing	MnDOT, Twin Ports Interchange CMGC Project, Duluth, MN. Project Manager and Senior Estimator. Charles manages the development of the independent cost estimate for two \$300M projects at key design milestones, which include removing and replacing 13 bridges, retaining walls, earthwork, removal of contaminated soil and water, and complex MOT. He participated in constructability, quantity, estimate reconciliation, and risk workshops on this \$330M project. Charles is currently reviewing the contractor-provided CPM schedule.		
10/23 – 04/25	Los Angeles World Airports (LAWA), Airport Terminal Modernization Progressive Design Build, Los Angeles, CA. Senior Estimator. This project focuses on airfield and terminal improvements within the airport’s existing footprint and landside (roadway) improvements that help reduce airport-related congestion and back-ups on public streets. As part of the ICE team, Charles participated in developing the independent cost estimate for this project, which included removing and replacing bridges, roadway, retaining walls, and utilities. Charles is participating in constructability, quantity, and estimate reconciliation workshops on this \$2B project.		
07/21 – 08/24	NCDOT, Five Bridge Replacement CMGC Program, Sylva, NC. Lead Estimator and Scheduler. Charles led the ICE team and was tasked with developing detailed bottom-up contractor-style construction estimates using HCSS HeavyBid for this CMGC project, which included the replacement of five bridges within three separate projects. Each project utilized the		

Prime consultant name: HDR Engineering, Inc.

	milestone CMGC process, in which Charles led quantity and estimate reconciliation meetings at each design milestone. The project includes management of the CMGC process and guidance throughout its execution. He participated in risk workshops and reviewed contractor-provided CPM schedules.
08/18 – 08/19	Union Pacific Railroad (UPRR), Lompac Bridge Replacement CMGC Project, Vandenburg Space Center, CA. Senior Estimator. Charles coordinated the CMGC estimating and scheduling effort for UPRR. He directed the estimating process, reviewed contractor-provided information, led quantity and estimate reconciliation meetings, and participated in design and risk workshops. Charles also reviewed the contractor-provided CPM schedule.
01/21 – 06/23	UPRR, Narlon Bridge Replacement CMGC Project, Vandenburg Space Center, CA. Senior Estimator. Charles coordinated the CMGC estimating and scheduling effort for the UPRR. He led the independent cost estimating process, reviewed contractor-provided information, led quantity and estimate reconciliation meetings, and participated in design and risk workshops. Charles also reviewed the contractor-provided CPM schedule.
12/21 – 10/22	TDOT, Broadway Bridge Replacement CMGC Project, Nashville, TN. Project Manager, Estimator, and Scheduler. Charles led the ICE team tasked with developing detailed bottom-up contractor-style construction estimates using HCSS HeavyBid for this CMGC project, which included the replacement of an existing bridge over the CSX railway in downtown Nashville and related utility and road work. He led quantity and estimate reconciliations meetings at 30%, 60%, and final design milestones, and participated in risk workshops. Charles also reviewed contractor-provided CPM schedules.
06/22 – 01/25	Alaska Railroad Corporation, BR 127 Replacement CMGC Project, Anchorage, AK. Lead Estimator and Scheduler. Charles led the ICE team tasked with developing detailed bottom-up contractor-style construction estimates using HCSS HeavyBid for this CMGC project, which included the replacement of an existing railroad bridge over the Eagle River. He led quantity and estimate reconciliation meetings at 30% for this complicated ongoing project in a challenging remote location. Charles also participated in risk workshops and reviewed contractor-provided CPOM schedules.
01/16 – 04/20	MnDOT, I-35W Reconstruction – Downtown to Crosstown, Minneapolis, MN (Approximately \$240 Million) Senior Estimator/Scheduler. Charles was a member of the ICE team tasked with developing detailed bottom-up contractor-style construction estimates using HCSS HeavyBid. He developed a preconstruction CPM schedule, reviewed contractor-provided baseline and updated schedules, and reviewed and analyzed claims.
6/15 – 12/24	Connecticut Department of Transportation, Walk Bridge Replacement CMGC Project, New Haven, CT (Approximately \$999 Million). Senior Estimator. As a member of the ICE team, Charles provided detailed bottom-up contractor-style construction estimates at 30%, 60%, and 90% design milestones for the railroad and movable bridge project valued at over \$600 million. He participated in risk workshops, quantity reconciliations, estimate comparison meetings, and negotiations.
06/14 – 06/16	Iowa Department of Transportation, CBIS Program Management, Council Bluffs, IA (Approximately \$1.2 Billion) Senior Estimator/Scheduler. Charles developed independent parametric (Top Down) and detailed contractor-style construction estimates (bottom up) using HCSS HeavyBid for projects within the billion-dollar program. He developed preconstruction CPM schedules for each project and CPM scheduling specifications. He also performed technical and claims analysis of contractor-provided CPM schedules and participated in numerous constructability reviews and risk workshops. Reviewed and provided recommendations for claims mitigation.

Firm employed by: Aillet, Fenner, Jolly, & McClelland, Inc.				
Name	Elba Urbina Hamilton, PE		Years of relevant experience with this employer	21
Title	Civil Engineer		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization			MS / 2002 / Civil Engineering BS / 1998 / Civil Engineering	
Active registration number / state / expiration date			PE.0034364 / LA / 03/31/2027	
Year registered	2009	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Roadway Design – Meets MPR #22	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/23 – Ongoing	LADOT, Jimmie Davis Bridge (LA511) Design Build, Caddo and Bossier Parishes, LA. <i>Project Manager.</i> This project involves the construction of a new four-lane bridge over the Red River. It will transform LA 511 from a five-lane roadway into a four-lane, median-divided roadway with dedicated turn lanes. The project will also include full-access interchange connections on LA 511 at both Arthur Ray Teague Parkway and Clyde Fant Memorial Parkway, along with associated roadway drainage systems and lighting. Additionally, the existing Jimmie Davis Bridge will be converted into a linear park. AFJMC was tasked with designing at-grade and elevated portions of the shared-use trails on both sides of the Red River to connect at the existing Jimmie Davis Bridge. AFJMC is also responsible for the drainage for the west portion of the roadway design of LA 511 and its connections to Clyde Fant Parkway, as well as the electrical/lighting design for the project.			
12/04 – 02/20	LADOTD, I-49 North, I-220 to LA 1, Caddo Parish, LA. <i>Project Manager.</i> Elba led this 5.4-mile roadway project from I-220 to Martin Luther King Drive and Martin Luther King Drive to Louisiana Highway 1. She managed the development of horizontal and vertical alignments and geometric design of the new interchange layout, including overseeing roadway and drainage design, topographic and property surveys, right-of-way maps, coordination with sub-consultants, and other engineering companies			
05/09 – 03/15	Bossier Parish, Palmetto Road, Bossier Parish, LA. <i>Project Designer.</i> The Bossier Parish Police Jury selected AFJMC to conduct a line and grade study. AFJMC provided alternatives to widen a narrow two-lane road to a three-lane highway. After completing the study, AFJMC prepared the preliminary and final plans to widen the highway and an existing two-lane bridge based on the preferred alternative.			
11/19 – 06/22	Bossier Parish, Palmetto Road, Phase II, Bossier Parish, LA. <i>Project Manager.</i> AFJMC was selected to design the widening of Palmetto Road from a two-lane rural roadway to a three-lane urban roadway for 1.4 miles. Elba is responsible for overall project management, including coordination with subconsultants, roadway design, including horizontal and vertical alignments, geometric design at intersections, and cost estimates.			
10/15 – 06/17	Red River Waterway Commission, RRW-15-03 Teague Trails Extension South, Bossier Parish, LA. <i>Project Manager.</i> Elba managed the design for the 2.1-mile extension of the Teague Shared Use Trail. The project included obtaining permits and approvals from several agencies, including USACE, Bossier Levee District, DOTD, and the State Fire Marshall. Elba coordinated with four agencies with jurisdiction within the project limits: Red River Waterway Commission, City of Bossier City, Bossier Parish Police Jury, and the US Fish and Wildlife Service to maintain the agencies were briefed on project status. She was also responsible for the geometric design of the trail, the design of permanent signs and pavement markings, and the design of several rest areas along the trail.			

Prime consultant name: HDR Engineering, Inc.

05/21 – 12/24	Resilient Way, Access Road and Utilities, Shreveport, LA. <i>Project Designer.</i> The project involved the design and development of 4,500 LF of three- and two-lane access road designed to be expanded to four lanes for a three-hundred-acre Industrial Park. The project included the development of road base grading, subsurface and surface drainage systems, adjacent sanitary and water systems, sidewalks, and lighting. This project was conducted in cooperation with the Caddo Parish Commission and the Louisiana Department of Economic Development.
09/07 – 09/09	Bossier Parish, Linton Road, Bossier Parish, LA. <i>Project Designer.</i> Elba was responsible for the geometric realignment of a curve that did not meet design standards and the rehabilitation of the remainder of the road. Her responsibilities also included estimated construction costs and bid document preparation for the Bossier Parish Police Jury.
09/07 – 09/08	City of Bossier City, Arthur Ray Teague Parkway, Bossier City, LA. <i>Project Designer.</i> Elba provided the roadway design for the continuation of the existing parkway along the Red River in Bossier City.
01/09 – 09/11	City of Bossier City, Traffic Street Improvements and Underpass, Bossier City, LA. <i>Project Designer.</i> Elba provided the design for the final construction plans and documents for a five-lane urban street widening and Kansas City Southern Railroad Underpass, including parcel calculations and right-of-way maps.

Firm employed by: Ardaman & Associates, Inc..			
Name	Megan Bourgeois, PE		Years of relevant experience with this employer
Title	Project Engineer / Assistant Branch Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering	
Active registration number / state / expiration date		PE.0036725 / LA / 03/31/2026	
Year registered	2011	Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical – Meets MPRs #16 & #17	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/09 – Ongoing	LADOTD, I-20 Mississippi River Bridge Review, Vicksburg, MS. <i>Project Manager.</i> Megan manages this multi-million-dollar, high-risk, high-technical-needs, high-visibility project investigating the movement over the I-20 Bridge in Vicksburg. She managed a highly technical team, including academia, experts, including internationally recognized geotechnical engineers, geohydrologists, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and personally oversaw a comprehensive laboratory testing program and was involved in refining the geotechnical site characterization for the bank/bluff, where there was evidence of shifting, creating movement in the bridge structure. The specialized testing she performed or managed included x-ray diffraction, x-ray scanning of unextruded samples to identify existing shearing planes, and stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation program for this project, including vibrating wire piezometers, Casagrande-type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, Megan performed seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures, including design and evaluation of large foundation structures, and developed technically feasible solutions to mitigate ground movement. She co-authored the geotechnical analysis and design report.		
10/18 – 06/21	LADOTD, Chef Menteur Pass Bridge and Approach, Orleans Parish, LA. <i>Project Manager.</i> Megan managed and oversaw various aspects of an extensive field investigation program, which included 37 deep soil borings, including borings to depths of over 200 feet in over 80 feet of high-flow water. Megan also managed a laboratory testing program to provide geotechnical characterization data for designing deep foundations and embankments, oversaw the field resistivity (geophysical survey) testing program, and developed the data report.		
04/21 – Ongoing	LADOTD, Rural Bridge Initiative Phase II, West Feliciana, East Feliciana, Livingston, and St. Bernard Parishes, LA. <i>Project Engineer.</i> Megan leads technical reviews pertaining to the selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses, and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana, which generally ranged in length from 100 to 400 feet, over various-sized rivers and creeks.		
07/21 – Ongoing	LADOTD – Sub to Volkert, I-10: LA 415 to Essen Lane on I-10 & I-12 (CMAR), Baton Rouge Parish, LA. <i>Project Engineer.</i> Megan provides technical reviews of the selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures, and load testing recommendations. This is a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated		

	structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles.
07/21 – 01/22	LADOTD, I-10 Calcasieu River Bridge, Calcasieu Parish, LA. <i>Project Manager.</i> Megan managed the geotechnical fieldwork, including 37 deep soil borings, 39 ECPTs, and 13 geophysical survey transects. Most of the soil borings were completed from a barge over deep water, some from a marsh buggy over shallow water and thick marsh grass. Megan also managed and oversaw the laboratory testing program and processing and analyzing of the ECPT and ER data. She also assisted with developing a geotechnical database and preparing and submitting a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under an extremely strict deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to various other interchanges.
05/13 – 12/14	LADOTD, Iatt and Nantachie Lake Dams Evaluation and Remediation, Grant Parish, LA. <i>Project Manager.</i> Megan oversaw the project, which included a geotechnical engineering evaluation of the earthen dams for two lakes in Grant Parish for slope stability issues. The study included initial site reconnaissance, review of available design, construction, inspection, and repair documents, additional field and laboratory data collection, and engineering analyses to develop recommendations for repairs and long-term geotechnical performance monitoring.
05/06 – 12/11	LADOTD, LA 1 – Phases 1 & 2, Lafourche Parish, LA. <i>Assistant Project Engineer.</i> This project is the second phase of the 17-mile elevated highway from Golden Meadow to Fourchon. Megan directed the laboratory testing program to verify strict adherence to LADOTD standards and managed the drilling operations, which included deep borings and CPT soundings in the coastal marshes via airboat-mounted equipment. She oversaw the completion of over 70 soil boring logs and evaluated and presented approximately 300 CPT sounding logs for use in the design of pile foundations.
01/23 – Ongoing	LADOTD – Sub to Atlas, MRB South GBRL: LA 1 to LA 30 Connector. <i>Project Engineer.</i> The project involved an enhanced planning investigation into MRB South GBR: LA 1 to LA 30 Connector, to construct a new Mississippi River crossing between the I-10 and LA 70 River crossings from three proposed alignments. Megan's services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. Megan also submitted a data report and preliminary geotechnical assessment report.
02/20 – Ongoing	LADOTD – Sub to Volkert, Design Support Services for LA 23 – Belle Chasse Bridge and Tunnel, Plaquemine Parish, LA. <i>Project Engineer/Laboratory Director.</i> Ardaman's scope consists of reviewing and accepting geotechnical services, including technical design reports, field documentation, drawings, and RFI's. In addition, Ardaman performs acceptance verification sampling and testing during the construction for soils and concrete. Megan assisted in reviewing and accepting geotechnical services and served as quality control and review of acceptance verification sampling and testing during construction.

Firm employed by: Ardaman & Associates, Inc..			
Name	Mark Woodward, PE		Years of relevant experience with this employer
Title	Principal Geotechnical Engineer		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering	
Active registration number / state / expiration date		PE.0024206 / LA / 09/30/2025 PE.0029797 / MS / 12/31/2025	
Year registered	1991	Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical – Meets MPR #18	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/21 – 12/22	Entergy, Vicksburg Substation Expansion – Freetown Road, Vicksburg, MS. <i>Principal Engineer.</i> Mark provided oversight and review of recommendations for both deep and shallow foundations for support of the proposed substation structure loads and site preparation.		
09/13 – 12/16	USACE New Orleans, Geotechnical Branch, Fort Adams Revetment, MRL 306.6 To 311.0-L, Wilkinson County, MS. <i>Deputy Branch Chief.</i> Mark was responsible for overseeing and reviewing the global stability analysis of the left descending bank of the Mississippi River in the state of Mississippi, directly across from the USACE Old River Control Complex.		
03/16 – 05/18	USACE New Orleans – Geotechnical Branch, Palmetto Revetment, MRL 319.2 to 325.9-L, Wilkinson and Adams Counties, MS. <i>Deputy Branch Chief.</i> Mark was responsible for overseeing and reviewing global stability analysis of the left descending bank of the Mississippi River in the state of Mississippi between river miles 319.2 and 325.9-L.		
12/21 – 2/24	Entergy, Pine Tree Substation, Hernando, MS. <i>Principal Engineer.</i> Mark led geotechnical services, provided foundation recommendations, site grading, stability, and settlement.		
11/19 – 01/20	Entergy, Roxie Substation Expansion, Roxie, MS. <i>Principal Engineer.</i> Mark oversaw geotechnical services, subsurface exploration, lab testing, resistivity testing, and engineering analyses providing recommendations for both deep and shallow foundations.		
12/21 – Ongoing	MediaLink, Telecom Horizontal Directional Drilling and Levee Crossing, Redwood, MS. <i>Principal Engineer.</i> Mark provided geotechnical services for two horizontal directional drills at Yazoo River and Highway 61 borrow canal, which includes crossing the Federal Yazoo River Levee.		
11/18 – 08/19	Georgia-Pacific WFS, LLC, Touchless Scaling Project, Brookhaven, MS. <i>Principal Geotechnical Engineer.</i> Mark oversaw drilling and testing of borings for this project.		

Firm employed by: Ardaman & Associates, Inc..			
Name	Robert Jewell, PE		Years of relevant experience with this employer
Title	Project Engineer and Branch Manager		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering	
Active registration number / state / expiration date		PE.0038579 / LA / 09/30/2026	
Year registered	2013	Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/18 – 06/21	LADOTD, Chef Menteur Pass Bridge and Approach, Orleans Parish, LA. Project Engineer. Robert helped manage and oversee various aspects of an extensive field investigation program, which included 37 deep soil borings, several over 200 feet in over 80 feet deep in high-flow water. Robert also helped develop the soil boring logs and prepare the data report.		
10/18 – 01/19	LADOTD, I-220/I-20 Interchange Improvement and Barksdale Air Force Base Access Road, Bossier Parish, LA. Project Manager. Robert prepared the preliminary design and planning report for this design-build project, which provides direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and constructs an interchange and access road from Interstate 20 in Bossier Parish. Robert oversaw the field construction services, consisting of PDA monitoring, bi-directional load cell load tests, and settlement monitoring.		
03/19 – 07/20	LADOTD, I-10 Widening (LA 415 to Howard Street), East Baton Rouge Parish, LA. Project Engineer. Robert co-managed multiple aspects of the geotechnical investigation in support of the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on westbound lanes along I-10 between LA 415 and Howard Street, spanning approximately one mile. The geotechnical investigation included 58 deep borings and 11 cone penetrometer (CPT) soundings, field resistivity testing, associated laboratory testing, and a geotechnical data report preparation.		
07/21 – Ongoing	LADOTD- Sub to Volkert, I-10 (LA 415 to Essen Lane on I-10 and I-12 (CMAR)), Baton Rouge Parish, LA. Project Manager. Robert leads multiple aspects of engineering analyses pertaining to the selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures, and load testing recommendations. This is a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish, spanning approximately 2.5 miles.		
09/20 – Ongoing	LADOTD- Sub to Volkert, I-10/I-12 College Drive Flyover Ramp, Baton Rouge Parish, LA. Project Engineer. Robert helped oversee review and acceptance of multiple geotechnical services, including technical design reports, field documentation, drawings, and RFIs.		
02/20 – Ongoing	LADOTD, Design Support Services LA 23, Belle Chasse Bridge and Tunnel, Plaquemine Parish, LA. Project Engineer. Robert helped oversee the review and acceptance of multiple geotechnical services, including technical design reports, field documentation, drawings, and RFIs.		
04/21 – Ongoing	LADOTD, Rural Bridge Initiative Phase II, West Feliciana, East Feliciana, Livingston, St. Bernard Parishes, LA. Project Manager. Robert leads multiple aspects of engineering analyses pertaining to the selection of design reaches,		

Prime consultant name: HDR Engineering, Inc.

	geotechnical design of pile foundations, drivability, slope stability, settlement analyses, and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana, which generally ranged in length from 100 to 400 feet, mainly over small rivers and creeks.
07/21 – 01/22	LADOTD, I-10 Calcasieu River Bridge, Calcasieu Parish, LA. <i>Project Engineer.</i> Robert led the technical review of various aspects of this project pertaining to the coordination of fieldwork, including 37 deep soil borings, 39 ECPTs, and 13 electrical resistivity (ER) geophysical survey transects. Most of the soil borings were completed from a barge, some over considerable water. Some soil borings were completed from a marsh buggy over shallow water and thick marsh grass. Robert also assisted with reviewing the laboratory testing program and processing and analyzing the ECPT and ER data. He also assisted with developing a geotechnical database and preparing and submitting a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under a rigorous deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to I-10 near the I-210 interchange and various other interchanges including entrances, exits and service roads.
07/15 – Ongoing	LADOTD-Sub to Stantec, I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange), Lafayette Parish, LA. <i>Project Manager.</i> Robert manages the Phase I geotechnical investigation, which included 116 deep and shallow soil boring, and 15 CPT soundings. The design was for the construction of five miles of freeway consisting of a 3.5-mile elevated structure that will include pile-supported approach slabs, pile foundations, slope stability, embankment settlement, advanced load test programs, and earth retaining structures. He is the co-principal in developing the Geotechnical Investigation and Design Report. In addition, he oversees and coordinates the Phase 2 field and laboratory program, which includes a total of more than 400 borings, including deep borings, shallow borings, and CPT soundings.
04/14 – 05/23	LADOTD- Sub to Shread Kuyrkendall, I-12 to Bush Segment 2, LA 3241 (LA 36 – LA 435), St. Tammany Parish, LA. <i>Project Manager.</i> Robert oversaw and coordinated the geotechnical investigation, which included drilling 32 deep soil borings, 10 culvert borings, and 88 shallow roadway borings, sampling, and laboratory testing along the alignment, which consists of two bridges: LA 435 over Bayou Lacombe Tributary and LA 36 over Bayou Lacombe Tributary 2. Robert assisted in developing the geotechnical analyses and design recommendation report, including pile foundations for the bridge structures and shallow foundation design for the culverts. Robert oversaw the construction phase, which included dynamic testing and settlement monitoring.
07/09 – 08/11	LADOTD, LA-1 Phase 1, Lafourche Parish, LA. <i>Assistant Project Engineer.</i> Robert served in the field as an on-site geotechnical engineer during construction for this project in southeast Louisiana. He conducted dynamic monitoring using the Pile Driving Analyzer, performed CAPWAP analyses, reviewed drive logs, and supervised field technicians.
01/23 – Ongoing	LADOTD-Sub to Atlas, MRB South GBRL, LA 1 to LA 30 Connector: WBR, EBR, Iberville, and Ascension Parishes. <i>Project Engineer.</i> The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, to construct a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Robert's services include supervising the field program, developing the laboratory testing program, quality control review, and developing an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. Robert prepared and submitted a data report and a preliminary geotechnical assessment report.

Firm employed by: KCI Technologies, Inc.			
Name	John Armeni		Years of relevant experience with this employer
Title	Regional Practice Leader / VP of Estimating		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 1986 / Civil Engineering	
Active registration number / state / expiration date		N/A	
Year registered	N/A	Discipline	Cost Estimation
Contract role(s) / brief description of responsibilities		ICE – Meets MPR #26	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/23 – Ongoing	ALDOT, I-10 Mobile River Bridge, Mobile and Baldwin Counties, AL. Chief Estimator. The project is being procured by ALDOT as two separate Progressive Design-Build (PDB) contracts. The I-10 Mobile River Bridge contract will address congestion along the I-10 corridor through Mobile and provide a safer direct route for vehicles transporting hazardous materials via a new signature cable-stay bridge . The Bayway Bridge is a 7.4-mile-long bridge across Mobile Bay to the eastern shore. As chief estimator for the Independent Cost Estimator (ICE) , John provided quality control and review of the production-based estimate, the project schedule, and the construction means and methods for the project.		
08/09 – 12/09	LADOTD, Mississippi River Bridge (MRB) South, East Baton Rouge/West Baton Rouge Parishes, LA. Chief Estimator. The bridge is currently in the early phases of design and will be a cable-stay bridge with a potential main span ranging from 1,600 feet to as long as 1,900 feet, with the main tower as tall as 600 feet above the water. John developed a preliminary budget estimate along with construction means and methods. The current preliminary design utilizes floating caissons for the main pier foundations and investigates the use of sand-island caissons for the back span piers.		
07/15 – 09/19	LADOTD, LA-1 Phase 2B, 2C and 2E, Lafourche Parish, LA. Estimating Manager. John provided a detailed contractor-style production-based ICE estimate for the designer of record, in order set the budget for LaDOTD the owner. The LA-1 Bridge Project Phases 2 and 3 was the bridge portion constructed to elevate the existing LA-1 highway connecting Golden Meadow and Leeville, LA, extending to US90. This included the 8.3 miles of elevated bridge structure through sensitive wetlands of Bayou Lafourche using top-down method of construction.		
04/21 – Ongoing	LADOTD, I-10 LA 415 to Essen Lane on I-10 and I-12, East Baton Rouge Parish, LA. Estimating Manager. John oversees the various production rates and expendable materials required within the estimates for the largest urban interstate reconstruction project in the history of the LADOTD. The purpose of the project is to replace the aging infrastructure throughout the corridor and to widen the interstate from six to eight lanes. The prime contractor for the project consists of a joint venture between Kiewit Infrastructure South Co. and Boh Bros. Construction Co., LLC. KCI is a sub-consultant to Krebs Corporation on the Independent Cost Estimator (ICE) team and is responsible for estimating all the bridge structures throughout the corridor.		
08/07 – 11/07	LADOTD, John J. Audubon Bridge Over the Mississippi, Pointe Coupee/West Feliciana Parishes, LA. Engineering Consultant. The John S. Audubon Bridge is a cable-stayed structure over the Mississippi River. The main span was 1,583 feet, the longest cable-stayed bridge span in North America at the time of construction. John assisted the contractor in developing details for the temporary access and lowering of the precast cofferdam structure (64 ft x 160 ft) with a follower cofferdam into the base of the Mississippi River. He also assisted the General Superintendent during the construction of the initial eight-foot diameter drilled shafts, which were drilled into the river bottom using the oscillator method of installation.		

Prime consultant name: HDR Engineering, Inc.

04/01 – 06/01	Traylor Bros, Inc., US82 Jesse Brent Memorial (Greenville) Bridge Over the Mississippi River, Washington County and Chico County, AR. <i>Chief Estimator.</i> The Greenville Bridge is a a cable-stay structure over the Mississippi River with a main span clearance of 1,380 feet and an overall structure length of 2,970 feet. The foundations consisted of two large floating caissons (24,000 tons each) with a steel cutting edge and were sunk to a depth of 120 feet below the river bottom using a follower cofferdam. The main span pylons are 425 feet above the river. As the Chief Estimator, John was responsible for the detailed production-based estimate while employed by Traylor Bros., Inc., a joint-venture partner with Massman Construction that constructed the bridge. John developed various means and methods for construction along with the project schedule.
09/09 – 11/09	Dragados USA, I-70 Stan Musial Memorial Bridge, St. Louis County, MO and St. Clair County, IL. <i>Chief Estimator.</i> The Stan Musial Memorial Bridge is a cable-stayed structure over the Mississippi River . The main span is 1,500 feet, and the towers are 400 feet tall. The bridge connects downtown St. Louis, MO, to Southern, IL. John developed the detailed production-based cost estimate, means and methods of construction, along with the oversight and review of the project schedule for one of the bidding prime contractors. John also analyzed the cost for the sand island-caisson alternative compared to the large 12-foot diameter drilled shaft alternative within a cofferdam that was part of the original design.
08/23 – Ongoing	ODOT/KYTC, Brent Spence Corridor Project, Hamilton County, OH and Cambell County, KY. <i>Project Manager.</i> The Brent Spence Bridge Corridor Project is for the Bi-State Management Team (ODOT and KYTC). This Progressive Design-Build (PDB) project consists of the construction of a new two-deck cable-stay or steel arch companion bridge over the Ohio River , rehabilitation of the existing Brent Spence Bridge, interchange reconstructions in both Ohio and Kentucky, and eight miles of roadway widening and reconstruction. As project manager for the independent State Cost Estimator (SCE) , John oversees the estimate review and performs quality control for the project schedule and the various construction means and methods for the project.
04/04 – 01/07	APAC Southeast, Inc., SR79 West Bay Bridge over the Gulf Intracoastal Waterway, Panama City Beach, FL. <i>Operation Manager/Estimating Manager.</i> John was responsible for the detailed production-based estimate for the 2,970 LF project. His responsibilities included estimating support and oversight for the major bridge project with bid reviews and preparation of the design-build proposal. John prepared and managed the construction estimates for the central bridge and large-scale roadway project.

Firm employed by: NTB Associates, Inc.				
Name	Bryan Bunch, PLS		Years of relevant experience with this employer	16
Title	Civil Engineer		Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization			BS / 1988 / Survey and Land Information Systems	
Active registration number / state / expiration date			PLS.0005014 / LA / 03/31/2026	
Year registered	2009	Discipline	Survey	
Contract role(s) / brief description of responsibilities			LiDAR and Survey – Meets MPRs #24 and #25	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/24 – 04/25	LADOTD, Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes (4400021975). Bryan assisted in supervising and reviewing survey data and processing for Static GPS Control surveys, topographic surveys , and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.			
01/23 – 04/25	LADOTD, Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA (H.001779). <i>Survey Project Manager.</i> Bryan directed field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys , property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.			
09/20 – 04/25	LADOTD, Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (4400019338). <i>Survey Project Manager.</i> Bryan is responsible for directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys , property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.			
08/22 – 04/25	CenterPoint Surveying & SUE Services, Various Parishes, LA (Various Agency Proj. Nos.). <i>Quality Control Surveyor.</i> Bryan is responsible for assisting in staffing, coordination, and QA/QC for topographic surveys , property surveys, surveys in support of SUE, title takeoffs, boundary and right-of-way calculations, CADD drawings, and plats for maintenance and construction projects. To date, NTBA has worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.			
09/20 – 03/25	LADOTD, IDIQ Contract for Hydrographic Surveying Services, Statewide, LA (4400019715). <i>Quality Control Surveyor.</i> Bryan assisted in staffing and coordination for single-beam and multibeam hydrographic surveying services and the development of surface models from LiDAR data for multiple bridges at scheduled intervals upstream and downstream for 301 sites throughout the southern districts.			
12/17 – 11/24	LADOTD, I-10: LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA (44-12323, 44-17713, 44-14660 - Multiple TOs). <i>Survey Project Manager.</i> Bryan directed field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data , QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.			
04/22 – 04/23	LADOTD, I-20 Monkhouse to I-49, Caddo Parish, LA (4400017713). <i>Survey Project Manager.</i> Bryan directed field crews, file processing, drafting, and submittals for Static GPS Control, topographic surveying services utilizing RTK and			

Prime consultant name: HDR Engineering, Inc.

	conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data , QL C & D subsurface utility services, drainage map preparation, and Mobile LiDAR Scanning for interstate rehabilitation.
12/20 – 03/22	LADOTD, LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA (4400017713). <i>Survey Project Manager.</i> Bryan directed field crews, file processing, drafting, and submittals for topographic surveys utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data, multibeam hydrographic survey of the bridge structure piers to determine scour impact, and surveys in support of QL C & D subsurface utility designating for bridge repair/ rehabilitation.
07/20 – 11/21	LaDOTD IDIQ Contract for Hydrographic Surveying Services Statewide, LA (4400012669). <i>Quality Control Surveyor.</i> Bryan assisted in staffing and coordination for single beam and multibeam hydrographic surveying services and development of surface models from LiDAR data for multiple bridges at scheduled intervals upstream and downstream for 320 sites throughout southern districts.
12/20 – 03/21	LaDOTD LA 6: Youngs Bayou Bridge Rehab, Natchitoches Parish, LA (4400017713 & H.013821.5). <i>Assistant Project Manager.</i> Bryan assisted in the supervision and review of survey data and processing for topographic surveying services.
03/21 – 03/22	City-Parish Ward Creek at Siegen Lane, East Baton Rouge Parish, LA (22-DR-US-0013). <i>Survey Project Manager.</i> Bryan directed field crews, file processing, drafting, and submittals for control, topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data , and property surveys along with surveys in support of QL B, C, and D subsurface utility designating services.
05/15 – 12/20	City of Bossier, Walter O. Bigby Carriageway (N. Pkwy Ext.) Bossier Parish, LA (City Proj. No. 8-15). <i>Quality Control Surveyor.</i> Bryan supervised south LA field crews and technicians for Static GPS Control surveys, topographic , property, single beam and multibeam hydrographic surveying services, development of surface models from LiDAR data , and QL A, B, C, and D subsurface utility designation/locating for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.
10/15 – 07/16	LaDOTD MacArthur Interchange Completion (Phase II) Route US 90-Z, Jefferson Parish, LA (4400005142 & H.011309.5). <i>Project Manager.</i> Bryan directed field crews, file processing, drafting, and submittals for topographic surveying services as a sub.
04/15 – 02/16	LaDOTD I-20 (Airline Drive to I-220) Route I-20, Bossier Parish, LA (4400005532 & H.011319.5). <i>Assistant Project Manager.</i> Bryan supervised south LA crew members and technicians for topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning and development of surface models from LiDAR data for interstate rehabilitation.
05/13 – 10/15	Bossier Parish Police Jury, Kingston Road Improvements and Development, Bossier Parish, LA (Agency Proj. No. Unknown). <i>Quality Control Surveyor.</i> Bryan assisted in staffing, coordination, and QA/QC for topographic surveys , property surveys, final right-of-way mapping, and drainage map preparation for the use in engineering plans and specifications.

Firm employed by: NTB Associates, Inc.			
Name	Mike King, PLS		Years of relevant experience with this employer
Title	Vice President		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2012 / Construction Management	
Active registration number / state / expiration date		PLS.0005127 / LA / 09/30/2025	
Year registered	2015	Discipline	Survey
Contract role(s) / brief description of responsibilities		LiDAR and Survey – Meets MPRs #24 and #25	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
12/24 – 04/25	LADOTD, Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4, Evangeline, St. Landry, & Bienville Parishes, LA. Project Manager. Mike oversaw field crews, processed documents, drafting, and submittals for Static GPS Control surveys, topographic surveys , and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.		
01/23 – 04/25	LADOTD, Jimmie Davis Bridge (LA 511) Design-Build, Bossier & Caddo Parishes, LA. Assistant Project Manager. Mike managed field crews and technicians for Static GPS Control surveys, topographic surveys , property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, QL A, B, C, and D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.		
04/21 – 04/25	LADOTD, Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62, LA. Assistant Project Manager. Mike managed field crews and technicians for Static GPS Control surveys, topographic surveys , property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.		
08/22 – 04/25	CenterPoint, Surveying & SUE Services, Various Parishes, LA. Quality Control Surveyor. Mike assisted in staffing, coordination, and QA/QC for topographic surveys , property surveys, surveys in support of SUE, title takeoffs, boundary and right-of-way calculations, CADD drawings, and plats for maintenance and construction projects. NTBA worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.		
09/20 – 03/25	LADOTD, IDIQ Contract for Hydrographic Surveying Services, Statewide, LA. Assistant Project Manager. Mike assisted with supervision of field crews, file processing, drafting, and submittal preparation for single beam and multibeam hydrographic surveying services and development of surface models from LiDAR data for multiple bridges at scheduled intervals upstream and downstream for 301 sites throughout southern districts.		
12/17 – 11/24	LADOTD, I-10 – LA 415 to Essen Lane on I-10 and I-12, West & East Baton Rouge Parishes, LA. Assistant Project Manager. Mike assisted in the management of field crews and technicians for topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data , QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.		
04/22 – 04/23	LADOTD, I-20 Monkhouse to I-49, Caddo Parish, LA. Assistant Project Manager. Mike assisted in the management of field crews and technicians for Static GPS Control, topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data , QL C & D subsurface utility services, drainage map preparation, and Mobile LiDAR Scanning for interstate rehabilitation.		

Prime consultant name: HDR Engineering, Inc.

03/21 – 03/22	City of Parish Ward, Creek at Siegen Lane, East Baton Rouge Parish, LA. <i>Quality Control Surveyor.</i> Mike reviewed and processed data for control, topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data , and property surveys along with surveys in support of QL B, C, and D subsurface utility designating services.
12/20 – 03/22	LADOTD, LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI), Orleans Parish, LA. <i>Assistant Project Manager.</i> Mike assisted in the management of field crews and technicians for topographic surveys utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data, multibeam hydrographic survey of the bridge structure piers to determine scour impact for bridge repair/rehabilitation.
07/20 – 11/21	LADOTD, IDIQ Contract for Hydrographic Surveying Services Statewide, LA. <i>Assistant Project Manager.</i> Mike assisted with management of field crews, file processing, drafting, and submittal preparation for single beam and multibeam hydrographic surveying services and development of surface models from LiDAR data for multiple bridges at scheduled intervals upstream and downstream for 320 sites throughout southern districts.
05/15 – 12/20	City of Bossier, Walter O. Bigby Carriageway (N. Pkwy Ext.) Bossier Parish, LA. <i>Quality Control Surveyor.</i> Mike reviewed data and drafting for Static GPS Control surveys, topographic, property, single beam and multibeam hydrographic surveying services, development of surface models from LiDAR data , and QL A, B, C, and D subsurface utility designation/locating for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.
04/15 – 02/16	LADOTD, I-20 – Airline Drive to I-220, Bossier Parish, LA. <i>Quality Control Surveyor.</i> Mike reviewed data and drafting for topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning and development of surface models from LiDAR data for interstate rehabilitation.
04/15 – 09/15	LADOTD, LA 3094: Hearne Ave. Bridge Rehab, Route LA 3094, Caddo Parish, LA. <i>Quality Control Surveyor.</i> Mike reviewed data and drafting for topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data , drainage map preparation, and surveys in support of QL B subsurface utility designating for bridge rehabilitation.
02/14 – 03/15	LADOTD, Earhart Expressway Extension to US 61, Route LA 3139, Jefferson Parish, LA. <i>Sr. Survey Party Chief/Tech.</i> Mike led a field crew and processed data for topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning and development of surface models from LiDAR data for an overpass connection, relocation of existing lanes, and construction of additional lanes as a sub.
07/12 – 01/14	LADOTD, I-10 Loyola Avenue to Williams Boulevard, Jefferson Parish, LA. <i>Sr. Survey Party Chief/Tech.</i> Mike managed a survey crew and processed data for topographic surveying services utilizing RTK and conventional surveying and HDS 3D Terrestrial LiDAR Laser Scanning and development of surface models from LiDAR data for interstate rehabilitation as a sub.

Firm employed by: Urban Systems, Inc.				
Name	Alison Catarella Michel, PE, PTOE, PTP, RSP _{2i}		Years of relevant experience with this employer	24
Title	President/Transportation Engineer		Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization			BS / 1997 / Civil Engineering	
Active registration number / state / expiration date			PE.0030261 / LA / 03/31/2027	
Year registered	2002	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Traffic – Meets MPR #21 Completed LTRC Modules (See Section 20)	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
03/16 – 01/19	I-10/Loyola Interchange Improvement Project H.011670 Stage 0 Feasibility Study and Stage 1 Environmental Assessment. Principal in Charge. This multi-phase interchange improvement project will improve capacity to service increasing demand and provide direct access to the new north terminal of the MSY International Airport from I-10. Alison managed detailed data collection efforts to identify the various origins and destinations of airport trips and the routes utilized. She also managed microsimulation analysis efforts and the tiered process to identify alternatives to meet Federal Highway Administration (FHWA) requirements for an interchange modification report. During this process, Alison coordinated with stakeholder agencies. The second phase involved preparing an environmental assessment (EA), where she assisted the project manager in coordinating a team of eight consulting firms. This resulted in the FHWA granting a Finding of No Significant Impact (FONSI) within fifteen months after beginning the EA process.			
02/10 – 02/12	I-12 to Bush Environmental Impact Statement Route LA 3241. Alison led the traffic study, which included conducting field investigations to document existing conditions, note traffic patterns and traffic control devices, and to identify safety concerns. Various alternatives were identified and evaluated at potential tie-in points for the new alignment. Alison’s TRANSCAD training and experience were utilized when modifying population, employment, and socio-economic data in the regional transportation model to assist with the forecasting of future traffic volumes.			
10/10 – Ongoing	Pecue Lane / I-10 Interchange Environmental Assessment. Traffic Engineering Principal in Charge. Alison managed the staff, communicated with clients, and performed the technical QA/QC for each phase. The phases included preparing a traffic study for the <i>Stage 1 Environmental Assessment</i> , updating the <i>Interchange Justification Report</i> for submittal to FHWA, preparing a Transportation Management Plan, and designing traffic signals using the LADOTD TSI format. At the time of the design, this was to be Louisiana’s first Diverging Diamond Interchange (DDI). Alison worked closely with DOTD and Baton Rouge City-Parish to develop signal phasing and timing for the DDI using Highway Capacity Software and VISSIM. The design of the signal at the intersection of Pecue Ln at Rieger Rd was also reviewed by Alison. Her familiarity with Highway Capacity Software, Transcad, CORSIM and VISSIM was critically important during the various phases of the project. Alison reviewed the construction cost estimates for each signal. The last phase of this project is construction administration which is underway.			
10/11 – 05/16	Increase Capacity of I-10 from Bridge to I-10/I-12 Split Stage 0 Feasibility Study and Stage 1 Environmental Assessment. Traffic Studies Principal in Charge. This project included developing and testing alternatives for operational and safety conditions. Analysis utilized VISSIM models that were prepared to meet LADOTD requirements. Mainline alternatives			

	included an additional lane, interchange relocations, a highpass, and slip ramps. The Capitol Regional Planning Commissions Travel Demand model in Transcad was utilized to forecast volumes for various scenarios. Due to the length of the corridor, public meetings were held in three separate locations where Alison presented the results of the traffic analysis to the public. At the public meetings, video animations of models and analysis results from the VISSIM were presented. The final Stage 0 document was published for public comment to be included in the NEPA process in compliance with the FASTACT. USI also completed the traffic analysis and preparation of three Interchange Modification reports based on the Tiered process to meet Federal Highway Administration (FHWA) requirements. Alison managed and conducted the QA/QC of the traffic study preparation for the Environmental Assessment that was approved by FHWA.
01/14 – 08/19	US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design-Build Project. <i>Traffic Engineer.</i> Alison was a member of the key personnel for this design-build project. The project included converting US 90 to a controlled-access facility by converting at-grade intersections to an interchange. The bridge structure had to span the intersection and railroad. She supervised the design and analysis and performed QA-QC for temporary and permanent signal plans, permanent signage plans, temporary traffic control plans, and the transportation management plan. Signal plans were prepared using the DOTDs latest TSI format. Analysis included developing design hour volumes for the design year and modeling signals in Synchro. Phasing and timing were developed for both permanent and temporary signal operation. Alison supervised staff and assisted with services during construction, including responding to inquiries and preparing adjusted Traffic Control Plans for unforeseen conditions during construction.

Firm employed by: Urban Systems, Inc.				
Name	Nicole Stewart, PE, PTOE		Years of relevant experience with this employer	19
Title	President/Transportation Engineer		Years of relevant experience with other employer(s)	1.5
Degree(s) / Years / Specialization			BS / 2004 / Civil Engineering	
Active registration number / state / expiration date			PE.0034750 / LA / 09/30/2025 PE.0030182 / Mississippi / 12/31/2026	
Year registered	2009 2012	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Traffic – Meets MPR #21 Completed LTRC Modules and TCS Training (See Section 20)	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/14 – 01/17	LA 447 Corridor Study and Environmental Assessment. <i>Lead Engineer.</i> Nicole led traffic engineering services for the Corridor Safety Study to identify improvements to LA 447 from north of Interstate 12 (I-12) to LA 16, which was included in the Environmental Assessment. She reviewed detailed crash reports obtained from the LADOTD database for the section south of Buddy Ellis Road. She oversaw the preparation of collision diagrams and the identification of crash trends. The predictive method was used per the Highway Safety Manual to estimate the crashes with and without potential improvements. Nicole also conducted turn lane warrants and identified where left and right turn lanes were considered.			
08/10 – 08/11	Jackson Ave- Pakenham Drive, Stage 1, Categorical Exclusion. <i>Lead Engineer.</i> Nicole was responsible for the preparation of the Categorical Exclusion Document. This included contacting multiple state agencies via solicitation of view letters to determine if the roadway reconstruction would adversely impact wetlands, floodplains, farmland, public land, hazardous materials, commercial or residential properties. It was determined that the construction would affect a significant number of trees and that mitigations would need to be included in the project to minimize the impacts to trees. The final Categorical Exclusion document included the Environmental Determination Checklist, preliminary plans, construction cost estimate, and the solicitation of view letters and responses submitted to various state and local agencies.			
04/10 – 11/11	Port of South LA Connector Environmental Impact Statement Analysis. <i>Lead Engineer.</i> Nicole was the lead engineer on an Origin/Destination Traffic Study as part of the Environmental Impact Statement for a connector road between US 61 and Interstate 10 in St. John Parish, LA, for the Port of South Louisiana. A travel time study was conducted with an origin-destination postcard survey to determine which routes motorists used to access Interstate 10. Nicole then prepared a traffic study evaluating traffic operations and safety for the three alignment alternatives proposed to improve access between Airline Hwy and Interstate 1-10 and decrease emergency response time.			
01/14 – 08/19	US 90 (I-49 South) Albertson’s Parkway to Ambassador Caffery Design-Build Project. <i>Lead Engineering.</i> Nicole prepared the traffic control device plans during the construction phase. She was responsible for designing the permanent signage for the new portion of I-49 within project limits. Traffic Control Devices and Signage plans were prepared to be following the Manual of Uniform Traffic Control Devices and the most current LADOTD standards. Throughout construction, Nicole was available to meet with the contractor and visit the site as needed. Nicole provided timely responses to RFI’s and prepared plan changes to address changes. She also prepared As-Built plans once the project was completed in August 2019.			
01/09 – 07/10	Stage 0 Feasibility Study and Environmental Inventory I-10 from I-610 to Twin Spans Increase Capacity and Raise to Prevent Flooding. <i>Lead Engineer.</i> Nicole performed a traffic operations analysis for a Stage 0 Feasibility Study and Environmental Inventory I-10 from I-610 to Twin Spans in Orleans Parish. Nicole led this project to determine if capacity			

Prime consultant name: HDR Engineering, Inc.

	improvements were feasible for this congested section of I-10. This study included data collection and analysis of ten major I-10 interchanges. Through analysis and extensive field observations, Nicole was able to identify specific problems that contributed to the cause of traffic on the I-10 High Rise over the industrial canal, including the steep slope of the bridge, narrow lanes, and the lack of shoulders.
03/10 – 01/14	Houma-Thibodaux to I-10 Connection North-South Corridor Environmental Impact Statement. <i>Lead Engineer.</i> Nicole evaluated new alignments to connect US 90 to LA 3127, establishing a new north-south corridor to link the existing interstate system to the future I-49 South and provide an alternate route during hurricane evacuations. Nicole analyzed the various alternatives to evaluate traffic operations and recommended lane configurations for the terminal intersections. After the study, Nicole performed the QA/QC for the Level 2 Transportation Management Plan prepared for the final corridor alignment.
09/10 – 07/12	I-12 Corridor Stage 0 Feasibility Study and Environmental Inventory. <i>Lead Engineer.</i> As lead engineer of the traffic study, Nicole evaluated the feasibility of improving safety and capacity on 70 miles of interstate from Livingston Parish to St. Tammany Parish. Nicole participated in the capacity analysis, travel time runs, and TransCAD modeling efforts for the project.

17. Firm Experience:

Firm name	HDR Engineering, Inc.	Discipline(s)*	Bridge, Planning
Project name	I-10 Mobile River Bridge and Bayway Progressive Design-Build	Firm responsibility (prime or sub?)	Prime
Project number	DPI-1010	Owner's name	Alabama Department of Transportation (ALDOT)
Project location	Mobile, AL	Owner's Project Manager	Andrew Wood
Owner's address, phone, email	1701 I-65 West Service Road N, Mobile, AL 36618, 251.470.5127, wooda@dot.state.al.us		
Services commenced by this firm (mm/yy)	12/15	Total consultant contract cost (\$1,000's)	\$12,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$3,300

HDR is a major partner in an engineering consortium performing environmental studies, project design, and procurement for ALDOT. When completed, the new I-10 Mobile River Bridge will be one of the most significant bridge projects in the U.S. It will feature a new six-lane, 1,320 ft. **cable-stayed main span crossing of the river with 215 feet of vertical and 800 feet of horizontal clearance for navigational traffic** within the busy port. Since 2015, HDR has supported ALDOT in multiple project phases, including environmental studies, design, and procurement, as well as **conducting alternatives analysis for NEPA to reach a preferred alternative** supporting regional capacity and maximizing ALDOT's funding. Our team secured timely decisions through meetings, updates, and presentations with FHWA, Federal Aviation Administration (FAA), U.S. Coast Guard, U.S. Army Corps of Engineers, Port of Mobile, and City of Mobile.



HDR rendering for the cable-stayed bridge, designed high above the Mobile River navigational channel. Once completed, the towers will be the second-tallest building in Alabama.

The bridge type study identified the best structure type, including initial and lifecycle costs, deep foundation options, constructability, construction duration, environmental impacts, utility impacts, and aesthetics. HDR task work groups were used to drive the efficient study of 17 bridge types and five foundation types and evaluated alternatives against a criteria matrix developed with ALDOT and stakeholders, resulting in the selection of the preferred solution in 6 months. Approach roadway alternatives analysis provided smooth transition to the bridge for optimal traffic operations and limited environmental, ROW and land use impacts. In support of the NEPA process, we performed a bridge alternatives analysis to reach a preferred alternative that would support regional capacity, maximize ALDOT's return on investment, and create a world-class bridge that fits. To achieve these goals, HDR assembled and led a team of experts that included bridge design, tolling, geotechnical design, bridge architecture, wind engineering, and cost estimating. Our team secured timely decisions through meetings, updates, and presentations with FHWA, Federal Aviation Administration (FAA), U.S. Coast Guard, U.S. Army Corps of Engineers, Port of Mobile, and City of Mobile.

HDR currently serves as ALDOT's Design Manager for this project. Our responsibilities include program management, project management, preliminary design of the cable-stayed bridge and high-level approaches, development of RFP/RFQ documents, and review of project-related designs and grant applications.

Project 1 highlights HDR's alternatives analysis for NEPA to reach a preferred alternative on a major river crossing bridge.

HDR Key Staff: Manuel Carballo, Patrick Hickox, Michael Lamont, Michael Roberts

Prime consultant name: HDR Engineering, Inc.

Firm name	HDR Engineering, Inc.	Discipline(s)*	Bridge	
Project name	Governor Mario M. Cuomo Bridge (Tappan Zee Bridge Replacement)		Firm responsibility (prime or sub?)	Prime
Project number	D214134	Owner's name	New York State Thruway Authority	
Project location	Westchester and Rockland Counties, NY		Owner's Project Manager	Khurram Saeed
Owner's address, phone, email	303 S. Broadway, Tarrytown, NY 10591, 914.524.5440, khurram.saeed@newnybridge.com			
Services commenced by this firm (mm/yy)	01/13	Total consultant contract cost (\$1,000's)		\$177,300
Services completed by this firm (mm/yy)	07/21	Cost of consultant services provided by this firm (\$1,000's)		\$69,500

HDR was the **lead designer** for this design-build project. The 3.1-mile-long twin-span Governor Mario M. Cuomo Bridge replaced the Tappan Zee Bridge crossing over the Hudson, less than 20 miles north of New York City. The \$3.9B project was one of the largest-ever transportation design-build contracts in the U.S. and the largest bridge project in New York history. Designed for a 100-year service life, the bridge carries an enhanced regional bus service and has foundations sufficient for future commuter or light rail on structures between the spans. The bridge provides greater traffic capacity while improving operations and safety for motorists crossing one of the widest parts of the Hudson River. The bridge features parallel three-mile structures, each with a **2,230-foot cable-stayed main span** and 10 five-span continuous approach units comprised of 350-foot steel girder spans. The bridge provides eight general traffic lanes, dedicated bus lanes, and shoulders for emergency access. New tolling facilities with all-electronic toll collection have been implemented.

HDR provided detailed design included deep foundations, girder/sub-stringer approach span structures, pre-cast substructure and superstructure components and highway design including alignments, AETC tolling, ITS utilities and facility design. We also led significant environmental compliance activities including underwater noise water quality and airborne air/noise monitoring.

This project has won numerous awards, including the American Society of Civil Engineers Honor Award, Bronze Award (2021) and Design-Build Project of the Year (2019), as well as the American Public Works Association's Project of the Year (2020 – Transportation Category).

Project 2 highlights HDR's cable-stay bridge design experience over a major river crossing. We will utilize this experience to provide forward-thinking considerations during the alternatives evaluation.



This \$3.9B, 3.1-mile twin-span structure replaced the aging Tappan Zee Bridge crossing the Hudson River.

HDR Key Staff:

William Clementson, Sarah De Moya, Patrick Hickox, Michael Lamont

Firm name	HDR Engineering, Inc.	Discipline(s)*	Bridge, Planning, Environmental
Project name	Burnside Bridge Replacement, Type, Selection, and Final Design	Firm responsibility (prime or sub?)	Prime
Project number	B31261	Owner's name	Multnomah County
Project location	Portland, OR	Owner's Project Manager	Megan Neill
Owner's address, phone, email	501 SE Hawthorne Boulevard, Portland, OR 97214, 503.360.6222, megan.neill@multco.us		
Services commenced by this firm (mm/yy)	09/15	Total consultant contract cost (\$1,000's)	\$5,528
Services completed by this firm (mm/yy)	08/21	Cost of consultant services provided by this firm (\$1,000's)	\$3,114

The Burnside Bridge straddles the Willamette River in one of the world's most powerful earthquake zones. HDR led a study of the bridge's seismic vulnerabilities, **developed a range of replacement or rehabilitation alternatives, conducted the environmental review process to select a preferred alternative, and then conducted the type, size, and location study.** To help address that threat, Burnside Street and the associated Burnside Bridge, built in 1926, were identified as a critical "lifeline" route that should withstand the next earthquake and either remain open or reopen quickly after a significant earthquake event. Our services included identifying the bridge's vulnerabilities; public involvement and stakeholder outreach; exploration of funding options; civil engineering (including traffic, roadway, structural, geotechnical, hydraulic and seismic); movable bridge engineering (mechanical, electrical and seismic); geo-environmental and cultural resources; NEPA documentation; and developing the TS&L study.

After considering more than 100 bridge options, HDR identified four alternatives (three replacements and one retrofit). We also developed a set of unique seismic design criteria in conjunction with leading industry experts. The project entered the environmental review phase, with experts studying and documenting the effects of the remaining bridge alternatives and a no-build option.

Concurrently with the earthquake resiliency study, we also led rehabilitation work on the aging bridge. As the prime consultant for our seven-firm delivery team, **HDR led the preliminary conceptual design and final plan, specifications, and estimate to extend the Burnside Bridge's service life.** Our bridge engineering experts provided structural, mechanical/electrical, and roadway rehabilitation improvements to verify the safety of the current bridge, as well as its load-carrying capacity and reliability through 2035.

This project won the American Council of Engineering Companies National Recognition Award for Engineering Excellence (2020) and the American Council of Engineering Companies of Oregon Engineering Excellence Grand Award (2020).

Project 3 highlights HDR's experience in bridge rehabilitation and replacement alternatives analysis followed by design of a major river crossing bridge.



The inverted-Y-shaped tower of the cable-stayed bridge is located east of Interstate-5 and a UPRR mainline. Doing so avoids up to eight feet of seismically induced lateral displacements that a conventional span arrangement would experience towards the Willamette River.

HDR Key Staff:

Michael Lamont, Manuel Carballo

Prime consultant name: HDR Engineering, Inc.

Firm name	HDR Engineering, Inc.	Discipline(s)*	Environmental
Project name	Mobility 35 Capital Express (CapEx) Central EIS	Firm responsibility (prime or sub?)	Prime
Project number	30022555	Owner's name	TxDOT Austin District
Project location	Austin, TX	Owner's Project Manager	Tommy Abrego, PE
Owner's address, phone, email	125 E 11 th Street, Austin, TX 78701, 512.832.7280, Tommy.Abrego@txdot.gov		
Services commenced by this firm (mm/yy)	08/20	Total consultant contract cost (\$1,000's)	\$19,669
Services completed by this firm (mm/yy)	08/23	Cost of consultant services provided by this firm (\$1,000's)	\$13,285

This project will take place on I-35, through the center of Austin, from US 290E to US 290W/SH 71 (approximately eight miles long). Proposed improvements include removing the existing I-35 upper decks from Airport Boulevard to MLK Jr. Boulevard, lowering the roadway, and adding one general-purpose lane and two HOV-managed lanes in each direction. The project will also reconstruct and enhance east-west cross-street bridges, add shared-use paths (SUP), and make additional safety and mobility improvements within the project limits.

HDR managed the development of the project schematic, the development of the EIS, and led the extensive public involvement process.

Through the scoping process, HDR gathered public input on alternatives and anticipated public involvement efforts, including extensive outreach to environmental justice and Title VI-protected communities and agency coordination. HDR, along with TxDOT, also developed the CapEx Volunteer Opportunity in Community Engagement (VOICE), a series of meetings to go deeper into specific community concerns. Topics included bicycle and pedestrian improvements, revised alternative development, project aesthetics, deck cap opportunities, and community impacts. To develop the DEIS and Final Environmental Impact Statement (FEIS) documents, HDR provided extensive community impact evaluations, air and noise analyses, including nine noise barriers and constructability evaluation, Section 6(f) park conversion and mitigation, Section 4(f) historic structures and park individual evaluations, least overall harm evaluations, and mitigation strategies. Our team also provided Waters of the U.S. impacts, USACE permitting, biological resources, including new guidance on monarch butterfly and tri-colored bats, indirect impacts, including a land use-based Delphi Panel, and cumulative impacts.



Rendering for reconstructing Airport Boulevard and Capital Metro Transit Red Line crossing over I-35 CapEx in Austin, TX.

HDR's draft EIS Notice of Availability was published in January 2023, and a public hearing was held in February 2023. More than 3,600 comments were received from the public and agencies. With revisions and significant mitigation measures, the FEIS based on public input was published in August 2023, making it **one of the fastest timelines in TxDOT project history**, in one of the most complex and controversial urban corridors. HDR was commended by TxDOT District, Environmental Division, and General Council for developing a high-quality and legally defensible document.

This project won the American Council of Engineering Companies National Engineering Excellence Awards National Recognition Award (2024) and a Local Gold Award (2024).

Project 4 highlights HDR experience with accelerated FEIS approval on a complex project.

HDR Key Staff: Darren Dodson, Sara Moren, Shane Valentine

Prime consultant name: HDR Engineering, Inc.

Firm name	HDR Engineering, Inc.	Discipline(s)*	Bridge, Planning	
Project name	Fillmore Street Bridge Improvements and Trail Connections – I-25 to Monument Creek		Firm responsibility (prime or sub?)	Prime
Project number	10408644	Owner's name	City of Colorado Springs	
Project location	Colorado Springs, CO		Owner's Project Manager	Jessica Bowser, PE
Owner's address, phone, email	30 S Nevada Avenue, Suite 401, COS, CO 80901, 719.385.5410, Jessica.bowser@coloradosprings.gov			
Services commenced by this firm (mm/yy)	07/24	Total consultant contract cost (\$1,000's)		\$1,500
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$980

HDR has been engaged to undertake the planning and design for the replacement of two aging bridges located east of Interstate 25 along Fillmore Street in Colorado Springs. These bridges span Monument Creek, Pikes Peak Greenway, and the Union Pacific Railroad, vital connections in the city's transportation network. The existing bridges, over 60 years old, have undergone previous widening to enhance capacity but are now facing various structural challenges, including problems with abutments, piers, and bridge decks. Issues such as rocker bearing rotation, slope paving voids, and deteriorating concrete decks highlight the urgent need for their replacement. Apart from structural concerns, the bridges exhibit deficiencies in bicycle and pedestrian facilities, connectivity to the Pikes Peak Greenway, traffic operations, and crash hotspots. The project aligns with the City's Master Transportation Plan, ConnectCOS, emphasizing the importance of preserving public safety and providing efficient transportation systems.

The project's overarching objective is to develop a **Planning and Environmental Linkage (PEL) Study**, with potential future phases for detailed design and construction. For the initial phase, funded by a combination of federal and local funds, HDR recommended transportation solutions and garnered support for further funding and eventual bridge replacement. Our team was responsible for establishing the purpose and need statement, identifying potential "red flags," creating an environmental setting, developing and screening alternatives, and engaging with resource agencies, stakeholders, and the general public. Additionally, we recommended alternatives for consideration during the NEPA process to facilitate the next phases of the project.

In addition to addressing transportation needs, the project also considers utility requirements, including provisions for future streetlighting replacement, fiber expansion, and potential undergrounding of electric lines.

Project 5 highlights HDR experience preparing a PEL Study for a bridge project.



Existing bridge deficiency: Tilted girder bearings past critical angle

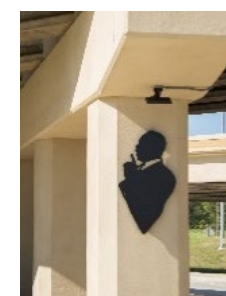
HDR Key Staff:

Zachary Bentzler, Merin Swenson

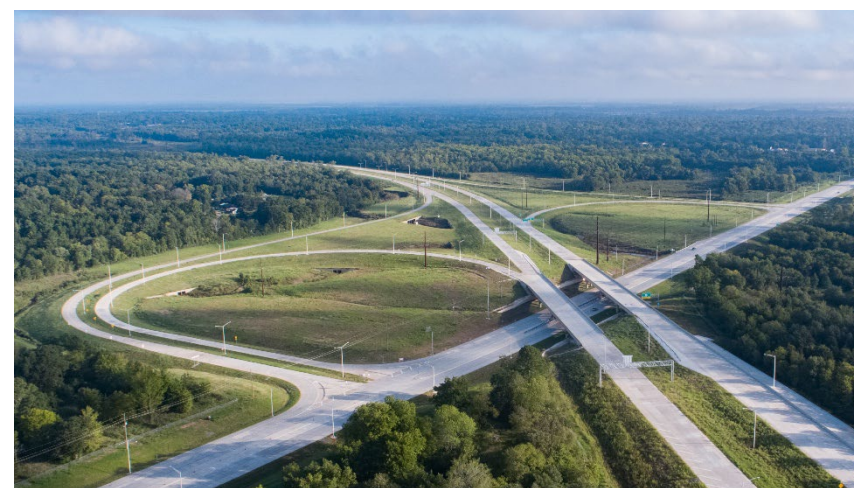
Prime consultant name: HDR Engineering, Inc.

Firm name	Aillet, Fenner, Jolly & McClelland, Inc.		Discipline(s)*	Road	
Project name	I-49 North - Segment K (I-220 to Martin Luther King Drive, Phases 1 and 2)			Firm responsibility (prime or sub?)	Prime
Project number	H.003495/H.011111/ H.011105	Owner's name	LADOTD		
Project location	Caddo Parish, LA			Owner's Project Manager	Joe Umeozulu, PE
Owner's address, phone, email	PO Box 94245, Baton Rouge, LA 70804, 225.379.1386, joachim.umeozulu@la.gov				
Services commenced by this firm (mm/yy)	12/03	Total consultant contract cost (\$1,000's)			\$3,720
Services completed by this firm (mm/yy)	02/20	Cost of consultant services provided by this firm (\$1,000's)			\$1,862

This LADOTD project included the design of the I-49/I-220 interchange, a partial cloverleaf interchange at MLK, Jr. Drive, the reconstruction of existing I-220 lanes under the interchange, including new auxiliary lanes and a bridge expansion at Russel Road. It also included the reconstruction of portions of MLK, Jr. Drive, drainage design, lighting, sewer relocation, and the design of five cul-de-sacs, with most of the roadway/bridge design done on a new alignment. AFJMC developed preliminary and final plans, including the geometric, drainage, and lighting design.



I-220 is a heavily traveled four-lane interstate with two lanes in each direction. The location selected for the proposed alignment of I-49 had several constraints, including a landfill, Section 4(f) property, Twelve Mile Bayou, and a closely spaced interchange to the north at approximately half a mile. AFJMC developed several design alternatives/layouts for the I-49/I-220 interchange. The design team resolved the challenge of improving project configuration by redesigning the interchange to avoid the landfill and the 4(f) property while staying within the right-of-way and keeping all environmental commitments.



Motivated by a City of Shreveport art contest, the project design connected with the community by incorporating Pier medallions to honor Dr. Martin Luther King, Jr., decorative panels inspired by local artists, and unique, color-changing LED lighting.

This project earned the regional award for “Best Use of Technology & Innovation” from the American Association of State Highway & Transportation Officials (AASHTO). It was also awarded the 2020 Louisiana Transportation Conference Excellence Award in the “Roadway/Bridge Construction Project over \$10M” category.

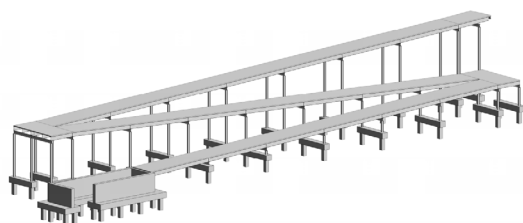
AFJMC Key Staff:
Elba Urbina Hamilton

Prime consultant name: HDR Engineering, Inc.

Firm name	Aillet, Fenner, Jolly & McClelland, Inc.		Discipline(s)*	Road	
Project name	Jimmie Davis Bridge (LA511) Design Build			Firm responsibility (prime or sub?)	Sub
Project number	H.001779	Owner's name	LADOTD		
Project location	Caddo and Bossier Parishes, LA			Owner's Project Manager	Catherine Mastin
Owner's address, phone, email	PO Box 94245, Baton Rouge, LA 70804, 225.379.1652, catherine.mastin@la.gov				
Services commenced by this firm (mm/yy)	06/23	Total consultant contract cost (\$1,000's)			\$12,950
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$1,085

This project will construct a new four-lane bridge over the Red River, convert LA 511 from a five-lane roadway to a four-lane median divided roadway with turn lanes, and construct full-access interchange connections with LA 511 at both Arthur Ray Teague Parkway and Clyde Fant Memorial Parkway with associated roadway drainage systems, lighting and the conversion of the existing Jimmie Davis Bridge into a linear park. AFJMC was tasked with designing at-grade and elevated portions of the shared-use trails on both sides of the Red River to connect at the existing Jimmie Davis Bridge. AFJMC is also responsible for the drainage on the City of Shreveport portion of the roadway design of LA 511, its connections to Clyde Fant Parkway, and the electrical/lighting design for the project.

This LADOTD project included a line and grade study for both sides of the Red River to show different trail configurations that met design criteria and the accelerated construction schedule for the new bridge and linear park. The project included the extension of the Charles and Marie Hamel Park trails to the new linear park on the Shreveport side of the Red River. It also included the realignment of the Teague Trails in Bossier City and connections from this trail to the linear park on the east side of the Red River. The project provided options and layouts for the 10 feet with paved at-grade trails, elevated trails, and connections to the existing Jimmie Davis Bridges.



This project is located within several jurisdictions, so AFJMC worked closely with the design team and all agencies to obtain the necessary permits. The layouts and typical sections developed were used for meetings with LADOTD and local municipalities during the design process, providing them with options to choose from before a final decision on location and design was made.

AFJMC Key Staff:
Elba Urbina Hamilton

Prime consultant name: HDR Engineering, Inc.

Firm name	Ardaman & Associates, Inc.		Discipline(s)*		Geotech	
Project name	I-20 Mississippi River Bridge Review				Firm responsibility (prime or sub?)	Prime
Project number	H.004646 (09-L1049), H.010603.6 (13-3720), H.010612.6 (20-3729), H.004647.6 (22-3753, 24-3707)	Owner's name	LADOTD			
Project location	Madison Parish, LA			Owner's Project Manager	Chris Nickel	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA, 70802, 225.379.1100, Chris.Nickel@la.gov					
Services commenced by this firm (mm/yy)		10/09	Total consultant contract cost (\$1,000's)			\$10,881
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$10,881

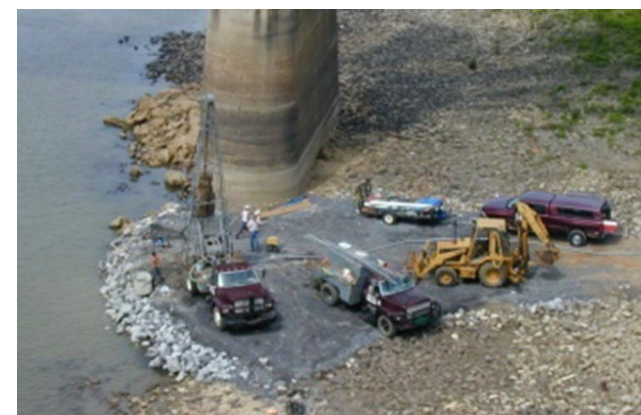
Ardaman conducted a geotechnical study to develop a list of technically feasible remedial alternatives to decrease the potential for ground movements to occur at the site of the I-20 Bridge. Movement of the east abutment of the bridge was first realized in 2001 during an inspection. Over the years, Mississippi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

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

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

Ardaman Key Staff:

Megan Bourgeois, Robert Jewell



Prime consultant name: HDR Engineering, Inc.

Firm name	Ardaman & Associates, Inc.		Discipline(s)*		Geotech	
Project name	MRB South GBR: LA 1 to LA 30 Connector				Firm responsibility (prime or sub?)	Prime
Project number	H.013284	Owner's name	LADOTD			
Project location	West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA		Owner's Project Manager		Christina Brignac	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA, 70802, 225.379.1937, Christina.Brignac@la.gov				
Services commenced by this firm (mm/yy)		01/23	Total consultant contract cost (\$1,000's)			\$3,280
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$713.1

The project consisted of an enhanced planning investigation into the MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing between the I-10 and LA 70 River crossings. Three proposed alignments for this project connect LA 1 on the west side of the Mississippi River to LA 30 on the east. The three alignments range from approximately seven miles to eight miles in length, including interchanges at either end.

For this preliminary phase of work, Ardaman performed 18 soil borings, and 23 electronic cone penetration tests (ECPTs) distributed among the three alternative alignments. Six soil borings to a maximum exploration depth of 250 feet below existing ground surface (BGS) were performed in the Mississippi River batture area, targeting each alternative's proposed bridge foundations on either side of the Mississippi River. The remaining 12 soil borings performed to a maximum exploration depth of 150 feet were located along each of the alignments for the high-level approaches and low-level interchanges on either side of the Mississippi River. The ECPTs were performed to maximum exploration depths ranging from 42 feet to 150 feet and were located along the three proposed alignments to supplement the soil borings. Additionally, 31 geophysical survey transects (electrical resistivity) were completed.

Ardaman's services include supervision of the field program, development of the laboratory testing program, quality control review, and an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted.

Ardaman Key Staff:

Megan Bourgeois, Robert Jewell, Mark Woodward



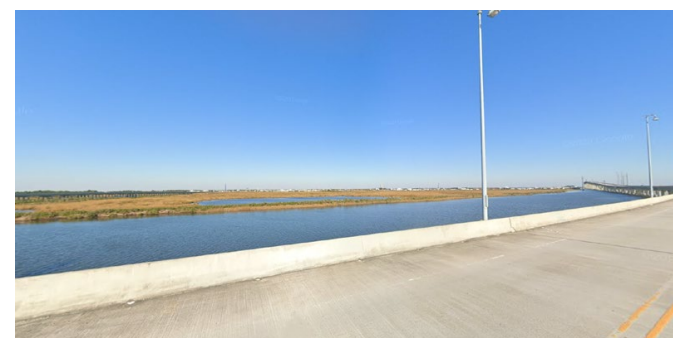
Firm name	Ardaman & Associates, Inc.		Discipline(s)*		Geotech	
Project name	LA-1 Phases 1 and 2				Firm responsibility (prime or sub?)	Prime
Project number	No. 700-29-0112, No. 700-29-0130	Owner's name	LADOTD			
Project location	Port Fourchon to to Golden Meadow, LA			Owner's Project Manager	Timothy Nickel (Phase 2)	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA, 70802, 225.379.1065, Timothy.Nickel@la.gov					
Services commenced by this firm (mm/yy)		01/03	Total consultant contract cost (\$1,000's)			\$3,400
Services completed by this firm (mm/yy)		12/11	Cost of consultant services provided by this firm (\$1,000's)			\$3,400

Ardaman supported the construction of a replacement highway between Port Fourchon and Golden Meadow, consisting of 17 miles of elevated roadway with pile-supported approaches, low-level bridges and medium-level bridges, two elevated interchanges, and two fixed high-level bridges over navigable waterways. Once completed, the new highway will be almost as long as the Pontchartrain Bridge near New Orleans, generally regarded as the world's longest bridge. Ardaman faced an additional challenge of drilling in the sensitive marsh environment under the jurisdiction of Louisiana's Department of Natural Resources. This concern was addressed by developing an environmentally sensitive drilling program that included custom-designed airboats mounted with drilling equipment.

Ardaman was retained by the LADOTD at the beginning of the project in 2003 and was involved through the end of 2011. The scope of services included: geotechnical field exploration (field reconnaissance, rights of entry, utility location, marsh access, mobilization/demobilization, GPS location/elevation) for Phases 1 and 2, consisting of over 100 borings and CPT soundings; geotechnical laboratory testing services for Phases 1 and 2; geotechnical design of Phase 1; and pile quality assurance testing and resistance verification services during construction of Phase 1, consisting of over 400 piles. In addition to the vast scope of field investigation, which included deep and shallow borings, ECPT soundings, and laboratory testing, the scope of services for this project also included pile foundation design, testing, and inspection services.

Ardaman Key Staff:

Megan Bourgeois, Robert Jewell



Firm name	KCI Technologies, Inc.			Discipline(s)*		Other (ICE)	
Project name	I-10 Mobile River Bridge and Bayway Progressive Design-Build				Firm responsibility (prime or sub?)		Prime
Project number	INFRAF-I010 (353)	Owner's name	Alabama Department of Transportation (ALDOT)				
Project location	Mobile, AL			Owner's Project Manager		Andrew Wood, PE	
Owner's address, phone, email	1701 I-65 West Service Road N, Mobile, AL 36618, 251.470.5127, wooda@dot.state.al.us						
Services commenced by this firm (mm/yy)		01/23	Total consultant contract cost (\$1,000's)				\$1,900
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)				\$1,475

KCI Technologies, Inc. (KCI) is providing ALDOT with **independent cost estimates** for conceptual plans, 60% plans, GMP lite, final GMP, and cost savings submittals for both the Mobile River Bridge and Bayway Projects. The Mobile River Bridge project consists of the construction of a new **signature cable-stayed bridge span over the Mobile River** and associated high-level approach structures and interchange reconstruction. The I-10 Bayway project consists of the reconstruction of 7.4 of elevated bridge structure across Mobile Bay.

KCI is currently tasked with developing independent cost estimates to compare to the selected PDB contracting teams. Prior to this stage of the project, KCI's estimating team was a subconsultant to the Thompson Engineering/**HDR preliminary design team** starting in 2013 providing early project cost estimates for the various design alternatives. John Armeni has been involved in the project since 2013, overseeing the production of cost estimates, participating in constructability discussions and project CSRA meetings.

KCI Key Staff:

John Armeni



Firm name	KCI Technologies, Inc.		Discipline(s)*	Other (ICE)	
Project name	LA 415 to Essen Lane on I-10 and I-12 Construction Manager at Risk (CMAR)			Firm responsibility (prime or sub?)	Sub
Project number	H.004100	Owner's name	Louisiana Department of Transportation & Development (LADOTD)		
Project location	Baton Rouge, LA			Owner's Project Manager	Nicholas Olivier, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225.379.1133, Nicholas.Olivier@la.gov				
Services commenced by this firm (mm/yy)	05/21	Total consultant contract cost (\$1,000's)			\$1,400
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$793

The I-10: LA 415 to Essen Lane on I-10 and I-12 CMAR Project is the **largest urban interstate reconstruction project in the Louisiana Department of Transportation history**. The purpose of the project is to replace the aging infrastructure throughout the corridor and to widen the interstate from six to eight lanes. The prime contractor on the project consists of a joint venture between Kiewit Infrastructure South Co. and Boh Bros. Construction Co., LLC.

KCI Technologies, Inc. is a subconsultant to Krebs Corporation on the Independent Cost Estimator (ICE) team and is responsible for estimating the bridge structures throughout the corridor. John Armeni is the Estimating Manager for the bridge structures portion of the project and is responsible for quality control of all bridge cost estimates.

KCI Key Staff:

John Armeni



Prime consultant name: HDR Engineering, Inc.

Firm name	KCI Technologies, Inc.		Discipline(s)*		Other (ICE)	
Project name	Blatnik Bridge Replacement				Firm responsibility (prime or sub?)	Prime
Project number	6981-26	Owner's name	Minnesota Department of Transportation (MnDOT)			
Project location	Duluth, MN			Owner's Project Manager	Kevin Hagness, PE	
Owner's address, phone, email	395 John Ireland Boulevard, Saint Paul, MN 55155, 651.398.1573, Kevin.Hagness@state.mn.us					
Services commenced by this firm (mm/yy)		09/24	Total consultant contract cost (\$1,000's)			\$1,403
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$689

KCI Technologies, Inc. is providing MnDOT and WisDOT with an independent cost estimate (ICE) and associated schedule using contractor-style (production-based) methodologies and production-based heavy civil estimating software platforms at two planned pricing milestones ahead of the design-build RFP. The scope of the project includes the **replacement of an existing camelback-style steel truss bridge and approach structures with a new cable-stayed or tied-arch bridge structure** and either concrete girder or steel plate girder bridge approaches, along with associated roadway civil works at each end of the bridge.

KCI has provided detailed cost estimates, CPM schedules, and constructability feedback for the four bridge alternatives. John Armeni is the Estimating Manager for the project responsible for quality control of all cost estimates and represented the estimating team during the CSRA meeting.

KCI Key Staff:

John Armeni



Prime consultant name: HDR Engineering, Inc.

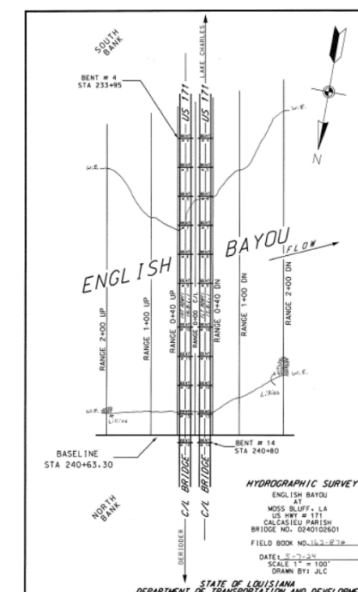
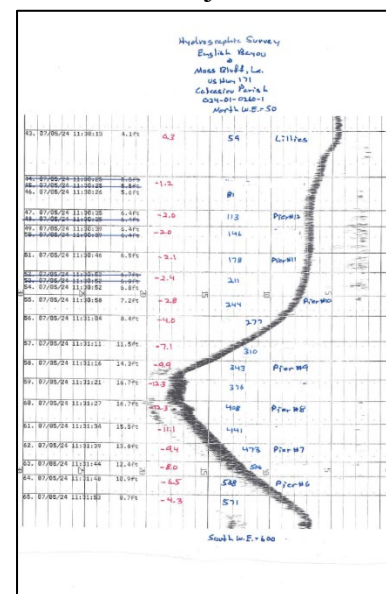
Firm name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*		Survey	
Project name	IDIQ Contract for Hydrographic Surveying Services, Statewide, LA			Firm responsibility (prime or sub?)		Prime
Project number	4400019715	Owner's name	LaDOTD Baton Rouge			
Project location	Statewide, LA (South Districts)			Owner's Project Manager	Mr. Mitch Kent	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 (225) 379-1013 mitch.kent@la.gov					
Services commenced by this firm (mm/yy)		09/20	Total consultant contract cost (\$1,000's)			\$1,000.0
Services completed by this firm (mm/yy)		03/25	Cost of consultant services provided by this firm (\$1,000's)			\$885.9

NTBA performed single-beam and multibeam hydrographic surveying services and the development of surface models from LiDAR data at scheduled intervals upstream and downstream under an IDIQ Contract for existing bridges throughout the State, totaling 301 sites, including post-hurricane assessments. Hydrographic survey duties included training crews in methods consisting of running range lines at predetermined stations over the water and on the banks and recovering baseline and pre-determined range lines utilizing LaDOTD benchmarks, determining water elevations, performing fathometer bar check to verify correct speed of sound, running and charting predetermined range lines, obtaining marks at predetermined distances along the range lines, and obtaining photographs of the bridge and any debris or adverse conditions.

Duties also included preparing sketches of the water body surveyed, reducing chart data from depths to elevations, preparing a data chart with the depths, elevations, and locations of the data obtained, and preparing written reports on each survey noting field conditions and findings. All charts, field notes, photographs, data charts, sketches, and reports are submitted electronically to the State's ProjectWise site.

NTBA Key Staff:

Bryan Bunch
Mike King



Firm name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey
Project name	I-20: Monkhouse to I-49, Route I-20		Firm responsibility (prime or sub?)	Prime
Project number	4400017713/ H.010468.5	Owner's name	LaDOTD Baton Rouge	
Project location	Caddo Parish, LA		Owner's Project Manager	Mr. Barrett Smith, PLS
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 (225) 379-1133 barrett.smith@la.gov			
Services commenced by this firm (mm/yy)	04/22	Total consultant contract cost (\$1,000's)		\$1,355
Services completed by this firm (mm/yy)	04/23	Cost of consultant services provided by this firm (\$1,000's)		\$1,355

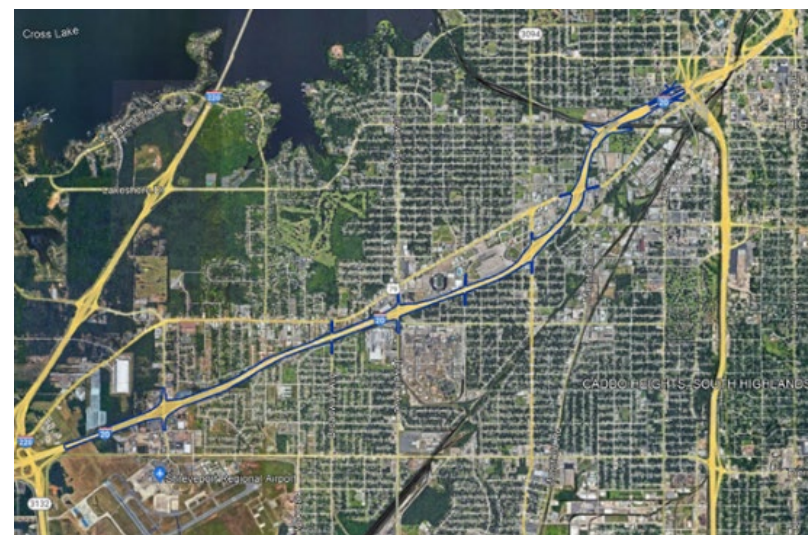
NTBA performed Static GPS Control, **topographic surveying services utilizing RTK and conventional surveying, and HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data**, traffic control, and QL C & D subsurface utility investigation for interstate rehabilitation. NTBA also prepared a drainage map. This project consisted of 4.89 miles of interstate, 2.35 miles of side streets, and a drainage area of approximately 990 acres. Surveys and utility investigations were performed along I-20 beginning approximately 4,200 ft. southwest of Monkhouse Dr. and I-20 intersection and proceeding in a northeasterly direction along I-20 ending at the westerly end of the I-20/I-49 interchange. Areas include Monkhouse Drive, Jewella Avenue, Hearne Avenue, Greenwood Road, Texas Avenue, Kings Hwy, and Lakeshore Drive.

NTBA managed our sub-consultant for Mobile LiDAR Scanning Services of hard surfaces along the route. NTBA performed data extraction of mobile scan data to develop surface models from the LiDAR data. LaDOTD's project schedule had an allowable duration of 365 days, but NTBA completed in 359 days with one minor comment. This effort took 3,999 field crew hours, 3,448 CADD hours, and 2,250 PLS hours. There were over 70,000 points for the topographic survey, and over 1,500 drainage structures were surveyed for the drainage map. The areas included major thoroughfares, surface streets, railroad rights-of-way, and drainage canals. MicroStation files were the deliverables for the project. All services completed under the Location and Survey Manual and all currently accepted Location and Survey Automated procedures.

NTBA Key Staff:

Bryan Bunch

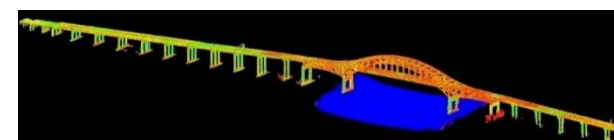
Mike King



Prime consultant name: HDR Engineering, Inc.

Firm name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*		Survey	
Project name	LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI)			Firm responsibility (prime or sub?)		Prime
Project number	4400017713	Owner's name	LaDOTD Baton Rouge			
Project location	Orleans Parish, LA			Owner's Project Manager	Mr. Barrett Smith, PLS	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 (225) 379-1133 barrett.smith@la.gov					
Services commenced by this firm (mm/yy)		12/20	Total consultant contract cost (\$1,000's)			\$588.4
Services completed by this firm (mm/yy)		03/22	Cost of consultant services provided by this firm (\$1,000's)			\$588.4

The LA 47: IWGO Bridge Rehabilitation Project is a 6,622-foot-long Historic Bridge Improvement (HBI) project connecting New Orleans East and Chalmette across the Intercoastal Waterway Gulf Outlet (IWGO) in Orleans Parish. The "Preservation Priority" bridge consists of concrete slab spans, pre-stressed girder spans, welded steel plate girder spans, and tied-arch girder truss spans. NTBA's services on the project entailed the **installation of six deep rod monuments, topographic surveys, establishing a Static GPS Control Network, HDS 3D Terrestrial LiDAR Laser Scanning, development of surface models from LiDAR data, hydrographic surveying**, and QL C and D subsurface utility engineering services. NTBA performed a multibeam hydrographic survey of the bridge structure piers to determine the scour impact on bridge repair/rehabilitation. NTBA also performed a 3D LiDAR scan of the bridge during different seasons to see how the temperature affected the bridge's movement. From the LiDAR data collected, NTBA developed surface models to provide drawings of specified piers, joints, and truss locations at four separate times as deliverables. NTBA worked with TRC during the design and planning process to rehabilitate various bridge components.



NTBA also provided traffic control coordination for a complete bridge closure from Friday at 8 p.m. until Monday at 5 a.m. on four separate occasions to complete the project on time, within budget, and with minimal disruption to the public and local businesses. This location of LA 47 provides a much-needed connection between Chalmette and New Orleans East. The aging bridge acts as both an artery for commerce and a local road for the public, businesses, and industry as well as the US Coast Guard Base New Orleans and the NASA Michoud Assembly Facility. NTBA successfully resolved the challenge of accessing and capturing the features and locations of the project's physical infrastructure. Hydrographic surveying and 3D Laser Scanning were combined to obtain information on the LA 47 bridge structure across the Intercoastal Waterway Gulf Outlet. All services were completed under the Location and Survey Manual and all currently accepted Location and Survey Automated procedures.

NTBA Key Staff:

Bryan Bunch
Mike King

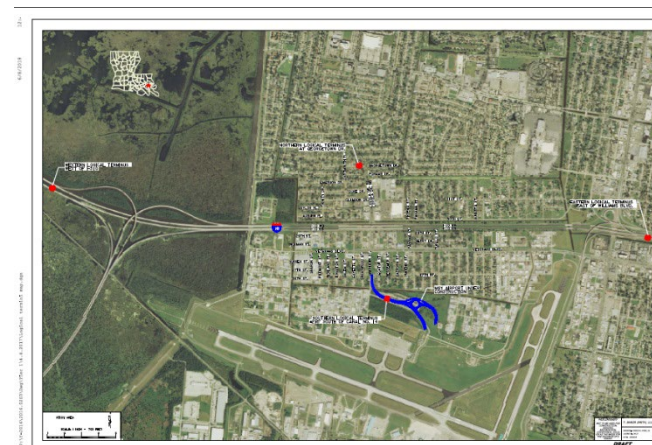
Firm name	Urban Systems, Inc.		Past Performance Evaluation Discipline(s)*	Traffic
Project name	I-10/ Loyola Interchange Improvements			Firm responsibility (prime or sub?) Prime
Project number	H.011670.1	Owner's name	Louisiana Department of Transportation (LADOTD)	
Project location	Jefferson Parish, LA		Owner's Project Manager	Tim Nickel
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA, 70802, 225.379.1065, Timothy.Nickel@la.gov			
Services commenced by this firm (mm/yy)	03/16	Total consultant contract cost (\$1,000's)		\$1850
Services completed by this firm (mm/yy)	03/19	Cost of consultant services provided by this firm (\$1,000's)		\$879

This project was to identify operational and safety improvements to the Loyola Interchange, that would also support the new North Terminal at the Louis Armstrong International Airport in Kenner, Louisiana. It included both Stage 0 and Stage 1 based on VISSIM Modeling and coordination with multiple stakeholders. With LADOTD as the reviewing agency.

Phase 1—Interchange Modification Report (IMR). Urban System analyzed the existing roadway network and identified the best alternative to accommodate heavier traffic flow and minimize queuing on the interstate. They developed an Interchange Modification Report (IMR) traffic analysis based on VISSIM simulations of the interchange and surrounding area. Calibration of the large-scale model was critical to verifying that the alternative operation could be assessed. Urban Systems conducted a safety analysis to identify existing crash trends and conflict points.

Urban Systems utilized models to assess Design Year “No Build” conditions to develop projected conditions volumes, which were complex as they included incorporating multiple planned projects and estimating the re-routing of MSY entering and exiting trips. Their developed alternatives were screened using a tiered approach to meet LADOTD and FHWA guidelines. The IMR documented the process and provided a comparative analysis of the alternatives based on operations, safety, costs, and environmental constraints.

Phase 2 – Environmental Assessment (EA). In the second phase, USI led the project team in analyzing the environmental effects of the proposed interchange alternatives based on NEPA requirements. The team included seven (7) sub-consultants requiring close communication with the project team and meticulous organization. Community outreach included numerous Stakeholder Meetings, a Public Meeting, a Community Meeting and a Public Hearing. USI organized, planned, advertised and conducted the meetings with assistance from the various subconsultants. The EA documents were completed and FHWA issued a Finding of No Significant Impact after only fifteen (15) months from receiving Notice to Proceed. This was a great success for the community and other stakeholders.



Urban Systems Key Staff:

Alison Catarella Michel, Nicole Stewart

Firm name	Urban Systems, Inc.			Past Performance Evaluation Discipline(s)*		Traffic	
Project name	I-12 to Bush Environmental Impact Statement Route LA 3241				Firm responsibility (prime or sub?)		Sub
Project number	SP No. 700-52-0198	Owner's name	LADOTD				
Project location	St. Tammany Parish, LA				Owner's Project Manager		Noel Ardoin
Owner's address, phone, email		1201 Capital Access Road, Room 405-T, Baton Rouge, LA 70802, 225.342.0991, noel.ardoin@la.gov					
Services commenced by this firm (mm/yy)		01/10	Total consultant contract cost (\$1,000's)				Unknown
Services completed by this firm (mm/yy)		04/12	Cost of consultant services provided by this firm (\$1,000's)				\$173

Urban Systems prepared a traffic study to assist with planning efforts to follow a NEPA compliant process in developing alternatives and selecting a preferred with input from local officials and the surrounding communities.

Urban Systems collected current 24-hour Traffic Counts and Turning Movement Traffic Counts (AM and PM Peaks) within the study area. Select machine tube counts included vehicle classification (percent passenger cars, medium trucks (2 axle/6 tires) and heavy trucks). Traffic counts were at selected locations on LA 40, LA 1083, LA 21, LA 1084, LA 41, LA 435, LA 36, LA 1088, LA 434, LA 59, I-12, and Airport Road. USI conducted field investigations on existing routes to document existing conditions, note traffic patterns and traffic control devices, identify any existing safety concerns, and examine potential tie-in points for the new alignment. Traffic Scenarios developed were: ♦ Base Year 2010 ♦ Implementation Year 2015 - No Build and Six Build Alternatives Design Year 2035 - No Build and Six Build Alternatives. The No Build scenarios assumed no improvements to existing routes. The Build scenarios assumed improvements to accommodate the new route.

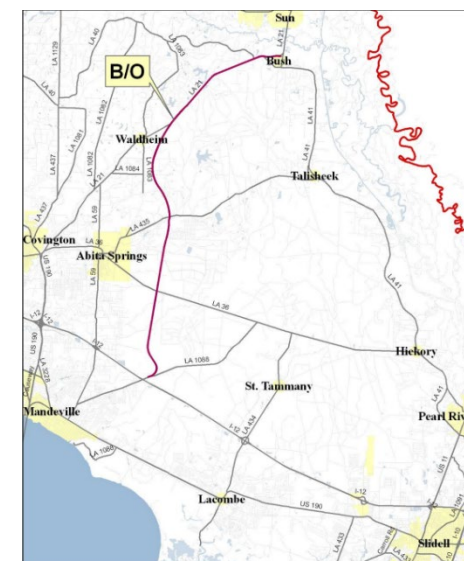
Urban Systems utilized the RPC regional travel demand TransCAD model to assist in trip generations, traffic assignments, and forecasting future traffic volume demands for the above scenarios. Modeling included changing parameters in the TAZ with economic, land use and population forecasts provided by others as well as modifying the street network with various alignments. Model output was utilized to develop AM and PM turning movement counts at the subject intersections and roadway volumes. These represented the implementation year and design year peak hour volumes.

Urban Systems developed a traffic analysis for the AM and PM peak hours utilizing LADOTD-approved highway capacity software (HCS+). They conducted an intersection and roadway capacity analysis of the the new intersections created at the tie-in points, and whether the alternative significantly impacted the intersections. Urban Systems also analyzed roadway locations on the new alignment and locations significantly considerably by the alternative. They utilized the traffic analyses to produce summary tables displaying levels of service (LOS). Urban Systems then used this LOS measure of highway performance to compare the fifteen scenarios.

The Traffic Study report, including summary tables and figures, documenting findings and recommendations, was incorporated into the Environmental Impact Study (EIS).

Urban Systems Key Staff:

Alison Catarella Michel, Nicole Stewart



Firm name	Urban Systems, Inc.			Past Performance Evaluation Discipline(s)*		Traffic	
Project name	Pecue Lane/ I-10 Interchange Environmental Assessment				Firm responsibility (prime or sub?)		Sub
Project number	SP No. 700-17-0221	Owner's name	City of Baton Rouge, LA				
Project location	East Baton Rouge Parish , LA			Owner's Project Manager		Sara Edel	
Owner's address, phone, email	300 North Blvd, Room 409, Baton Rouge, LA 70821, 225.389.3246, sedel@brla.gov						
Services commenced by this firm (mm/yy)		10/10	Total consultant contract cost (\$1,000's)				Unknown
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)				\$309

Urban Systems was a sub-consultant on this project, which had multiple phases. It included a Traffic Study for the Stage 1 Environmental Assessment, an update to the 2008 Interchange Justification Report, a Transportation Management Plan, and Traffic Signal Design plans. Construction administration services will also be provided.

The traffic study was prepared to identify feasible interchange configurations and provide a comparison based on operations to aid in selecting a preferred alternative. Alternative interchange configurations included a standard diamond interchange, a diamond interchange with roundabouts, a semi-cloverleaf interchange, a single point urban interchange (SPUI), and a Diverging Diamond Interchange (DDI). The DDI was identified as the preferred alternative.

An update was prepared to utilize updated traffic volume data and add the DDI alternative. The first IJR only considered a diamond interchange and was based on 2006 (post-Katrina) traffic volumes.

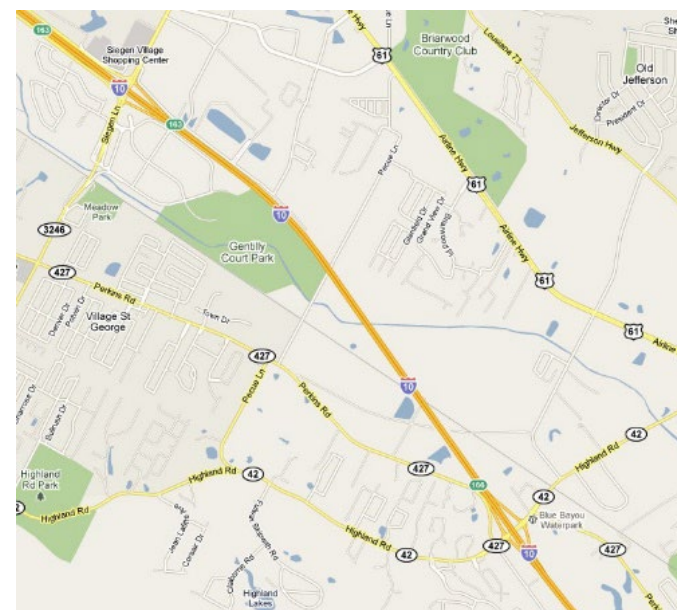
A TMP was prepared to evaluate work zone management strategies that may be implemented along I-10 for the Pecue Ln / I-10 Interchange Project. This included, but was not limited to, a queue analysis for interstate lane closures, a safety analysis, establishing stakeholder involvement and preparing Traffic Control Device Plans.

Traffic signal plans for the DDI interchange and the intersection of Pecue Ln at Rieger Rd were prepared. USI worked closely with DOTD and Baton Rouge City-Parish to develop phasing and timing for the DDI. A construction cost estimate was prepared based on the 2016 LADOTD pay items, which required coordination on Baton Rouge Parish equipment specifications.

Field inspections will be conducted as needed. Approval of equipment locations and responses to requests for information will also be provided.

Urban Systems Key Staff:

Alison Catarella Michel, Nicole Stewart



18. Approach and Methodology:

The purpose of this project is to identify a long-term solution to maintain I-20 connectivity over the Mississippi River. The project will consist of a Planning and Environmental Linkages (PEL) process and documentation (Part I: Enhanced Planning), followed by National Environmental Policy Act (NEPA) clearance (Part II: Environmental Evaluation). HDR Engineering, Inc. (HDR) provides a comprehensive team with expertise in the PEL process, bridge design and maintenance solutions, and NEPA clearance, with a track record of demonstrating maximum quality and efficiency through Parts I and II of the scope of work. We have an efficient team of dedicated local and national subject matter experts who have successfully delivered similar projects. HDR consistently ranks as a top transportation engineering firm and was ranked No. 1 for Bridges by Engineering News-Record in 2024.

HDR Team

Our team has been thoughtfully developed to provide a **lean and efficient team with teaming partners with a proven track record of delivering quality work for LADOTD and MDOT** and the depth of diverse resources for timely delivery. **HDR** will provide the following:

- Project management and task leadership
- PEL process navigation and documentation
- Roadway alignment and corridor development in Mississippi
- Development of structures and corridor analysis
- Environmental analysis and timely NEPA clearance expertise
- Strategic communications from project initiation to project handoff

AFJMC will provide roadway concepts in Louisiana for alternative development and screening during Part I and preliminary design, impacts identification, and mitigation commitments during Part II.

Ardaman will provide geotechnical services to inform recommendations during Part I. **NTBA** will provide survey and LiDAR. **Urban Systems** will provide traffic analysis to set the existing and future conditions and provide alternatives analysis during Parts I and II. NTBA and Urban Systems are licensed in Louisiana and Mississippi, providing seamless survey and data collection. **KCI** will provide ICE services for Parts I and II.

Additionally, our key staff have long-standing relationships with Urban Systems, Ardaman and KCI, which provides project efficiencies. For example, we have worked successfully with KCI nationally on major bridge projects such as the I-10 Mobile Bay Bridge and the East Huntington Bridge (Stay-Cable Repair).

1. Project Management and Initiation

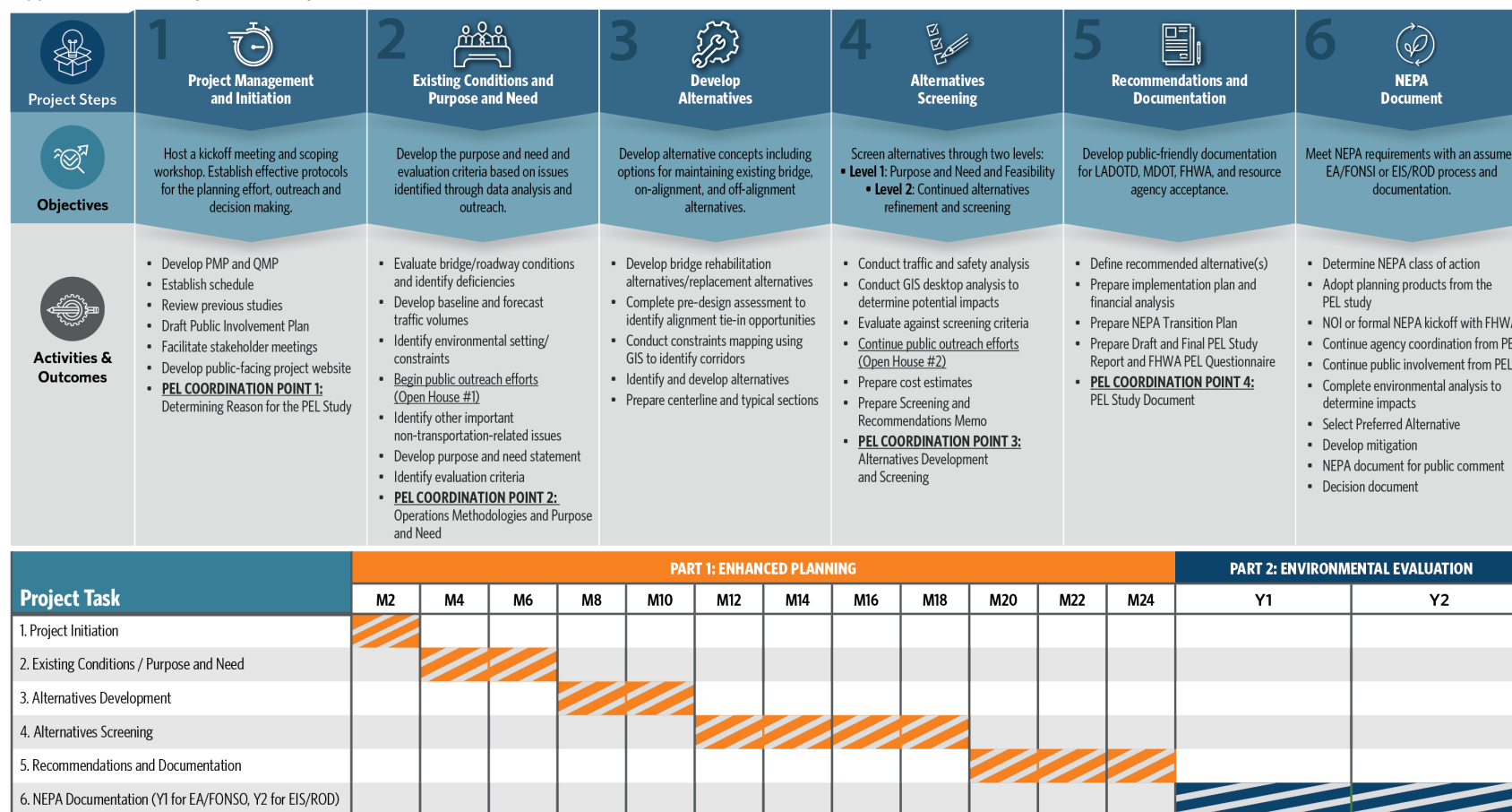
Project Management. Zach Bentzler, project manager, will be responsible for daily communication between LADOTD and the HDR team and will supervise the scope, schedule, and budget. Garrick Rose, Deputy Project Manager, will assist Zach and serve as the local liaison. Zach will implement the Project Management Plan (PMP) to track budget, schedule, and QA/QC activities. He will conduct regular coordination meetings to communicate progress and manage issues and risks, including:

- Core Management Team meetings held at regular intervals following the schedule;
- Project team meetings held regularly; and
- Technical and/or key stakeholder working group meetings held at intervals as determined in the Agency Coordination Plan and Public Involvement Plan.

Quality Management. Zach will work with HDR's Quality Manager, Wes Jacobs to develop the Quality Management Plan (QMP), establishing QA/QC expectations and accountability. They will schedule and manage independent reviews and confirm compliance with PEL and LADOTD standards. Each subconsultant will be required to submit a project QMP and conduct internal reviews, and HDR will review subconsultant deliverables before submission to LADOTD.

Mitigating Risk. Zach will develop and maintain a risk register for Part I and Part II of the project. The risk register will allow early and transparent identification of project risks and challenges, along with conflicts with the scope of work. It will also include mitigation measures and corrective actions.

Approach to PEL, Project Course of Action, and Schedule



Technical Approach and Methodology

The above graphic is a proposed process and schedule, based on HDR's experience with delivering PELs and NEPA, as a model for depicting how high-level planning analysis and decision-making can flow through a conceptual planning phase to a preliminary design and NEPA phase most efficiently. The graphic includes four "PEL Coordination Points" with FHWA. This approach aligns with the process described in the LADOTD Stage 1 Planning/Environmental Manual of Standard Practice (2022).

PART I: ENHANCED PLANNING

Zach and the HDR team will hold a kick-off meeting with LADOTD to establish project goals and objectives. We recommend hosting a scoping workshop and PEL process overview as part of the kickoff process to quickly and efficiently develop the shared understanding and documentation for PEL Coordination Point 1. Any significant issues or concerns will be identified early and included in the agency coordination plan and outreach.

Review of Previous Studies. Garrick will lead a task to review previous analysis and studies completed on the I-20 bridge understand the baseline information, as well as planning documents available from LADOTD Statewide Transportation Plan 2055, Mississippi DOT

MULTIPLAN, CMPDD MULTIPLAN 2050 The Future In Motion; CMPDD Transportation Improvement Program – FFY 2025-2028; North Delta Regional Planning and Development District, Madison Parsh, Warren County, and City of Vicksburg local planning documents, and other agreements and obligations (CEA, MOU, state compacts, legislation) to understand the regional and local context for I-20 corridor concept development for highway infrastructure and local planning activities. This early review will set the contextual foundation for building on previous studies, providing an opportunity to innovate or identify solutions that have not yet been considered, and understanding community goals on both sides of the Mississippi River and how this project may affect those communities.

Collaboration and Agency Coordination. Zach and Rachel Haney will develop an Agency Coordination Plan to provide the federal, state, and local agencies with opportunities for involvement in establishing the existing conditions, defining the purpose and need for a project, and the range of alternatives. Agencies will be identified as lead, cooperating, participating, or other interested agencies. It is anticipated that FHWA and USACE will be the lead agencies. Setting the expectations and cadence for agency coordination will reduce confusion and provide a vision for how agencies will be involved with the project. There will be multiple levels of agency input, with local agencies with intimate knowledge of the infrastructure and surrounding communities participating more often in a working group, and state and federal agencies with regulatory roles and responsibilities providing input for key deliverables.

Stakeholder and Public Engagement. Rachel and Megan Morvant Harris will develop a Public Involvement Plan (PIP). The PIP will serve as a roadmap for strategic, continuous, and comprehensive public outreach and engagement through Parts I and II. Due to the potential overall scope and scale of the project and the likelihood of local community interest, the HDR team recommends two public meetings during Part I of the project. The first public meeting will introduce the public to the project and the potential paths it may take, and engage on the project's Purpose and Need, to capture opinions and concerns. That input will set the stage for moving through the rest of the alternatives screening process. The second public meeting will

allow the public to engage in the range of alternatives and preliminary results of the alternatives screening. It will also potentially look forward to the impending NEPA clearance requirements to confirm that stakeholders and the general public are informed about the process. To inform our process and prepare us for engaging with the general public, HDR recommends key stakeholder interviews and/or a community working group of local government representatives, institutions, community resource providers, businesses, freight haulers, etc. Whether a rehabilitation of the existing bridge or a new roadway and alignment, HDR's local strategic communications team will facilitate these outreach efforts for actionable, data-driven decisions.



An example of a StoryMap currently used for a PEL in northern Idaho that illustrates Level 2 corridor alternatives for the Rathdrum Prairie PEL.

2. Existing Conditions and Purpose and Need

Understanding the existing conditions and developing a NEPA-appropriate Purpose and Need Statement is paramount to setting a course for the project to deliver an appropriate solution. The existing conditions will include the following items to facilitate the development and documentation for the Purpose and Need statement.

Bridge Conditions. We will describe the current bridge conditions, including the condition of the bridge components, current bridge deficiencies, and the movement of Piers E1 and E2, and discuss the potential causes of the deficiencies. Additional information on the technical approach for establishing bridge deficiencies and solving them is provided below.

Traffic Operations and Safety. Although the movement of Piers E1 and E2 is the primary initial problem to solve for the project, the existing and future traffic operations and safety are also critical. Facilitating interstate travel, reducing potential opportunities for delays, not creating new problems, improving safety, and accommodating access are important considerations when considering solutions.

Environmental, Cultural and Social Conditions. Data collection and analysis is essential for establishing the environmental setting and developing alternatives that can minimize impacts. Garrick will work with LADOTD to confirm that the project GIS contains the information needed for data-driven, transportation decision-making, identifying future funding opportunities, federal grant-award programs, and Public Private Partnerships (P3). The analysis will be desktop at this level using secondary source data and visualized and quantified via GIS methods.

Existing and/or Future Conflicts. We will document existing and future conflicts to infrastructure such as levees, pipelines, transmission lines, or fiber optic. The baseline utilities assessment/matrix will be used as a tracking tool throughout the project to avoid “showstoppers” and minimize impacts to existing and/or future infrastructure.

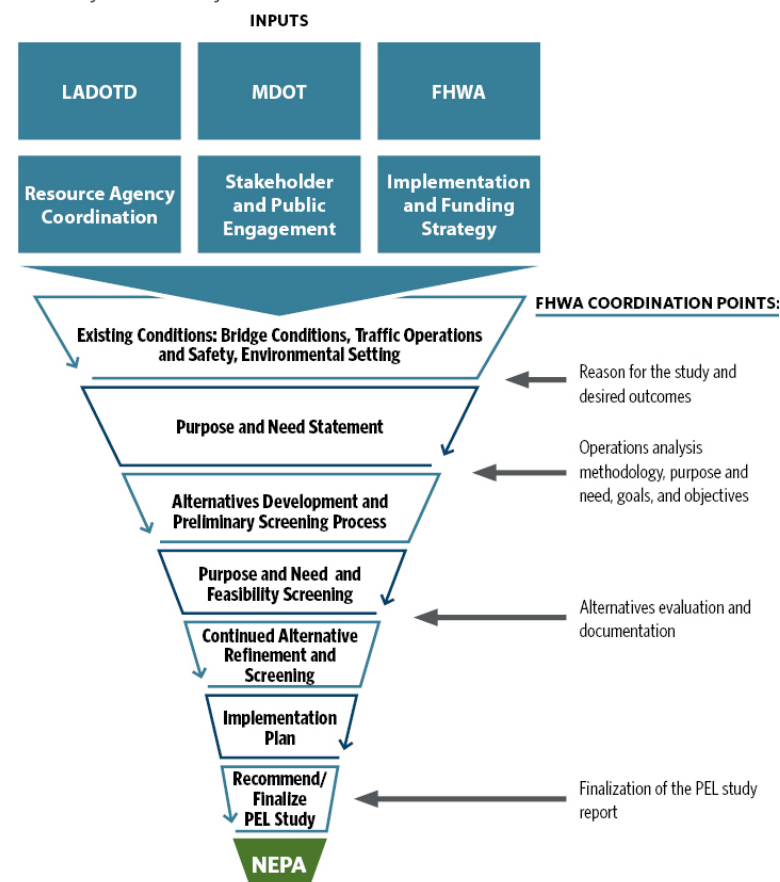
Purpose and Need Statement Development. Based on the results of the existing and future conditions, Zach will lead the development of the Purpose and Need statement that will be driven by the need to rehabilitate or replace the existing bridge to provide a long-term I-20 crossing over the Mississippi River, with additional needs anticipated to be facilitating interstate travel and providing reasonable access for local communities, neighborhoods, and businesses, to be confirmed during the analysis. This step is PEL Coordination Point 2.

3. Alternatives Development and 4. Preliminary Screening (“Evaluation”) Process

Alternatives development will include repairing and improving the existing I-20 bridge and new bridge alignments and structure types to assess and compare the feasibility and reasonableness of each scenario. The screening process starts with broader ideas about repairing or replacing the bridge. The alternatives development and screening process is PEL Coordination Point 3 and will include the following steps:

1. Develop screening criteria based on the Purpose and Need Statement and other project goals and objectives.
2. Develop a range of alternatives to investigate the feasibility of repairing or replacing the existing I-20 bridge.

Process for a Successful PEL



3. Document screening based on the agreed upon criteria in a process illustrated by the following figure.
 - a. Level 1 Screening: Purpose and Need and Feasibility Screening
 - b. Level 2 Screening: Continued Alternatives Refinement and Screening

To confirm consistency with LADOTD and AASHTO design standards, guidelines, and manuals, we will establish design criteria for LADOTD and MDOT approval before developing alternatives. We will generate replacement alternative alignments to avoid and minimize impacts using a pre-design analysis of potential roadway tie-in concepts in Louisiana and Mississippi, and a GIS-based constraints analysis.

Rather than screening and eliminating multiple alignments that often perform similarly, we recommend using information from the pre-design assessment and environmental setting to perform a GIS constraints analysis that combines “showstoppers” with natural and built environment layers to identify corridors that avoid or minimize impacts (**least cost corridors**) before developing engineering alignments. We anticipate wetlands, land and building values, land uses, Section 4(f) properties, cultural resources, habitat, and community facilities will be key factors. The following figure shows several “showstoppers” that can be used as constraints in addition to available environmental and social resource GIS data.

At this level of the planning process, the priorities will be to (1) identify whether to improve the existing bridge or to identify new alignments and (2) address feasible alternatives, meet the purpose and need, and be otherwise reasonable based on the constraints analysis.



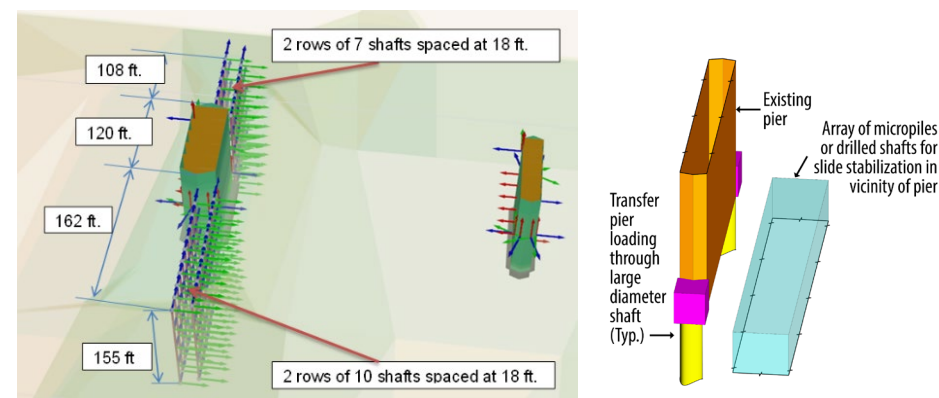
Range of Bridge Alternatives

This existing cantilever truss has been well maintained and endured beyond its intended 50-year design life; however, the eastern piers E1 and E2 have been moving toward the center of the channel for decades. To accommodate these movements, alterations to truss members and deck joint replacements have been necessary. While these superstructure rehabilitations have been treating the symptoms, the underlying problem is primarily caused by the movement of an ancient landslide affecting much of the eastern bank. We will investigate rehabilitation and replacement options (alignment and

bridge type) as long-term options to maintain this critical and complex Mississippi River crossing.

Major Bridge Rehabilitation Alternatives. For over 75 years, HDR has been providing truss rehabilitation solutions for river crossings. With extensive experience in both truss rehabilitation and foundation settlement, Nick Burdette will lead this alternative and work in tandem with our geotechnical experts. Critical to rehabilitating the piers is verifying that the stabilization measures (1) are founded well below the shear plane and can withstand the shear loads from both the slide and vessel collision, and (2) lie entirely below the channel bottom so ship navigation is not impeded. The initial approach incorporated rows of shafts in line with, and connected to, the pier to serve as a buttress almost 400 feet long.

Another approach that may have constructability benefits is underpinning the use of larger diameter shafts to support the bridge and sustain vessel collision in conjunction with micropiles of drilled shafts for slide stabilization.



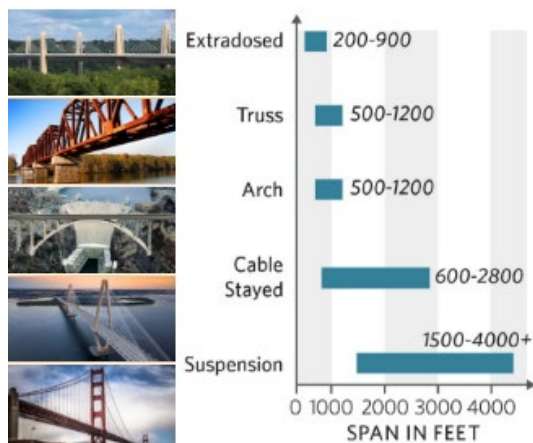
Ardaman solution to underpin piers and stabilize landslide in vicinity of bridge.

Additionally, we would recommend protecting the eastern piers from vessel collision using fenders or dolphins as the existing bridge was not designed for this loading.



For the Blackhawk Bridge over the Mississippi River in Iowa, HDR designed a dolphin system to improve the resilience for this truss bridge.

Bridge Replacement Alternatives. We will work with LADOTD, MDOT, and project stakeholders to develop feasible bridge concepts (alignment and bridge type) to replace the I-20 bridge over the Mississippi River. Our national major bridges technical director, Mike Lamont, will lead the preliminary bridge design and layout. His experience includes four Mississippi River crossings and the iconic I-395 bridge in Miami. A new, southern alignment is most likely to avoid impacts on the existing upstream bridge. It will be coordinated with our roadway designers for integration with the roadway networks on either bank. Our team will investigate span layouts that provide for a navigable channel acceptable to the US Coast Guard (USCG) and include alternatives that mitigate the risks of the existing landslide. We will include options that span approximately 1,500 feet over the landslide area to avoid its impacts and others that strategically locate bridge bents to withstand and mitigate future soil challenges.



The figure to the left shows different structure types that can be considered and the applicable span lengths.

Continued Alternative Refinement and Screening

After the initial alternatives development and screening phase, the project team will further develop and screen the remaining technical and feasible alternatives based

on how they compare to the No Build Alternative and each other to meet agreed-upon screening criteria. The criteria will include Purpose and Need factors, other goals/objectives, environmental impacts, ROW, conceptual costs, and other factors identified through agency coordination and public outreach in a screening matrix to compare alternatives easily.

The analysis will include geotechnical for preliminary design parameters, survey, subsurface utility engineering, preliminary hydrologic and hydraulic analysis and traffic analysis to develop line and grade drawings and a bridge concept study.

Needs	Criteria	No Build	Alternative 1	Alternative 2	Alternative 3
Increase Safety for All Users	Regional Vehicular Movements	✗	○	○	✓
	Bicycle and pedestrian Movements	○	○	○	✓
Improve Transportation with Intuitive Navigation To, From, and Across I-64	I-64 Access	✗	○	○	○
	Interstate and Local Network Interface	✗	✓	○	✓
Reduce the Barrier Effect to Bicycle, Pedestrian, and Transit Users	Support Other Entities' Bicycle and Pedestrian Plans	✗	○	✓	✓
	Transit Access and Effectiveness	✗	✗	✓	✗
Optimize Bridge Maintenance by Improving Structural Conditions to Maintain a Good State of Repair	Structure Repair	✗	○	○	○
	Reduce Structures	✗	✗	✗	✗
Maintain Interstate Function, operations, and Capacity for the Future	Capacity	✗	✗	✓	✓
	Freight	✗	○	○	○
Environmental Resource Protection	Environmental Resources	✗	○	○	○
	Social and Built Environment	○	○	○	○

Summary Level Screening Matrix

Our Navigational Impact Study will incorporate the effects of the existing upstream bridge and the curved nature of the channel to the north. We recognize that ship traffic primarily trends along the eastern, cut bank side of the channel and will work with the USCG to verify an acceptable analysis and navigable span, as we have done on many projects such as the Mobile River Bridge.

Once this concept is developed, we will coordinate the impacts with the overall PEL document. As part of the alternatives development, we will incorporate aesthetics into the bridge options that reflect the region's character.

We will develop practical construction areas to accommodate equipment for this complex operation. Identifying the extents of these areas will inform the limits of disturbance for the NEPA process and verify an adequate staging area for construction. Additionally, we will

collaborate with our construction and ICE experts on a demolition plan to be captured in the cost estimate.

We have recent experience leading the conceptual bridge designs of major river crossings with significant commercial vessel traffic while maintaining traffic.

- Mobile River Bridge Progressive D-B in Mobile, AL
- New Delaware River Bridge Replacement, PA & NJ
- Burnside Bridge Replacement in Portland, OR
- Shoemaker Bridge Replacement in Long Beach, CA

Life Cycle Cost Analysis. An investment of this magnitude warrants a life cycle cost analysis for both the rehabilitation and replacement options to allow LADOTD to make an informed investment decision regarding both initial capital costs and long-term operations and maintenance costs. Our economist, Marissa Witkowski, has performed dozens of life cycle cost analyses for major and complex bridges nationwide. Currently, for the Bay Area Toll Authority (BATA), Marissa is leading a life cycle cost analysis for the major bridges in the San Francisco Bay, except for the historic Golden Gate Bridge where HDR is working with BATA on its inspection and seismic retrofit. Additional projects where HDR has performed a life cycle cost comparison between rehabilitation and replacement include the Burnside Bridge in Oregon, the Commercial Street Bridge in Pittsburgh, and the Long Key Bridge in Florida. Our findings will be summarized in a condensed executive summary to clearly compare options and facilitate securing political and financial support for LADOTD's selected course of action.

5. Recommendations and Implementation

Because the PEL study is not NEPA, it will not determine the "Preferred Alternative." Instead, the study will recommend reasonable alternatives to be carried into NEPA. In addition to the alternative recommendations, we will include an implementation plan with a PEL-to-NEPA transition plan, unresolved issues, permitting and NEPA scoping highlights, phasing and construction methods, design and construction timeline estimate, costs, and funding options, including delivery options such as P3. Zach will work with technical leads to develop the implementation plan.

PEL-to-NEPA Transition Plan. This critical transition plan will outline products from the PEL to be incorporated into the NEPA document to confirm that the criteria and terminology are compatible with NEPA requirements, allowing for seamless integration of information. Many assessments and early coordination conducted for the PEL will be relevant for incorporation into the NEPA process.

Documentation

For the final step of Phase I and PEL Coordination Point 4, we will develop the documentation package to publish the study results. This will include a PEL Study Report, applicable technical reports as appendices, and the FHWA PEL Questionnaire. A typical PEL study consists of chapters summarizing the items covered under Part I: Project Background, Purpose and Need, Environmental Setting, Alternatives Development and Screening Process, Agency Coordination, Stakeholder and Public Engagement, and an Implementation Plan. Zach has recently authored two PEL reports, Future64 for Missouri DOT, and the Santa Fe Drive Action Plan for Colorado DOT.

PART II: ENVIRONMENTAL EVALUATION

6. NEPA Document Approach

We will work with LADOTD and FHWA to confirm the use or adoption of PEL products into the NEPA process under 23 USC Section 168 and 23 USC Section 139. HDR will recommend transitioning from Stage 0 to Stage 1 of the Project Delivery Manual. We will advise LADOTD on the rationale for the NEPA Class of Action (COA) and coordination with FHWA. Garrick will transition the project into NEPA, and Shane Valentine will lead the project through the NEPA phase, whether it is an Environmental Assessment and Finding of No Significant Impact or Environmental Impact Statement (EIS) and Record of Decision (ROD). Shane recently led the TxDOT I-35 Capital Express Central Project EIS to obtain

a ROD. Keeping the EIS/ROD on schedule required constant coordination and buy-in from team members, significant stakeholders, elected officials, and regulatory agencies. Shane will focus on efficiency, using the PEL products as a jump-off point, to move quickly through NEPA and permitting.

Notice of Intent and Solicitation of Views. Identifying and implementing pre-NEPA/NOI publication activities, including the Solicitation of Views, **will streamline the timeframe from NOI to ROD**, essential for meeting timelines and schedules codified for the NEPA process. We will work with LADOTD to plan and execute up-front work (before NOI issuance), including reaching consensus with FHWA on the list of reasonable alternatives identified during the PEL. This will aid in meeting the required two-year EIS schedule.

NEPA Agency Coordination. The team will refine the list of participating and cooperating agencies for the NEPA process and update the plan, notifying them of the transition from PEL to NEPA.

NEPA Stakeholder and Public Engagement. The NEPA public engagement effort will build from the activities carried out during the PEL. The goal is to educate the public about the project without overcomplicating it. The HDR strategic communications team will carry out a public engagement campaign, including a public meeting and public hearing in Madison Parish and Warren County, online project website updates, and other outreach efforts, to be determined in the PIP. We can seamlessly carry out public involvement between project development stages using HDR's internal strategic communications team.



HDR's visualization team develops life-like renderings to more easily convey alternatives to the stakeholders such as this cable-stayed bridge replacement alternative.

Refine PEL Products and Select Preferred Alternative. Based on coordination with FHWA, the HDR team will document the methods for refining products from the PEL, as needed. Products from the PEL, refinements, and environmental analysis (described next) will be used

to determine and document the “Preferred Alternative” through a final screening level, to be documented as a part of the NEPA documentation.

Environmental Analysis. We will build upon the PEL environmental setting data and complete more detailed analysis, as needed, such as ROW requirements and land use, Section 106 consultation, Section 4(f), Section 404, visual aesthetics, and noise and air quality analysis. This analysis will identify environmental, cultural, and social impacts and recommend mitigation measures. Our team will discuss the recommended mitigation measures with LADOTD to understand your threshold for project commitments and track mitigation measures in the NEPA document appendix, for easy reference during the development of subsequent design plans.

Permitting. Due to the presence of extensive and sensitive aquatic resources within and adjacent to the Mississippi River, the construction of any alternative build would result in unavoidable impacts to waters of the U.S. requiring permits from the USACE, and water quality certifications from the Louisiana Department of Environmental Quality and the Mississippi Department of Environmental Quality. In addition, navigable waters permit, Section 408 permission from the USACE, and a bridge permit from the USCG are required for a new I-20 bridge. Amber Robinson, Wetlands Delineation task lead, has experience leading permitting processes in Louisiana, including the Bonnet Carré railroad bridge crossing replacement.

NEPA Documentation. We will incorporate the PEL Study Report by reference into the NEPA documentation, reducing the overall length of the document. Whether the NEPA COA is an EA/FONSI or EIS/ROD, we will prepare concise, reader-friendly NEPA documentation that meets current page count limits. The primary NEPA document will be 508 compliant and accessible for automated reading tools. HDR will draw from the project team and institutional knowledge and incorporate lessons learned and best practices. Our recent experiences with PEL Studies, bridge solutions, and NEPA uniquely position us to deliver Parts I and II for this project.

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 firms on the team.

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
HDR Engineering, Inc.	Other (Hydraulic) Modeling)	4400017091	LADOTD LWI Region 5 TO4 - Project # 10403496	\$1,225,201
	Bridge	4400024186/H.015472	LADOTD Br Preservation TO4 - Project # 10390676	\$111,512
	Planning	4400026365/H.015223.2	Baton Rouge to New Orleans Rail Corridor Environmental Study	\$561,790
	Planning	4400018780	LADOTD IDIQ SHSP TO2 - Project # 10366533	\$26,608
	Planning	4400018780	LADOTD IDIQ SHSP TO3 - Project # 10412666	\$87,970
	Bridge	4400021517	Contract 5 for Movable Bridges (6) – Project # 10360261	\$1,820,885
Ardaman & Associates, Inc.	Geotech	440004128/H.004273	I-49 Connector, Lafayette	\$422,403
	Geotech	4400018899/H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	\$72,965
	Geotech	440001960/H.013897	I-10 / I-12 College Drive Flyover Ramp	\$20,241
	Geotech	4400019013/ H.004100.5, H.004100.6	I-10 CMAR Design Continuation: LA 415 TO ESSEN ON I-10 & I-12	\$299,218
	Geotech	H.004435	I-12 to Bush Construction Phase	\$47,956
	Geotech	440008671/H.009266	I-10 Widening: LA 73 to LA 30	\$25,760
	Geotech	4400019013/H.002244.5	Boudreaux Canal Bridge (LA 56)	\$180
	Geotech	4400017438/H.013284	MRB GBR LA 1 to LA 30 Connector	\$2,781
	Geotech	440006189/H.004647.6	I-20 Mississippi River Bridge at Vicksburg	\$1,743,373
	Geotech	H.015935	LA 47 @ Bayou Bienville	\$23,059
	Geotech	4400025025/H.015337, H.015452, H.015453, H.015454, H.015455, H.015456, H.015457, H.015458, H.015459, H.015460, H.015461, H.015462, H.015463	IIJA	\$202,942

Prime consultant name: HDR Engineering, Inc.

	Geotech	4400024652/H.014265.5	N River Road Irving Branch	\$1,217
	Geotech	4400024652/H.012533.5	LA 1252 Bayou Pt Brule Bridge	\$4,452
	Geotech	4400024652/H.012607.5	Henderson Bayou Bridge LA 933	\$5,070
	Geotech	4400024652/ H.015568.5, H.015569.5	Pelican Point Roundabout	\$160,460
	Geotech	4400024652/ H.00012842.5	LA 124 Ext. Larto Lake	\$3,372
	Geotech	4400021519/H.012030.5	KCS RR Overpasses US 371	\$47,561
	Geotech	440006189/H.016313.5, H.016314.5, H.016315.5, H.016316.5, H.016317.5, H.016318.5, H.016319.5, H.016320.5, H.016325.5	Culvert Replacements	\$256,734
	Geotech	4400021887/H.012542, H.012453, H.012544, H.012047	Replacement of 15 Bridges	\$779,058
	Geotech	4400025026/H.015489, H.015490, H.015491, H.015492	IIJA	\$19,330
Aillet, Fenner, Jolly, & McClelland, Inc.	Road	4400017293/H.010616.5	I-20/LA544 Overpass Replacement	\$9,606
KCI Technologies, Inc.	Other (Cost Estimating)	H.004100	LA 415 to Essen Lane on I-10 and I-12 Construction Manager at Risk (CMAR)	\$600,000
	Other (Cost Estimating)	H.013284	MRB South: LA 1 to LA 30 Connector	\$88,000
NTB Associates, Inc.	Survey	4400019338 (Multiple SP Nos. per bridge)	Contract for Rural Bridge Replacement Initiative Phase II, Districts 05, 08, & 58 (Sub to Waggoner)	\$36,192
	Survey	4400019337 (Multiple SP Nos. per bridge)	Contract for Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (Sub to BKI)	\$48,253
	Survey	4400027686/H.008768.5	IDIQ Contract for Hydrographic Surveying Services – Task Order No. 2 – Spring Bridges	\$21,204

Prime consultant name: HDR Engineering, Inc.

	Survey	4400027686/H.008768.5	IDIQ Contract for Hydrographic Surveying Services – Task Order No. 3 – Summer Bridges	\$70,237
	Other (SUE)	4400026587/H.001779	Jimmie Davis Bridge (LA 511) (HBI) Design Build Project, Bossier Parish (Sub to James Construction/ Huval & Associates, Inc.)	\$40,000
	Survey	4400027918/H.015576	IDIQ Contract for Professional Boundary Surveying Services – Task Order 1 – LA 447 & LA 1025 Roundabout	\$38,297
	Survey	4400027918/H.012869.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 3 – LA 182 (Univ) @ LA 723 (Renaud) Roundabout	\$53,264
	Survey	4400027918/H.011310.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 4 – Ford Street Extension, District 61	\$27,044
Urban Systems, Inc.	Traffic	4400022581/ H.011221.5, H.011222.5	I-10: N.O CBD3 (Poydras-Louisa) & I-10: N.O CBD4 (Louisa-I-510)	\$32,772
	Traffic	4400023909/ H.015963.5	US 165:RedRiver MB Ped Gates	\$1,617

(Add rows as needed)

DO NOT SUM

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

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

20. Certifications/Licenses:

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

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
HDR ENGINEERING, INC.	Business Corporation (Non-Louisiana)	OMAHA	Active

Previous Names

HDR INFRASTRUCTURE, INC. (Changed: 12/3/1987)

Business: HDR ENGINEERING, INC.

Charter Number: 34178558F

Registration Date: 6/17/1985

Domicile Address

1917 S. 67TH STREET
OMAHA, NE 68106

Mailing Address

1917 S. 67TH STREET
OMAHA, NE 68106

Principal Business Office

1917 S. 67TH STREET
OMAHA, NE 68106

Registered Office in Louisiana

201 RUE BEAUREGARD, STE. 202
LAFAYETTE, LA 70508

Principal Business Establishment in Louisiana

5750 JOHNSTON STREET
SUITE 105
LAFAYETTE, LA 70503

Status

Status: Active

Annual Report Status: In Good Standing

Qualified: 6/17/1985

Last Report Filed: 5/21/2024

Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent:	REGISTERED AGENTS INC
Address 1:	201 RUE BEAUREGARD, STE. 202
City, State, Zip:	LAFAYETTE, LA 70508
Appointment Date:	6/7/2024

State of
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Secretary of
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COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
AILLET, FENNER, JOLLY & MCCLELLAND, INC.	Business Corporation	SHREVEPORT	Active

Previous Names

Business: AILLET, FENNER, JOLLY & MCCLELLAND, INC.

Charter Number: 24911370D

Registration Date: 3/17/1960

Domicile Address

3003 KNIGHT STREET, SUITE 120
SHREVEPORT, LA 71105

Mailing Address

3003 KNIGHT STREET, SUITE 120
SHREVEPORT, LA 71105

Principal Office Address

3003 KNIGHT STREET, SUITE 120
SHREVEPORT, LA 71105

Status

Status: Active

Annual Report Status: In Good Standing

File Date: 3/17/1960

Last Report Filed: 2/21/2025

Type: Business Corporation

Registered Agent(s)

Agent:	MATTHEW J. WALLACE
Address 1:	3003 KNIGHT ST, SUITE 120
City, State, Zip:	SHREVEPORT, LA 71105
Appointment Date:	8/9/2002

Prime consultant name: HDR Engineering, Inc.

State of
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COMMERCIAL DIVISION
225.925.4704

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

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

Previous Names

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

Domicile Address

8008 SOUTH ORANGE AVENUE
ORLANDO, FL 32809

Mailing Address

3475 E. FOOTHILL BLVD.
PASADENA, CA 91107

Principal Business Office

8008 SOUTH ORANGE AVENUE
ORLANDO, FL 32809

Registered Office in Louisiana

3867 PLAZA TOWER DR.
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

316 HIGHLANDIA DR.
BATON ROUGE, LA 70816

Status

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

Registered Agent(s)

Agent:	C T CORPORATION SYSTEM
Address 1:	3867 PLAZA TOWER DR.
City, State, Zip:	BATON ROUGE, LA 70816
Appointment Date:	12/13/1991

State of
Louisiana
Secretary of
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COMMERCIAL DIVISION
225.925.4704

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

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

Previous Names

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

Domicile Address

131 CONTINENTAL DR
SUITE 305
NEWARK, DE 19713

Mailing Address

936 RIDGEBROOK ROAD
SPARKS, MD 21152

Principal Business Office

936 RIDGEBROOK ROAD
SPARKS, MD 21152

Registered Office in Louisiana

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

Principal Business Establishment in Louisiana

8550 UNITED PLAZA BOULEVARD
SUITE 702
BATON ROUGE, LA 70809

Status

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

Registered Agent(s)

Agent:	LEGALINC CORPORATE SERVICES INC.
Address 1:	8550 UNITED PLAZA BLVD., STE. 702
City, State, Zip:	BATON ROUGE, LA 70809
Appointment Date:	9/27/2021

Prime consultant name: HDR Engineering, Inc.

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

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

Previous Names

NTB, INC. (Changed: 1/4/2000)

Business: NTB ASSOCIATES, INC.

Charter Number: 34216133D

Registration Date: 8/14/1986

Domicile Address

525 LOUISIANA AVE.
SHREVEPORT, LA 71101

Mailing Address

525 LOUISIANA AVE.
SHREVEPORT, LA 71101

Principal Office Address

525 LOUISIANA AVE.
SHREVEPORT, LA 71101

Status

Status: Active

Annual Report Status: In Good Standing

File Date: 8/14/1986

Last Report Filed: 7/25/2024

Type: Business Corporation

Registered Agent(s)

Agent:	W. JAMES HILL, III
Address 1:	8570 BUSINESS PARK DR.
City, State, Zip:	SHREVEPORT, LA 71105
Appointment Date:	8/14/1986

State of
Louisiana
Secretary of
State



COMMERCIAL DIVISION
225.925.4704

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

Name	Type	City	Status
URBAN SYSTEMS ASSOCIATES, INC.	Business Corporation	NEW ORLEANS	Active

Previous Names

Business: URBAN SYSTEMS ASSOCIATES, INC.

Charter Number: 30812980D

Registration Date: 11/12/1974

Domicile Address

2000 TULANE AVENUE
SUITE 200
NEW ORLEANS, LA 70112

Mailing Address

2000 TULANE AVENUE
SUITE 200
NEW ORLEANS, LA 70112

Principal Office Address

2000 TULANE AVENUE
SUITE 200
NEW ORLEANS, LA 70112

Status

Status: Active

Annual Report Status: In Good Standing

File Date: 11/12/1974

Last Report Filed: 10/21/2024

Type: Business Corporation

Registered Agent(s)

Agent:	ALISON MICHEL
Address 1:	2000 TULANE AVE
Address 2:	SUITE 200
City, State, Zip:	NEW ORLEANS, LA 70112
Appointment Date:	12/31/2019

CERTIFICATE OF COMPLETION

This is to certify that

Daniel Leard

Has completed the National Preservation Institute
75-minute training course

**Section 106: The Basics for Planners, Project Managers,
and Developers**



Issued: 2025-04-28



Certificate ID: 0zottya3ij

CERTIFICATE OF COMPLETION

This is to certify that

Zachary Overfield

Has completed the National Preservation Institute
75-minute training course

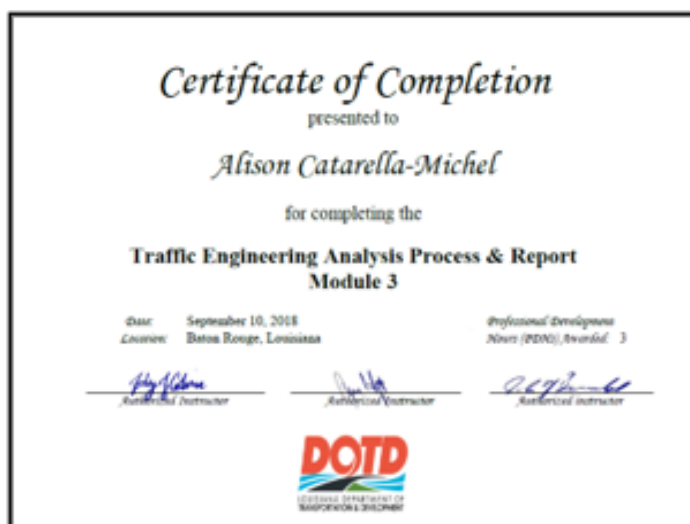
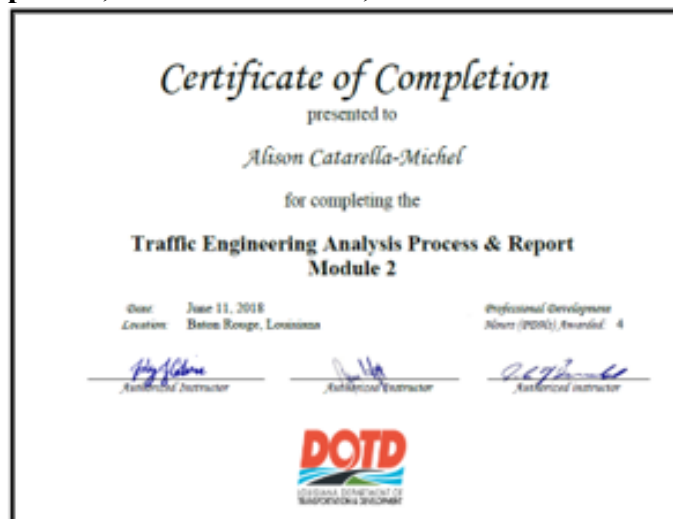
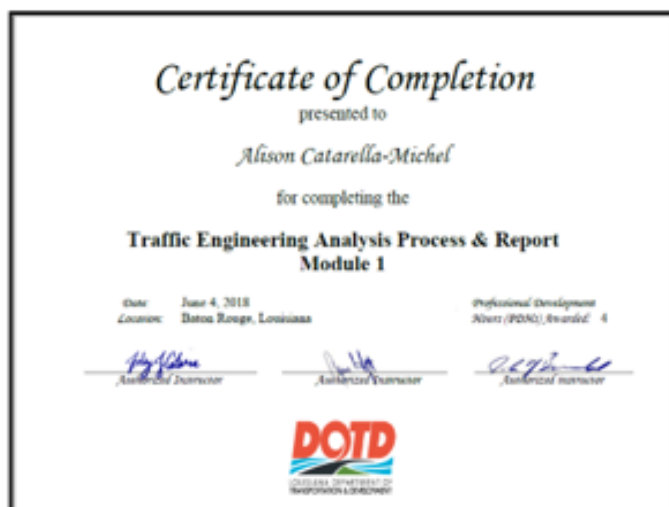
**Section 106: The Basics for Planners, Project Managers,
and Developers**



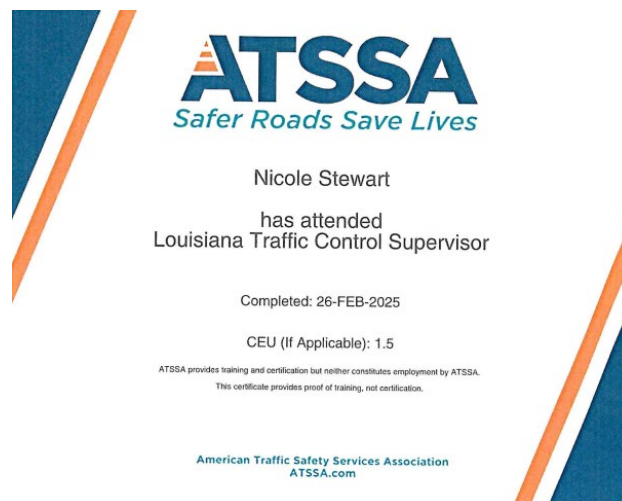
Issued: 2025-04-26

Certificate ID: ewylsgkc1

Urban Systems Associates, Inc. – LTRC Module Completion, TCS Certification, and DBE Status



Prime consultant name: HDR Engineering, Inc.





LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

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

Urban System Associates, Inc.

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

NC541330, NC541340, NC541990

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

Certificate Eligibility: February 2025 to February 2026

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

Rhonda Wallace

Rhonda Wallace, DBE/SBE Programs Manager

Louisiana Department of Transportation & Development

21. QA/QC Plan:

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

22. Sub-consultant information:

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

Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS): <u>including punctuation, include screenshot(s) from SOS at the end of Section 20</u>)	Address	Point of Contact and email address	Phone Number
Aillet, Fenner, Jolly, & McClelland, Inc.	3003 Knight Street, Suite 120 Shreveport, LA 71105	Matthew Wallace mwallace@afjmc.com	318.425.7452
Ardaman & Associates, Inc.	316 Highlandia Drive, Baton Rouge, LA 70810	Robert Jewell, RJewell@ardaman.com	225.666.4598
KCI Technologies, Inc.	936 Ridgebrook Road Sparks, MD 21152	John Armeni John.Armeni@kci.com	404.414.3743
NTB Associates, Inc.	525 Louisiana Ave., Shreveport, LA 71101	Bryan Bunch bbunch@ntbainc.com	225.751.4002
Urban Systems Associates, Inc. dba Urban Systems, Inc.	2000 Tulane Ave. Suite 200 New Orleans, LA 70112	Alison Catarella Michel acmichel@urbansystems.com	504.569.3958

(Add rows as needed)

23. Location:

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