



LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

March 18, 2026

Statement of Qualifications

Contract No. 4400034051

US 71: ICG RAILROAD OVERPASS REHAB (HBI)
US 71: MARKET ST BRIDGE OVER ICG RR (HBI)
ROUTE: US 71
CADDO PARISH

Louisiana Department of Transportation and Development
Attn: Hamed Babaizadeh

Re: Contract No. 4400034051 | US 71: ICG Railroad Overpass Rehab (HBI) and US 71: Market Street Bridge Over ICG Railroad (HBI)

Dear Mr. Babaizadeh and Selection Committee,

Halff appreciates the opportunity to submit our qualifications to provide engineering services for the US 71 ICG Railroad Overpass Rehabilitation (Spring Street) and the US 71 Market Street Bridge Replacement projects in Caddo Parish. We understand the importance of these projects, which involve rehabilitating the historic Spring Street bridge and replacing the Market Street bridge over the Canadian Pacific Kansas City Southern Railroad (CPKC), supported by traffic analysis, survey, geotechnical investigation, and development of preliminary plans.

Extensive Bridge and Railroad Experience. The Halff team brings deep experience delivering bridge rehabilitation and replacement projects where railroad coordination, constructability sequencing, and maintaining traffic operations are critical. Our bridge engineers, roadway designers, surveyors, and geotechnical specialists routinely collaborate to evaluate aging structures, develop practical repair strategies, and advance projects efficiently through preliminary design while meeting DOT standards and procedures. **In addition, Brian LaFoy, PE (Halff Deputy PM) is an industry leader in innovative and accelerated bridge construction and rehabilitation methods.** This unique expertise results in project designs that reduce construction time, minimize traffic disruptions, improve worker and public safety, enhance long-term performance, and reduce environmental impacts. Our bridge team also brings **significant experience with complex bridge rehabilitation and replacement projects in Caddo Parish**, giving us direct familiarity with local site conditions, utilities, traffic patterns, and railroad interfaces that influence project decisions.

Strong Local Presence. Halff maintains a strong presence in northwest Louisiana through our Shreveport and Baton Rouge offices. Our local staff in Shreveport work closely with LADOTD District personnel, regional agencies, and community stakeholders, enabling efficient communication and maintaining momentum throughout project development. Having engineers and survey professionals based in Shreveport allows us to respond quickly to field needs, conduct timely site visits, and maintain a clear understanding of local traffic operations, constraints, and construction conditions.

Integrated Multidisciplinary Team. Halff's multidisciplinary structured team allows us to deliver survey, traffic analysis, bridge design, geotechnical investigation, and roadway design as a fully coordinated team. We understand LADOTD's electronic deliverable requirements, quality expectations, and ProjectWise workflows. Our objective is to provide LADOTD with clear technical evaluations, well-developed preliminary plans, and accurate cost estimates that support timely decision-making.

For this assignment, the Halff Team will focus on understanding existing bridge conditions, confirming railroad coordination requirements, and evaluating corridor-specific traffic constraints. We will conduct a thorough review of available inspection data, perform site assessments to confirm structural deficiencies, and develop practical remediation and replacement strategies. Using this information, our team will evaluate alternatives that improve structural performance, extend service life where feasible, and provide cost-effective replacement solutions for the Market Street crossing. Throughout the process, we will coordinate closely with LADOTD staff, District 04 personnel, and railroad stakeholders to maintain project momentum and minimize risks associated with rail operations, traffic management, and constructability.

Halff appreciates your consideration and looks forward to the opportunity to support these important improvements to the US 71 corridor in Caddo Parish.

Sincerely,



James Barr, PE
Project Manager
501.801.2686 | james.barr@Halff.com



Brandon Aillet, PE, CFM
Operations Manager, Shreveport
318.716.6130 | baillet@Halff.com

Sections 1-13



Market Street Intersection Rendering

DOTD FORM: 24-102

(Revised August 11, 2025)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1. Contract Name as shown in the advertisement	Engineering and Related Services for US 71: ICG RAILROAD OVERPASS REHAB (HBI); US 71: MARKET ST BRIDGE OVER ICG RR (HBI); ROUTE: US 71
2. Contract Number(s) as shown in the advertisement	4400034051
3. State Project Number(s), if shown in the advertisement	H.012008.5 and H.012009.5
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	Halff Associates, 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.0003207
6. Prime consultant mailing address	401 Market Street, Suite 650 Shreveport, LA 71101
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	401 Market Street, Suite 650 Shreveport, LA 71101
8. Name, title, phone number, and email address of prime consultant's contract point of contact	James Barr, PE Project Manager 501.801.2686 james.barr@halff.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Brandon Aillet, PE, CFM Operations Manager, Shreveport 318.716.6130 baillet@halff.com

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



Signature above shall be the same person listed in Section 9

March 18, 2026

Date

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.

No DBE Goal

Our Purpose

We improve lives and communities by turning ideas into reality.



12 Discipline Table

Past Performance Evaluation Disciplines	% of Overall Contract	Halff Associates, Inc.	GEC, Inc.	Ardaman & Associates, Inc.	Neel-Schaffer, Inc.	NTB Associates, Inc.	Prevot Design Services	Each Discipline Must Total to 100%
Road	25.5%	100%						100%
Bridge	50%	50%	50%					100%
Traffic	8%				100%			100%
Geotech	4%			100%				100%
Survey	8%					100%		100%
Environmental	4%	10%	90%					100%
Other (Historic Structures)	0.5%						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%	50.9%	28.6%	4.0%	8.0%	8.0%	0.5%	100%

13 Firm Size

Firm Name	DOTD Job Classification	Number of Personnel Committed to this Contract	Total Number of Personnel Available in this DOTD Job Classification (If Needed)
Halff Associates, Inc.	Administrative	1	5
	CADD Technician	2	15
	Engineer	10	20
	Engineer Intern	6	15
	Engineer-Other	2	20
	Environmental Pro	1	2
	Environmental Manager	1	2
	GIS Analyst	0	4
	ITS Technician	0	1
	ITS Technician-Lead	0	1
	Landscape Architect	0	1
	Principal	1	4
	Supervisor-Eng	3	6
	Supervisor-Other	1	8

Firm Name	DOTD Job Classification	Number of Personnel Committed to this Contract	Total Number of Personnel Available in this DOTD Job Classification (If Needed)
Ardaman & Associates, Inc.	Administrative	1	1
	CADD Technician	2	2
	Clerical	1	2
	Engineer	1	6
	Engineer Intern	3	6
	Principal	1	3
	Senior Technician	1	9
	Supervisor-Eng	1	3
	Supervisor-Other	2	4
	Technician	5	10
G.E.C., Inc.	Principal	1	1
	Engineer	3	4
	Supervisor-Engineer	2	2
Neel-Schaffer, Inc.	Supervisor-Engineer	1	2
	Engineer	4	62

Firm Name	DOTD Job Classification	Number of Personnel Committed to this Contract	Total Number of Personnel Available in this DOTD Job Classification (If Needed)
NTB Associates, Inc.	CADD Drafter	1	5
	CADD Technician	1	7
	Engineer	1	1
	Engineer Intern	1	1
	Instrument Man	1	9
	Party Chief	1	18
	Principal	1	1
	Rodman	2	11
	Senior Technician	0	1
	Supervisor-Other	1	4
	Surveyor	2	7
	Technician	1	2
Prevot Design Services, A Professional Architectural Corporation	Accountant	2	2
	Clerical	1	1
	Designer	3	3
	Inspector	1	1
	Other (Architect)	1	1
	Professional	1	1
	Supervisor - Other	2	2

Sections 14-15



Birds Eye View Rendering



14 Organizational Chart



Brandon Aillet, PE, CFM (Halff)
Principal-in-Charge



James Barr, PE (Halff)
Project Manager



Brian LaFoy, PE, F. NSPE, ENV SP (Halff)
Deputy Project Manager

QA/QC Team

QA/QC Roadway
Greg Jacobs, PE (Halff)

QA/QC Bridge
Eric Christiansen, PE, LEED AP (Halff)

QA/QC Traffic
Ellen Burke Howard, PE, PTOE, RSP₁ (NS)

Services

Bridge Team 1 (Rehabilitation)

James Miller, PE (Halff)
Brian LaFoy, PE, F. NSPE, ENV SP (Halff)
Wyatt Brewer, PE (Halff)

Bridge Team 2 (New Construction)

Cary Bourgeois, PE (GEC)
Keith Rebello, PhD, PE (GEC)
Varaprasad Venkata, PE (GEC)
Hector Zuniga, EI (GEC)

Roadway Design

German Velazquez, PE (Halff)
Marcus Taylor, PE (Halff)
Morgan Harris, PE (Halff)

Drainage

Brian Downing, PE, CFM (Halff)
Victor Bivens, PE, CFM (Halff)

Railroad Coordination

Maria Guerra, PE (Halff)

Traffic

Vijay Kunada, PE, PTOE, PTP (NS)
Charles LeBoeuf, PE, PTOE (NS)
William Fulcher, PE, PTOE, PTP, RSP₂ (NS)

Environmental Coordination

Bliss Bernard, PE (GEC)
Chris Sanderson (Halff)
Cara Rouvaldt (Halff)
Annie Carter (Halff)

Topographic and Boundary Survey

Mike King, PLS (NTBA)
Patrick Staiano, PLS (NTBA)
Bryan Bunch, PLS (NTBA)
William Offer, PLS (NTBA)

SUE/Utility Coordination

Garrett Coffin, PE (Halff)
Carolyn Brown, PE (Halff)

Geotechnical Services

Megan Bourgeois, PE (ARD)
Robert Jewell, PE (ARD)
Mark Woodward, PE (ARD)
Jarmon King, PE (ARD)
Jessica Litt (ARD)
Casey Floyd (ARD)

Historical Architecture

Mark Prevot, AIA (PDS)

Public Involvement

Brandon Aillet, PE, CFM (Halff)
Gary O'Neal, CFM (Halff)

Illumination

Nicholas Montegut, PE (GEC)
Luis Diaz, PE (GEC)



Thank you again for your work on this project. You and your team did an excellent job, and delivered the project on time under a very tight deadline. I look forward to working with y'all on our next upcoming projects.

Phillip Sturdivant, MS, PE
Assistant District Administrator of Engineering
Louisiana Department of Transportation and Development | District 04



Halff's engineering and planning staff meet and exceed the standard quality of care required of a consulting engineering firm. Halff provides the city's engineers and managers with anticipated schedules of services and includes major milestones and deliverables.

David Smith, PE
City Engineer
City of Shreveport



LEGEND

Halff Associates, Inc. (Halff)
Ardaman & Associates (ARD)
GEC, Inc. (GEC)
Neel-Schaffer, Inc. (NS)
NTBA Associates, Inc. (NTBA)
Prevot Design Services (PDS)

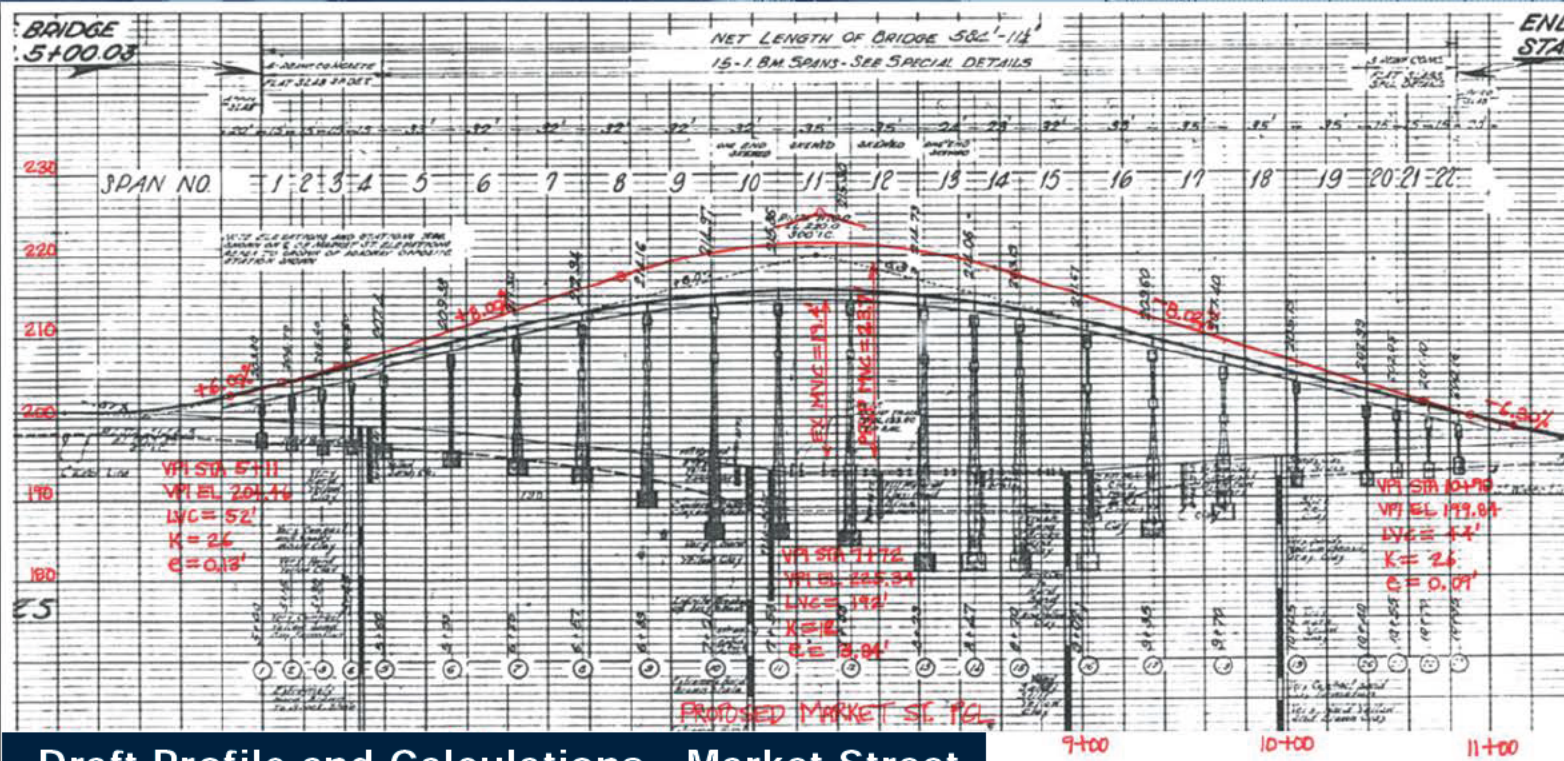
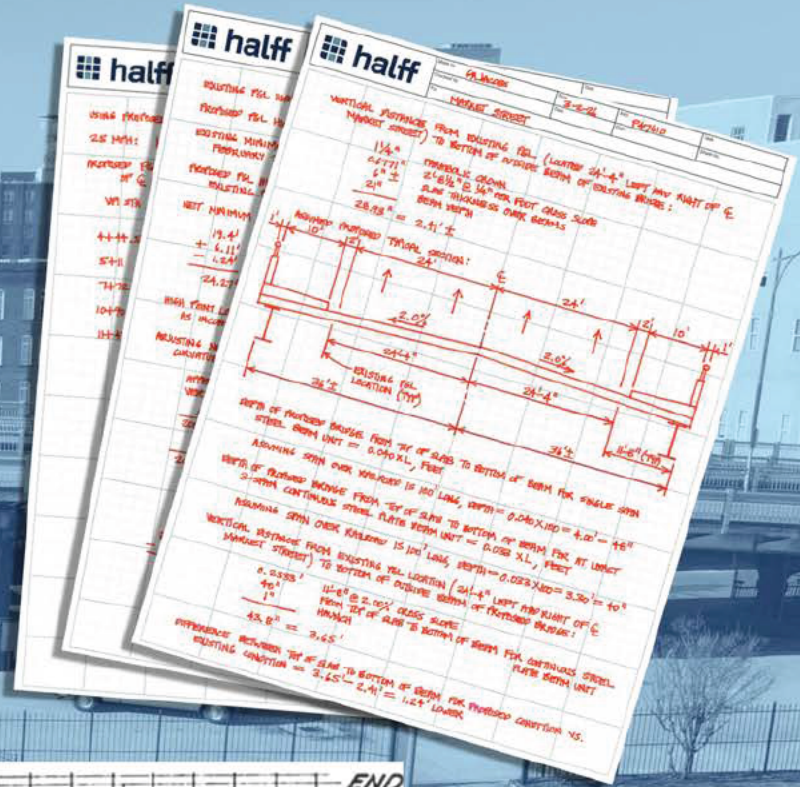
Road Safety Professional 1 (RSP₁)
Road Safety Professional 1 (RSP₂)
Professional Traffic Operations Engineer (PTOE)
Professional Transportation Planner (PTP)

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	Robert (Brandon) Aillet, PE, CFM	Halff Associates, Inc.	PE #33402 - Civil	Louisiana	03/31/28
2	Marcus Taylor, PE	Halff Associates, Inc.	PE #40539 - Civil	Louisiana	09/30/26
3	James (Jim) Miller, PE	Halff Associates, Inc.	PE #43786 - Structural	Louisiana	03/31/28
4	Brian LaFoy, PE, F. NSPE, ENV SP	Halff Associates, Inc.	PE #31965 - Civil	Louisiana	03/31/28
5	Bryan Bunch, PLS	NTB Associates, Inc.	RPLS #5014	Louisiana	03/31/26
6	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE #36725 - Civil	Louisiana	03/31/28
7	Jessica Litt	Ardaman & Associates, Inc.	NICET/Generalist, Laboratory #141243	Louisiana	10/01/27
8	James Barr, PE	Halff Associates, Inc.	PE #30858 - Civil	Louisiana	03/31/28
9	Ellen Burke Howard, PE, PTOE, RSP ₁	Neel-Schaffer, Inc.	PE #38207 - Civil PTOE #3735, RSP ₁ 349	Louisiana	03/31/28, 08/1/26, 12/9/28
10	Vijay Kunada, PE, PTOE, PTP	Neel-Schaffer, Inc.	PE #32145 - Civil, PTOE #2878, PTP #096	Louisiana	03/31/26, 04/14/28, 11/07/28
11	Cary Bourgeois, PE	GEC, Inc.	PE #23414 - Civil	Louisiana	9/30/27

MARKET STREET

Sections 16-17



Draft Profile and Calculations - Market Street

16 Staff Experience



Firm Employed By	Halff		
Name	James Barr, PE	Years of Relevant Experience with this Employer	8
Title	Vice President Director of Transportation	Years of Relevant Experience with Other Employer(s)	24
Degree(s) / Years / Specialization	BS / 1994 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE #30858 / LA / 03/31/2028; PE: #9808 / AR / 12/31/2026		
Year Registered	LA 2003 / AR 1999	Discipline	Professional Engineer, Civil

Contract Role(s) / Brief Description of Responsibilities **Project Manager | MPR No. 8**

Bio: James serves as Project Manager and brings extensive transportation design and delivery experience that meets the requirements of MPR 8. He has led multidisciplinary roadway projects from initial concept through final design and construction, managing scope, schedule, budget, and coordination with agency staff and project stakeholders. His technical background spans all aspects of highway design, including horizontal and vertical geometry, roadway sections, interchange layouts, permanent pavement marking, pavement design, erosion control devices, and drainage structures. He also has experience in traffic signal design, hydraulics, right-of-way and construction plan preparation, and development of complete plan sets for agency review and approval.

In his role as Project Manager, James is responsible for overall project delivery and day-to-day coordination. He guides the design team, oversees quality control, manages subconsultants, and serves as the primary point of contact for the client. His approach focuses on maintaining clear communication, resolving issues early, and keeping projects moving through design milestones and agency review processes efficiently. This combination of technical design knowledge and practical project management experience allows him to lead projects that meet agency standards while staying on schedule and within budget.

03/21 - 03/26	ARDOT, On-Call Design, Springdale Bypass Springdale, AR. <i>Project Manager / Lead Engineer.</i> Responsible for the design of Highway 612, a 3.1 mile new alignment segment of the Springdale Northern Bypass that will function as an interstate grade, fully access controlled corridor. He led all engineering disciplines in developing roadway geometrics, structural elements, traffic operations, hydraulics, and construction. The project included completing the multi level, fully directional I 49 system interchange, designing two diamond interchanges with state highways, and producing plans for 20 major structures, including flyover ramps, dual main lane overpasses, and a railroad grade separation. James also directed efforts to relocate a regional multi use trail, working closely with local agencies and environmental stakeholders to maintain long term connectivity while minimizing impacts. He oversaw the preparation of traffic signal plans, illumination systems, guide signing, overhead sign structures, erosion control measures, and maintenance of traffic plans. His leadership validated that all design elements were fully integrated and consistent with interstate standards. Through disciplined schedule management, quality oversight, and interdisciplinary coordination, James delivered a constructible, safety focused design that advances one of Northwest Arkansas's most significant transportation investments. Relevance: Project management, client coordination, railroad grade separation, roadway design, traffic signals and illumination, public involvement.
03/21 - 01/26	ARDOT, On-Call Design, TO 184 (Pine Hill Creek) Fulton County, AR. <i>Project Manager / Lead Engineer.</i> Responsible for the Bridge and approach improvements replacing Structure Number M3262 on Highway 395 along Section 1 at Log Mile 7.36. The scope of services included roadway design and plans, bridge design and plans, and hydraulic modeling of Pine Hill Creek. The construction plans included roadway design, bridge design, maintenance of traffic plans, erosion control plans, hydraulic design, and hydraulic modeling. The proposed bridge replacement is a 138-foot continuous W-beam girder unit (42'-53'-42' spans) to replace the existing 60-foot concrete T-beam structure. Relevance: Project management, client coordination, roadway design, public involvement.
10/18 - 09/19	City of Little Rock, Mabelvale Pike Little Rock, AR. <i>Project Manager / Lead Engineer.</i> Responsible for the preparation and development of roadway improvement plans for Mabelvale Pike from Sibley Hole Road to Helm Street. This was a joint project between the City of Little Rock and the Little Rock School District. The project included street widening, drainage improvements, and a roundabout. Design included street design, drainage design, sidewalk and bike lane design, erosion control plans, and maintenance of traffic plans. Relevance: Project management, client coordination, roadway design, public involvement.

Firm Employed By	Halff
01/21 - 05/22	ARDOT, Highway 176Y (Brookwood Road) Scoping Study Sherwood, AR. <i>Project Manager</i>. Responsible for leading the effort to evaluate and prioritize improvements along Brockington Road between Kiehl Avenue and Highway 67, an important mobility corridor highlighted in the Sherwood Vision 2040 Plan. He directed the assessment of existing and projected conditions along the corridor and adjacent facilities, including Highway 67 and its frontage roads. James oversaw the development of traffic forecasts using trend analysis, CARTS Model comparisons, supplemental counts, and seasonal adjustments. Operational and safety evaluations revealed that the corridor was already performing at or near unacceptable levels and would continue to deteriorate, with crash rates exceeding statewide averages. Based on these findings, James led the development and screening of improvement alternatives, ultimately advancing concepts that included widening Brookwood Road to a four-lane divided facility and implementing targeted intersection upgrades at Kiehl Avenue and the Highway 67/167 frontage roads. He managed the creation of conceptual layouts and preliminary cost estimates to support ARDOT and the City of Sherwood in future funding and programming decisions. The resulting study provided a clear, data-driven roadmap for advancing long-term mobility and safety improvements in one of Sherwood's most important growth corridors. Relevance: Project management, client coordination, traffic analysis, project programming, cost estimating.
01/20 - 03/23	ARDOT, Highway 187 Leatherwood Creek Structure & Approaches Eureka Springs, AR. <i>Project Manager</i>. Responsible for the project to replace the existing structure on Highway 187, known as the Leatherwood Creek Structure and Approaches, that includes bridge and approach improvements, roadway and bridge design, and hydraulic modeling. The new 180-foot reinforced concrete slab bridge with five 36-foot spans will replace the existing 90-foot single-lane steel multi-beam structure. Designed for stage construction to minimize traffic delays, the new bridge will be placed slightly south and east of the old bridge, maintaining traffic flow with a temporary signal. The design closely follows the existing alignment to avoid impacting a historic property and minimize property acquisition. Public feedback influenced the design to maintain lower speeds for safety, and a property owner's request for a new driveway was accommodated with a box culvert to improve access. Relevance: Project management, client coordination, roadway design, public involvement.
08/22 - 06/25	Metropolitan/ARDOT, Shannon Hills Bridge Replacement Mabelvale, AR. <i>Project Manager / Lead Engineer</i>. Responsible for providing oversight for the replacement of the Shannon Hills Drive bridge over Otter Creek, a structurally deficient crossing currently limited to nine tons and constructed from repurposed railroad flatbed cars. The project delivered a modern reinforced concrete bridge with two travel lanes and sidewalks on both sides, along with roadway reconstruction between Clayton Drive and Bonnie Lane to improve safety and multimodal access. James directed the decision to shift the alignment north of the existing bridge to allow staged construction, minimize traffic disruptions, and maintain continuous access through the use of a temporary signalized traffic control plan. He managed the development of the NEPA Categorical Exclusion, roadway design features, and the hydraulic analysis of Otter Creek. The bridge design included a 120 foot continuous reinforced concrete slab bridge with three 40 foot spans on steel pile supported abutments, sized to safely convey the 100 year flood and accommodate a future under bridge trail connection to the Southwest Trail. Through coordinated oversight across all disciplines, James maintained regulatory compliance, supports constructability, and minimizes community disruption. Relevance: Project management, client coordination, roadway design.
07/13 - 09/16	ARDOT, Highway 67 Widening Pulaski County, AR. <i>Project Manager / Project Engineer</i>. Responsible for development of a new Highway 67 interchange between Highway 89 and Highway 305 and a connector road from Highway 367 to Highway 38. He managed the project from concept analysis through environmental clearance and final design to reduce congestion, improve regional access, and support growth in the Cabot area. His work included evaluating interchange options, advancing the preferred alternative into final design, and overseeing NEPA compliance, environmental permitting, bridge and drainage structures, retaining walls, sign structures, traffic signals, and right-of-way plans. He provided technical leadership, interdisciplinary coordination, and quality oversight to deliver a constructible, safety-focused interchange that improves mobility north of Cabot. Relevance: Project management, client coordination, roadway design, phased project development, traffic signal design, public involvement.
06/11 - 08/13	ARDOT, Highway 67 Redmond Road & Main Street Jacksonville, AR. <i>Project Manager / Project Engineer</i>. Responsible for the replacement of the main-lane bridge structures over Redmond Road and Main Street in Jacksonville, a key segment of Highway 67's planned expansion from four to six lanes. He led the design of roadway and structural improvements necessary to accommodate the future widening of this 1.25-mile urban interstate segment. Under his direction, the team developed new bridge designs with expanded clearances, reconstructed approach roadways, and integrated updated traffic operations and staging strategies to maintain mobility along this heavily traveled corridor during construction. James also oversaw the design of supporting infrastructure, including new and extended box culverts, retaining walls required to fit the wider typical section within limited right-of-way, and upgraded traffic signal installations at adjacent intersections. He coordinated the preparation of right-of-way plans and property impact assessments, so that proposed improvements supported future six-lane expansion without requiring additional reconstruction. Through disciplined management of roadway, structural, drainage, traffic, and right-of-way disciplines, James delivered a coordinated, future-ready design that enhances safety, improves traffic flow, and advances ARDOT's long-term improvements to the Highway 67 corridor. Relevance: Project management, client coordination, roadway design, traffic signal design, public involvement.



M
P
R

S
T
A
F
F

Firm Employed By		Halff	
Name	Brian LaFoy, PE, F. NSPE, ENV SP	Years of Relevant Experience with this Employer	2
Title	Vice President	Years of Relevant Experience with Other Employer(s)	31
Degree(s) / Years / Specialization		ME / 2008 / Structures and Applied Mechanics; BS / 1993 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE: #0031965 / LA / 03/31/2028; PE: #89363 / TX / 12/31/2026	
Year Registered	LA 2005 / TX 2002	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		Deputy Project Manager and Bridge Team 1 (Rehabilitation) MPR No. 4	
Bio: Brian is a Vice President at Halff with extensive experience on complex projects and specializes in bridge programming, maintenance, rehabilitation, and replacement. He is an industry leader in innovation for bridge rehabilitation and replacement projects including accelerated bridge construction methods (ABC), and holds US patents for his methods in bridge rehabilitation. In addition, as a former bridge contractor, he holds a unique perspective on means and methods, scheduling, phasing, and budget control.			
09/24 - Current	City of Shreveport, Stoner Avenue Bridge Rehabilitation Shreveport, LA. <i>Technical Advisor / QC Reviewer.</i> Responsible for the evaluation and design rehabilitation improvements for the City of Shreveport that included patch repairs on the deck with high early strength concrete, broadcast deck overlay, substructure repairs to the caps and columns, including spall repairs and epoxy injection, steel bearing repairs, approach slab repairs, implementation of corrosion inhibitors, erosion protection, and embankment repairs. Stoner Avenue Bridge is a 380-foot, four-lane, nine-span bridge with steel beams and concrete substructure over Line Avenue. Span lengths range from 20 feet to 55 feet for the spans over cross traffic. Relevance: Bridge rehabilitation, condition assessment, local conditions, traffic constraints, stakeholder coordination.		
07/25 - 09/25	City of Lewisville, Corporate Drive Segments, 2, 3, and 4 Lewisville, TX. <i>Technical Advisor / Project Manager / Structural Engineer.</i> Responsible for providing engineering services for the extension of Corporate Drive, a 14,000-linear-foot four-lane divided thoroughfare from Railroad Street to Ho ord's Prairie Road. The alignment crosses the Elm Fork Trinity River and the environmentally sensitive area within the corridor. Permitting from USACE, TPWD, and FEMA was performed by Halff during the previous schematic design project. The project includes a 12-foot-wide bike trail along the roadway, a 130-linear-foot bridge, and a 1,290-linear-foot bridge. The design includes paving, drainage, water, sanitary sewer, street lighting, and landscape architecture. Relevance: Bridge repair, environmental permitting, agency coodination, integration of roadway and bridge elements.		
02/13 - 10/23	LADOTD, Bert Kouns Overpass Bridge Repair Caddo Parish, LA. <i>Structural Engineer.</i> Responsible for designing the tub girder repair method after a tractor-trailer hauling construction equipment hit the bridge, damaging the girder. Brian designed the accelerated bridge construction method to hydro blast the deck, cut the tub girder, and install a counterbalance to dampen the rebound effects of the remaining span. Relevance: LADOTD, structural damage assessment, traffic cooridnation.		
07/20 - 04/23	TxDOT Austin District, SH 130 Toll Concessions Company SH 130, Buda, TX. <i>Project Manager / Structural Engineer.</i> Responsible for Segments 5 and 6 of the SH 130 high-speed toll road between Highway 71 in Austin and IH 10 (47 miles and 105 bridge structures under TxDOT oversight). Tasks included bridge inspection and condition assessment, repair/rehabilitation/maintenance prioritization, conceptual cost development, design, procurement assistance, development of contract documents, scheduling, development of maintenance of traffic plans and protocols, life cycle analysis, construction phase support, including inspection, and programming support for development, and facilitation of a capital program. Relevance: Bridge inspection, rehabilitation strategies across multiple structures, repair alternatives.		
09/13 - 04/15	TxDOT Dallas District, Houston Street Viaduct Rehabilitation Dallas, TX. <i>Project Manager / Structural Engineer.</i> Responsible for the evaluation and rehabilitation of Phases I and III of this nearly mile-long, 40-span open spandrel concrete arch historic bridge in downtown Dallas across the Trinity River, IH 35, UPRR, Riverfront Drive, and the Pavaho Pump Station. Brian not only led the evaluation and design for this \$10 million rehabilitation effort, but he also developed maintenance traffic plans and phasing for work over IH 35, UPRR, and Riverfront Drive during the construction of the downtown Horseshoe Project, as well as designed innovative design concepts to improve load ratings and accelerate construction. Also developed metrics for the owner for future planning, budgeting, and maintenance of the structure. Relevance: Bridge rehabilitation, phased construction over active cooridors, traffic management.		



Firm Employed By	Halff
08/14 - 10/14	LADOTD, Ouachita River Bridge Ouachita Parish, LA. <i>Structural Engineer</i>. Responsible for designing the jacking plans for all the bridge structure main lanes and ramp structures. Relevance: Structural integrity during rehabilitation, constructability.
04/13 - 07/14	LADOTD, Lake Pontchartrain Causeway Bridge Metairie, LA. <i>Structural Engineer</i>. Responsible for the rehabilitation methods and span movement of the bridge turnarounds following Hurricane Katrina. The project involved designing methods to repair the damaged bridge spans as well as design methods to move them back into place. Relevance: LADOTD, Bridge rehabilitation, structural damage assessment, repair strategies.
03/10 - 06/10	LADOTD, Well Road Bridge Replacement West Monroe, LA. <i>Structural Engineer</i>. Responsible for the design of the movement plan and temporary bridge structure to replace the four-span bridge across IH-20. Brian designed the accelerated bridge construction methods using SPMTs (se -propelled mobile transports) to precast the spans and move them into place. The entire project only took several days and was the first of its kind in Louisiana. Relevance: LADOTD, bridge replacement, accelerated construction methods, complex phasing.
04/09 - 06/09	LADOTD, Jimmie Davis (Route LA 511) Bridge Repairs Caddo Parish and Bossier Parish, LA. <i>Structural Engineer</i>. Responsible for designing the jacking plans to raise the existing bridge structures. Relevance: LADOTD, Caddo Parrish, bridge rehabilitation.
07/07 - 10/05	LADOTD, Sawmill Girder Replacement Caddo Parish, LA. <i>Structural Engineer</i>. Responsible for designing the accelerated bridge construction method to remove a single prestressed concrete beam (and connected deck/diaphragm section) that had been hit and damaged by a tractor-trailer. Relevance: LADOTD, Caddo Parrish, accelerated construction methods, bridge rehabilitation.
05/04 - 10/05	TxDOT Dallas District, IH 30 / IH 45 Bridge Rehabilitations Dallas, TX. <i>Project Manager / Structural Engineer</i>. Responsible for the rehabilitation of Interstate 30 and Interstate 45 bridges in Downtown Dallas. The key tasks included developing systems to be able to perform the repairs under live load so the interstates didn't need to shut down or lanes closed for repairs. Relevance: Bridge rehabilitation, urban downtown environment, heavy traffic, innovative methods.
06/14 - 08/16	LADOTD, Woodrow Wilson Avenue Bridge Rehabilitation over Illinois Central Railroad (ICRR) Switchyard Jackson, MS. <i>Project Manager / Lead Structural Engineer</i>. Managed structural rehabilitation of a 21-span steel girder bridge over Mill Street and the Illinois Central Railroad (ICRR) Switchyard, delivering repairs to the deck, overhangs, haunches, girders, cross frames, bearings, columns, abutments, and pedestrian access towers. Developed repair strategies and epoxy crack injection, structural steel repairs, and bridge recoating to extend service life and address deterioration. Engineered innovative accelerated bridge construction (ABC) methods, including access systems, including modular suspended work platforms and scaffolding spanning active rail lines, allowing construction without disrupting rail operations. Utilized telescoping access equipment and low-profile hydraulic jacking systems to perform repairs in restricted clearance areas. Implemented FRP strengthening solutions to reinforce structural elements while minimizing additional dead load. Co-ordinated closely with ICRR and MDOT to schedule work around rail operations, manage risk, and maintain safety compliance, successfully delivering the project in a highly constrained environment while restoring long-term structural performance. Relevance: Bridge rehabilitation, railroad crossing, urban environment, accelerated construction methods, nearly identical superstructure to Spring Street.
09/25 - 10/25	North Texas Tollway Authority, Dallas Parkway NBFR Bridge Rehabilitation Frisco, TX. <i>Technical Advisor / QC Reviewer</i>. Responsible for fast-tracked emergency bridge repairs for the northbound frontage road bridge over Stewart Creek in Frisco after an unexpected structural incident during construction compromised the substructure. Assessed severe bent cap spalling and column cracking caused by a dropped deck span and developed an accelerated repair strategy to restore structural integrity and reopen the bridge quickly. Designed repairs using high-strength rapid-set repair mortar, epoxy crack injection, and fiber-reinforced polymer (FRP) column wraps to strengthen and confine damaged elements while minimizing construction time. Coordinated closely with the City of Frisco and the contractor to execute repairs under a compressed schedule, restoring safe bridge operations and minimizing disruption to traffic and nearby development. Relevance: Bridge rehabilitation, innovative methods.
08/24 - 10/25	City of Waco, Primrose Creek Bridge Waco, TX. <i>Deputy Project Manager / Structural Engineer</i>. Responsible for supporting the City of Waco with survey, traffic analysis and control, SUE, environmental documentation and permitting, hydrologic and hydraulic analysis, drainage and roadway design, structural engineering, and ongoing grant application assistance to address flooding issues associated with undersized and constrained channel sections, deteriorating concrete linings, and low-capacity bridge crossings along the Primrose Creek corridor between South 21st Street and South University Parks Drive. Relevance: Multidisciplinary bridge and drainage improvements, environmental permitting, roadway and structural design coordination.



M
P
R

S
T
A
F
F

Firm Employed By		Half	
Name	Brandon Aillet, PE, CFM	Years of Relevant Experience with this Employer	14
Title	Vice President Operations Manager - Shreveport	Years of Relevant Experience with Other Employer(s)	13
Degree(s) / Years / Specialization		BS / 1998 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE: #33402 / LA / 03/31/28; PE: #90842 / TX / 12/31/2026	
Year Registered	LA 2007 / TX 2003	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		Principal-in-Charge and Public Involvement MPR No. 1	
Bio: Brandon brings 27 years of varied engineering consulting and design experience to the Half Team. He has worked in downtown Shreveport for 21 of those years and will provide an understanding of the dynamics of parish, city, and state agencies, as well as the local business owners who utilize the Spring/Market Street corridor each and every day. Brandon currently serves as Deputy Project Manager on DOTD's IDIQ contract for NFIP and CTP programs and the IDIQ contract for Design Services Statewide for District 04. During his professional career, his experience has included municipal and DOT roadway design, storm drainage design, hydrologic and hydraulic modeling, utility coordination and design, and site development. He frequently serves in stakeholder and public engagement tasks on Half's contracts, including: FEMA Phase 1 Discovery Findings Meetings for DOTD, NFIP Floodplain Manager Training for DOTD, Safe Streets For All Technical Advisory Committee, Ouachita Parish Police Jury Regional Watershed Action Plan, and the City of Texarkana, Texas Drainage Criteria Manual Stakeholder Committee.			
05/25 - Current	LADOTD, US Highway 71: LA 612 to LA 3032 (H.016367) Bossier Parish, LA. <i>Deputy Project Manager.</i> Responsible for Task Order development, staffing, scheduling, and client coordination for the design of a roadway pavement preservation improvement project. The scope of work included milling two inches of asphalt concrete and placing back two inches of asphalt concrete, along with PCC patching, cleaning and resealing the existing concrete joints, drainage improvements, guardrail replacement, new pavement markings, and rumble strips. Relevance: LADOTD, roadway project experience.		
10/21 - 10/22	LADOTD, FEMA Risk MAP Phase 1 – Discovery for Bayou Macon and Tensas Watersheds Multiple Parishes, LA. <i>Project Manager.</i> Responsible for the development of Phase 1 databases and mapping, and for presenting flood risks at stakeholder meetings across the northeast corner of the state. The goal of the Discovery process is to inform communities of their risks and enable them to act to reduce those risks related to certain natural hazards. Half received stakeholder comments and made mapping recommendations to FEMA on behalf of LADOTD for future flood risk resiliency. Relevance: LADOTD, stakeholder outreach.		
10/21 - 10/22	LADOTD, FEMA Risk MAP Phase 1 – Discovery for Upper Calcasieu, Toledo Bend, and Whisky Chitto Watersheds Multiple Parishes, LA. <i>Project Manager.</i> Responsible for the development of Phase 1 databases and mapping, and for presenting flood risks at stakeholder meetings across the southwest region of the state. The goal of the Discovery process is to inform communities of their risks and enable them to act to reduce those risks related to certain natural hazards. Half received stakeholder comments, and made mapping recommendations to FEMA on behalf of LADOTD for future flood risk resiliency. Relevance: LADOTD, stakeholder outreach.		
10/22 - 11/23	LADOTD, FEMA E273 4 Day Course & Virtual Training Modules Statewide, LA. <i>Project Manager and Presenter.</i> Responsible for conducting FEMA's training course on "Managing Floodplain Development through the NFIP" to more than 50 floodplain managers from communities across the state. Additionally, Brandon coordinated and presented on seven separate one-hour virtual courses to FEMA communities and state leaders covering the topics of: Elevation Certificates, Floodway Rules, Using FIRMS, Revising FIRMS, Coastal Construction Rules, Substantial Damages and Substantial Improvements, and Effective Use of the Estimated Base Flood Elevation Tools. More than 150 participants attended the online training and received continuing education credit. Relevance: LADOTD, stakeholder and public outreach.		
06/15 - 03/16	Caddo Parish, Woolworth Road Bridge Replacements Caddo Parish, LA. <i>Project Manager.</i> Responsible for the design and construction document preparation for the three load-rated off-system bridge replacements with a seven-span slab span bridge, a nine-span slab span bridge, and three eight-by-eight precast box culverts. Determined existing 100-year runoff rates using Hydraflow Hydrographs for a 56 square miles watershed, and determined the grading, bridge spans, and culvert sizes by creating HEC-RAS models of Brushy Bayou and existing minor creeks to determine potential water level rise. Relevance: Bridge replacement design using LADOTD standards and specifications.		





Firm Employed By	Halff
06/24 - 04/25	NLCOG, Northwest Louisiana Safe Streets for All Regional Safety Action Plan Multiple Parishes, LA. <i>Design Engineer.</i> Responsible for providing transportation planning, equity analysis, public outreach, website development, and assistance with the technical review committee meetings. the Northwest Louisiana SS4A is a comprehensive safety action plan that identifies the most significant safety concerns and recommended projects and strategies to address roadway safety issues In Northwest Louisiana. The team provided GIS databases and maps of regional crash trends over four parishes, including a High Injury Network and top 25 intersection list for fatal and serious injury crashes. The team provided recommendations for non-infrastructure and infrastructure projects to help achieve the goal of zero traffic fatalities. Relevance: Stakeholder and public outreach, LADOTD crash data analysis.
05/19 - 6/20	City of Texarkana, Gibson Lane Extension Texarkana, TX. <i>Project Manager.</i> Responsible for overseeing the extension of this four-lane roadway, coordinating with the prime consultant. Represented Halff as a sub-consultant for the 3,400 linear feet extension of Gibson Lane. Coordinated with Halff's water resources design team for the existing and proposed modeling and water surface elevation determination of Wagner Creek at the proposed bridge crossing. Coordinated with Halff's structural design team for the design and plan production of a 502-foot-long slab span bridge. Relevance: New bridge design.
01/07 - 01/09	City of Bossier City, Swan Lake Road Roadway Improvements Bossier City, LA. <i>Design Engineer.</i> Responsible for designing and planning production of approximately 6,000 linear feet of existing roadway removal and construction of a 5-lane concrete roadway, with associated grading, storm sewer systems, roadside ditches, utilities, striping, and sequence of construction. Proposed utilities include storm sewer piping ranging from 15-in to 54-in in diameter and new 20-in water main and sanitary sewer system with mains ranging in size from 12-in to 18-in in diameter, including a new regional sanitary sewer lift station. Relevance: Municipal roadway design using LADOTD standards and specifications.
08/13 - 02/14	AR Teague Parkway Modifications Bossier City, LA. <i>Design Engineer.</i> Responsible for designing and planning production for the reconstruction of roadway, storm drainage, guard rail, and ditch grading to address existing horizontal curvature that did not meet the AASHTO design speed criteria. Approximately 1,700 linear feet of 2-lane roadway with shoulders was redesigned. Relevance: Municipal roadway design using LADOTD standards and specifications, and AASHTO design standards.
06/06 - 10/06	Parish of Caddo, Off-System Bridge Replacement at Texas State Line Road Caddo Parish, LA. <i>Design Engineer.</i> Responsible for designing and planning production for the removal of an existing bridge and the replacement of three box culverts. Culvert sizes were 10-foot x 10-foot each and included parallel headwalls at the infall and outfall. Relevance: Bridge replacement design using LADOTD standards and specifications.
01/16 - 05/17	City of Texarkana, Drainage Criteria Manual & Stakeholder Meetings Texarkana, TX. <i>Resource Manager.</i> Responsible for preparing a meeting agenda for the review of the proposed Stormwater Drainage Criteria Manual (DCM) with the selected stakeholders. Compiled comments in an Excel spreadsheet and modified DCM as necessary based on the consensus of the group. Once adopted, the DCM will control the planning, design, and construction regulations of all stormwater improvements within the City and ETJ. The City of Texarkana selected six members of the development, engineering, and construction community to review the proposed DCM and make recommendations for revisions, additions, and deletions. Relevance: Stakeholder and public outreach.
01/99 - 06/01	LADOTD, State Project #700-29-0076, US Highway 171 South Mansfield, LA. <i>Design Engineer.</i> Responsible for delivering preliminary and final design documents for the construction of a four-lane highway from the Sabine Parish Line to South Mansfield. Responsible for designing the horizontal and vertical alignments of all side roads along the project using AASHTO Green Book standards. Also responsible for creating cross sections depicting existing and proposed grade lines for the main lanes and side roads. Assisted the project manager in creating grading plans, typical section sheets, and addressing QC comments. Relevance: Roadway reconstruction using LADOTD standards and specifications.
01/99 - 06/01	LADOTD, US Highway 171 Many to Zwolle, LA. <i>Design Engineer.</i> Responsible for delivering preliminary and final design documents for the construction of a four-lane highway from Many, LA, to Zwolle, LA. Responsible for designing the horizontal and vertical alignments of all side roads along the project using AASHTO Green Book standards. Also responsible for creating cross sections depicting existing and proposed grade lines for the main lanes and side roads. Assisted the project manager in creating grading plans, typical section sheets, and addressing QC comments. Relevance: Roadway reconstruction using LADOTD standards and specifications.

Firm Employed By	Halff		
Name	Greg Jacobs, PE	Years of Relevant Experience with this Employer	36
Title	Vice President	Years of Relevant Experience with Other Employer(s)	10
Degree(s) / Years / Specialization	MBA / 1993 / Business Administration; BS / 1984 / Civil Engineering; BS / 1980 / Building Construction		
Active Registration Number / State / Expiration Date	PE: #67152 / TX / 12/31/2026		
Year Registered	TX 1990	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	QA/QC Roadway		
Bio: Greg is the QA Manager for all Halff transportation projects and brings 40+ years of engineering and construction experience, having designed and supervised the civil design of highways, toll roads, and other transportation-related projects. Greg has designed or managed the design of dozens of TxDOT IDC and specific deliverable projects in 17 TxDOT Districts, ranging in size up to \$423M in construction cost. He steers efficient and effective roadway solutions and is skilled in constructability/TCP, regularly leading the development of the construction sequence/TCP for complex TxDOT highway projects.			
03/21 - 03/26	ARDOT, On-Call Design, Springdale Bypass Springdale, AR. QC Manager. Responsible for the QC of this project that includes estimating project costs and developing preliminary alignments for various work orders. The first work order includes an analysis of two conceptual interchange designs at Highway 71B (N Thompson St) and Highway 265 (Old Wire Rd) for acceptability as part of the Springdale Bypass eastern connection from I-49 to Highway 412. The second work order includes the design of a new alignment for Highway 612 Section 2. The design includes 3 miles of mainline design and 18 bridges.		
11/05 - 02/13	TxDOT Fort Worth District, SH 360/SH 180 Interchange Reconstruction Arlington, TX. Project Manager. Responsible for the design of 0.70 mile of SH 360 mainlanes and frontage roads and 0.67 mile of Division Street. Project included the relocation and reconstruction of 1,200 linear feet of 12-inch and 16-inch water mains and 3,800 linear feet of 8-inch and 15-inch wastewater mains in conjunction with TxDOT cloverleaf interchange improvements at the intersection of SH 360 and SH 180 (Division Street). Project was coordinated and processed by TxDOT Fort Worth District.		
05/20 - 03/23	TxDOT Fort Worth District, US 377 Hood County, TX. QA/QC Manager. Responsible for performing independent quality control reviews of the schematic and associated documents prior to submittal of milestone deliverables. Halff provided the geometric design schematic and environmental documentation for improvements along approximately nine miles of US 377 from Holmes Drive to FM 167 (Fall Creek Highway) located entirely within the city limits of Granbury, Texas. The City of Granbury is quickly outgrowing its small-town system. Proposed improvements to the urban corridor include widening the roadway from four-lane divided to six-lane divided, creating new intersections, converting roadways from a rural section to an urban section, improving underground storm drainage to mitigate flooding and adding raised medians to increase safety throughout the corridor.		
07/19 - 08/19	TxDOT Paris District, US 75 Paris, TX. QA/QC Manager. Responsible for performing QA/AC and constructability reviews of project designs. The project included the preparation of PS&E for the reconstruction of 4.5 miles of US 75 main lanes (including 2,400-linear feet of bridge structure), 2.5 miles of associated frontage roads, and 12 associated ramps.		
02/15 - 04/17	City of Rockwall, SH 66 - SH 205 to FM 1777 Rockwall, TX. QA/QC Manager. Responsible for project rehabilitation of the existing pavement and widening the typical section from 26 to 32 feet. Additionally, the project added turn lanes at the SH 66 intersections at John King Boulevard, FM 551, FM 552, and Erby Campbell Boulevard. The improvements at FM 551 required widening an existing at-grade DGNO Railroad crossing. The project was coordinated and processed through the TxDOT Dallas District.		
11/10 - 04/11	Williamson County, RM 620 Safety Improvements Williamson County, TX. QA Reviewer. Responsible for providing QC reviews of milestone deliverables before submittal to the client. This project involved corridor study, schematic design, environmental clearance, and development of four PS&E packages meeting TxDOT criteria for over four miles of this corridor. Halff assisted in the reconstruction of the existing four-lane rural roadway into an urban facility with bicycle and pedestrian facilities and an overpass at the Union Pacific Railroad (UPRR). Halff was tasked with utility conflict analysis, design, and upgrades of water and wastewater facilities.		



Firm Employed By	Halff			
Name	Eric Christiansen, PE, LEED AP	Years of Relevant Experience with this Employer	32	
Title	Structural Team Leader	Years of Relevant Experience with Other Employer(s)	1	
Degree(s) / Years / Specialization	MS / 1993 / Civil Engineering; BS / 1992 / Civil Engineering			
Active Registration Number / State / Expiration Date	PE: #40671 / LA / 09/30/2026; #85412 / TX / 06/30/2025			
Year Registered	LA 2016 / TX 1999	Discipline	Professional Engineer, Civil	
Contract Role(s) / Brief Description of Responsibilities	QA/QC Bridge			
Bio: Eric has designed bridges, parking garages, retaining walls of many varieties, and drainage elements such as junction boxes, culverts, and detention structures. His experience includes the design of structures in concrete (cast-in-place, post-tensioned, precast elements, composite members, pre-stressed elements), structural steel (braced frames, moment frames, horizontally curved bridge girders), light-gage metal studs, timber, and reinforced masonry. He also has an extensive background in the application of computer methods including finite element techniques for the design and analysis of structures.				
03/21 - 03/26	ARDOT, On-Call Design, Springdale Bypass Springdale, AR. <i>Structural Task Lead</i>. Responsible for the design of a steel bridge girders, concrete bridge deck, railing, bents, and foundations of the design of a new alignment for Highway 612 Section 2. The design includes three miles of mainline design and eighteen bridges.			
01/23 - 05/24	City of Grand Prairie, Tarrant Road at Arbor Creek Grand Prairie, TX. <i>Structural QA/QC Manager</i>. Responsible for the overall quality control and quality assurance of the project which included paving design, grading, drainage, water and sanitary sewer relocations, and traffic control plan for approximately 900 linear feet of Tarrant Road at Arbor Creek. The roadway profile was adjusted to alleviate flooding in frequent storm events and required the addition of a bridge and retaining walls. The scope also included sidewalks, driveway replacement, lighting, and utility coordination.			
03/22 - 05/24	North Texas Tollway Authority, Extension from US 380 to FM 428 Celina, TX. <i>Structural Task Lead</i>. Responsible for the bridge structures and retaining walls associated with the construction of a new mainlane tollway facility between existing frontage roads from West of Frontier Parkway to FM 428.			
10/18 - 08/23	City of Frisco, Frisco/Dallas Parkway Improvements Frisco, TX. <i>Structural Task Lead</i>. Responsible for the widening and intersection improvements for Dallas North Tollway frontage roads in Frisco, covering five miles between Lebanon Road and Panther Creek Parkway. Project includes widening frontage road bridges over Stewart Creek with updated hydraulic modeling, geotechnical recommendations for structures and pavement subgrade, traffic signal adjustments and improvements, and signing and striping.			
08/16 - 08/19	City of McKinney, Laud Howell Parkway Bridge Frisco, TX. <i>Structural Task Lead</i>. Responsible for providing QA/QC and overseeing the production of structural construction drawings for a 1,200-foot-long, six-lane split structure spanning over Honey Creek. Notably, the structure features aesthetically designed arched bent caps.			
12/16 - 01/18	TxDOT San Antonio District, IH 10 W PS&E San Antonio, TX. <i>QA/QC Manager</i>. Responsible for QA/QC for structural construction drawing production for the bridge widening over IH 10 at SH 46 (Bandera Road) and US 87 (Main Street. Designed culvert extension for a 2-barrel, 6- x 4-foot (non-bridge class) culvert and a 4-barrel, 6- x 4-foot (bridge class) culvert. Designed a custom headwall/wingwall to avoid nearby utility conflicts and accommodate adjacent roadway design. This project covered 3.1-mile highway reconstruction project in Boerne, Texas, consisting of operational improvements to improve safety and mobility including new grade separated interchanges, conversion of frontage roads from two-way rural operation to one-way urban operation, reversal of existing ramps for improved access, and new signalized intersections.			
03/16 - 08/17	Caddo Parish, Woolworth Road Bridge Shreveport, LA. <i>QA/QC Manager</i>. Responsible for providing QA/QC and overseeing design services for the removal of three load-rated off-system bridges with new DOTD standard bridges and box culverts. Woolworth Road is vital to the Parish, as a middle school and solid waste landfill site are located on the road. Halff determined the existing 100-year runoff rates, determined the grading, bridge spans and culvert sizes, and determined potential water level rise.			
11/04 - 03/06	TxDOT Dallas District, IH 35E HOV Lanes and IH 35W Frontage Roads Dallas, TX. <i>Lead Bridge Engineer</i>. Responsible for the design of four bridges and retaining walls associated with the construction of a 1.5-mile IH 35E project involved widening the existing facility to include four bridges, traffic control, retaining walls, signage, striping, and related work. The IH 35W Frontage Roads included preparation of two EAs, two schematics, access justification study, bridge design, paving, grading and drainage design, and other related items.			



M
P
R

S
T
A
F
F

Firm Employed By		Neel-Schaffer, Inc.	
Name	Ellen Burke Howard, PE, PTOE, RSP,	Years of Relevant Experience with this Employer	10
Title	Project Manager	Years of Relevant Experience with Other Employer(s)	5
Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE: #38207 / LA / 03/31/2028; PTOE #3735 / 08/01/2026; RSP #349 / 12/09/2028	
Year Registered	LA 2013	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		QA/QC Traffic MPR No. 9	
Bio: Ellen joined Neel-Schaffer, Inc., in January 2014. Before joining Neel-Schaffer, she worked as a Traffic Engineer for DOTD District 62. She also worked as a Traffic Engineer Intern for DOTD's Traffic Engineering Management Section in Headquarters. She worked on a variety of projects involving Traffic Engineering Studies, Signal Timing and Coordination, Corridor Studies, traffic modeling using VISSIM and Transportation Management Studies. Since joining NS, she has completed numerous Corridor Studies, Intersection Studies, Safety Studies, Traffic Impact Studies, and Temporary Traffic Control Plans. She has been responsible for simulation modeling using Vissim as well as traffic operation / capacity analysis using HCS, Synchro and Sidra. She is proficient in Traffic Engineering software such as HCS, Synchro, SIDRA, SimTraffic, VISSIM as well as DOTD's CAT Scan safety tool. She also attended Highway Safety Manual (HSM) workshop, Highway Capacity Analysis Seminar, Roundabout Design Workshop, Traffic Signal Workshop, Synchro Training, Vissim Training, Access Management Location and Design Course, Alternative Intersections / Interchanges Workshop, and Crash Reconstruction for Traffic Engineers Course. With Neel-Schaffer, Mrs. Howard has served as a project engineer for the noted traffic-related DOTD projects. Mrs. Howard is a certified Professional Traffic Operations Engineer (PTOE), a certified Road Safety Professional Level 1, and has completed DOTD's TrafficEngineering Process and Report (TEPR) training.			
03/23 - Current	LA 621: Realignment at LA 73 (Ascension) (H.014366) LA. Traffic Lead. This contract includes three separate Task Order projects which include traffic services, road design, preliminary and final plan development. As part of an IDIQ for road design projects, this project will widen LA 73 and realign LA 621 to near its existing intersection with LA 73 to relieve congestion and improve safety. This project includes the design of a multilane roundabout to provide connectivity for local roadways, traffic analysis, Transportation Management Plan, and 1 mile of mill and overlay for LA 621. Project engineer for Vissim modeling and traffic capacity analysis.		
04/23 - Current	Jimmie Davis Design Build LA. Project Engineer. This project will construct a new 4-lane bridge over the Red River, convert LA 511 from a five-lane roadway to a 4-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 and provide associated roadway drainage systems. Project Engineer for traffic analysis, TMP, traffic signal design and safety analysis.		
09/25 - Current	LADOTD US 190, Wooddale to Livingston Parish P/L Study (H.016437.5) LA. Traffic Lead. This project includes a corridor safety and operational study to establish an integrated, systematic, and performance-based approach to evaluate potential safety and operational improvements. Theobjective of this study is to analyze existing and future conditions along the corridor and identify potential treatments to improve safety, access management, and traffic operations . Tasks include collecting traffic and VRU data along the US 190 corridor. A detailed safety and traffic analysis will also be conducted to assist with determining potential improvements in the study area.		
09/25 - Current	US 61, Cardinal to Bert Corridor Study (H.014035.1) LA. Traffic Lead. Comprehensive safety and operational analysis of approximately two miles of Airline Highway (US 61) in LaPlace to identify corridor deficiencies and evaluate feasible multimodal improvements, with a strong emphasis on pedestrian safety. Neel-Schaffer's scope includes detailed data collection, crash and traffic analysis, development and evaluation of improvement alternatives, conceptual design, benefit-cost analysis, and a phased implementation plan to guide future project development.		
02/23 - Current	US 61 at Victoria Drive Pedestrian Crossing Baton Rouge, LA. Traffic Lead. Safety and Traffic study to identify pedestrian safety countermeasures at a high need location on US 61 in East Baton Rouge Parish. This study identified and analyzed a pedestrian crossing location with a high number of predicted pedestrian crashes and expected use consistent with planned regional multiuse paths along Airline Highway in North Baton Rouge.		
01/14 - 05/15	Safety Study, LA 49 (Williams Boulevard) Stage 0 / Safety Study (SP No 4400001583, H.010570) Kenner, LA. Traffic Engineer. Responsible for data collection, intersection operational signal analyses (Synchro), and Vissim modeling.		
07/21 - Current	US 190 Access Management Stage 0 and Traffic Study LA. Traffic Engineer. Responsible for initial and final data collection, existing safety analysis and existing and no-build traffic analysis, and the final traffic report.		







M
P
R

S
T
A
F
F

Firm Employed By		Halff	
Name	James (Jim) Miller, PE	Years of Relevant Experience with this Employer	17
Title	Structural Team Leader	Years of Relevant Experience with Other Employer(s)	1
Degree(s) / Years / Specialization		MS / 2009 / Civil Engineering (Structural); BS / 2008 / Civil Engineering (Structural)	
Active Registration Number / State / Expiration Date		PE: #43786 / LA / 03/31/2028; PE: #113116 / TX / 06/30/26	
Year Registered	LA 2019 / TX 2012	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		Bridge Team 1 (Rehabilitation) MPR No. 3	
Bio: Jim's project experience includes bridge layouts, bridge designs, and structural detailing. He also has extensive knowledge in rehabilitation, restoration, and repairs of bridges and bridge construction techniques/repairs and construction resolution.			
03/21 - 03/26	ARDOT, On-Call Design Springdale Bypass Springdale, AR. <i>Structural Engineer</i>. Responsible for managing the bridge design for the project which included 17 new additional bridges and 1 additional bridge layout. He was also the Structural engineer of record for several bridges including steel girder direct connectors, steel girder over the A&M railroad and overall coordination with ARDOT.		
05/20 - 03/22	ARDOT, Holman Creek Bridge Replacement Madison County, AR. <i>Structural Engineer</i>. Responsible for bridge and approach improvements replacing Structure Number 03420 on Highway 74 along Section 3 at Log Mile 12.20. The scope of services included roadway design and plans, bridge design and plans, and hydraulic modeling of Holman Creek. The construction plans included roadway design, bridge design, maintenance of traffic plans, erosion control plans, hydraulic design, and hydraulic modeling. The proposed bridge replacement is a 116-ft continuous W-beam girder unit (35'-46'-35' spans) to replace the existing 114-ft concrete channel beam structure.		
10/22 - Current	TxDOT Beaumont District, US 90 at UPRR Dayton, TX. <i>Structural Team Leader</i>. Responsible for the design for a phased grade separation bridge at the existing UPRR spur track as well as a future spur track. The proposed bridge was 15 spans and approximately 1,630 linear feet. Most of the bridge utilized Tx54 girders, but Tx70 girders were used to push spans over the railroad spur tracks to 150 feet. This allowed the preferred clearances to be maintained. Halff assisted in early railroad coordination for the future spur tracks. The bridge was phased to maintain current traffic volumes through the corridor.		
12/13 - 04/17	North Texas Tollway Authority, Dallas North Tollway 4th Lane Expansion Dallas, TX. <i>Structural Engineer</i>. Responsible for design and construction documents for the widening of four existing bridges along a 2.5-mile stretch of Dallas North Tollway (DNT). Design uses TxDOT Prestressed Girders and Aesthetic Inverted T Bents. Widening also include flaring deck edges, site visibility constraints, and vertical clearance limitations. Rapid growth in the North Dallas area over several years created significant congestion on DNT. Halff provided engineering services for a capacity improvement for 3.4 miles of the DNT in Plano, Texas. Services include preparing PS&E for modifications of the main lanes and ramps along the DNT, widening of the existing DNT main lanes, design of electronic tolling gantries, addition of an electronically tolled entrance and exit ramp, relocation of existing fiber optic cable trunk lines and laterals, ITS elements, and maintenance of ITS and tolling elements.		
08/11 - 03/15	City of Dallas, Cedar Crest Bridge and Gateway Improvements Dallas, TX. <i>Project Manager</i>. Responsible for design and supervision of construction documents for a new pedestrian overlook adjacent to an existing bridge, two cast in place retaining walls, and two custom shade structures and several custom monuments. Also responsible for the evaluation and design changes required to bring the existing bridge back to an acceptable structure. This project was to provide "Gateways" and provide safe bike and pedestrian connection along the MLK/Cedar Crest Boulevard, linking the two communities together, while providing access to the Great Trinity Forest trail network. The project included an extensive amount of public input, bicycle planning and design, architecture, landscape architecture, and lighting design. The Cedar Crest Bridge and Gateway improvements reinforces the City of Dallas' goal to reinvest in the South Dallas and Oak Cliff communities to instill a sense of pride and promote economic growth in the area.		
03/15 - 04/17	Fort Bend County Toll Road Authority, SH 99 at Owens Road Bridge Rehabilitation Fort Bend County, TX. <i>Engineer</i>. Responsible for design and supervision of construction documents for the repair of the three-span Owens Rd. overpass. Repair construction documents included approach slab replacement, abutment backwall and wingwall replacement, bearing seat extensions, and bridge jacking for bearing pad replacement. This project involved rehabilitation alternatives for an existing 4-lane bridge along SH 99 over Owens Road which showed signs of shifting and distress. The distress is primarily noted by significant spalling of concrete near the corners of the bridge on the rails, wing walls, and riprap. Structural scope included preliminary investigation to determine causes for a six-inch lateral shift in the bridge deck.		





Firm Employed By	Halff		
Name	Wyatt Brewer, PE	Years of Relevant Experience with this Employer	5
Title	Structural Engineer	Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization	Bachelor of Science / 2020 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #49894 / LA / 09/30/2027		
Year Registered	LA 2025 / AR 2024	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Bridge Team 1 (Rehabilitation)		
Bio: Wyatt is experienced in structural analysis and design working with various building materials to deliver innovative and cost-effective solutions. His ability to deliver innovative and cost-effective solutions is a valuable asset, showcasing both creativity and practicality in approaching structural challenges. The majority of his experience is in the design of bridges, retaining walls, and reinforced concrete structures. Wyatt's bridge design experience encompasses the design and analysis of superstructure systems incorporating steel girders, prestressed concrete girders, and reinforced concrete slab-span structures, complemented by the development of site-specific substructure and foundation solutions tailored to varying geotechnical and hydraulic conditions.			
03/21 - 03/26	ARDOT, On-Call Design Springdale Bypass Springdale, AR. <i>Structural Engineer.</i> Responsible for design of several steel girder bridges including the A&M railroad crossing. Most bridges were twin structures with steel rolled shape or plate girder beams. Responsible also for the direct connector from Westbound to South bound over IH49. That design included close coordination with the project TCP as well as complex vertical clearance checks for all phases of the job.		
05/20 - 03/22	ARDOT, Holman Creek Bridge Replacement Madison County, AR. <i>Structural Engineer.</i> Responsible for design of the bridge replacing Structure Number 03420 on Highway 74 along. The scope of services included roadway design and plans, bridge design and plans, and hydraulic modeling of Holman Creek. The construction plans included roadway design, bridge design, maintenance of traffic plans, erosion control plans, hydraulic design, and hydraulic modeling. The proposed bridge replacement is a 116-ft continuous W-beam girder unit (35'-46'-35' spans) to replace the existing 114-ft concrete channel beam structure.		
07/20 - 11/24	ARDOT, Highway 187 Leatherwood Creek Bridge Carroll County, AR. <i>Structural Engineer.</i> Responsible for the design of the structure and approaches to replace an existing bridge over Leatherwood Creek on Highway 187 in Carroll County. The project includes improvements to the 90-ft by 12-ft steel multibeam structure that carries a single lane of traffic, with an existing right of way of 30 to 40 feet wide. The improvements include two 11-ft-wide paved travel lanes with 6-ft-wide (2-ft paved) shoulders. The new bridge includes a continuous reinforced concrete slab structure constructed in 2 phases 17 ft upstream of the existing bridge.		
01/23 - 03/25	Metroplan, Shannon Hills Bridge Replacement Mabelvale, AR. <i>Structural Engineer.</i> Responsible for design of the structures and approaches to replace an existing vehicular bridge and pedestrian bridge over Otter Creek on Shannon Hills Drive in Saline County. The project includes replacement of the existing 27-ft by 87-ft boxcar span supported on concrete abutments. The new bridge includes a three-span continuous reinforced concrete slab constructed in 2 phases.		
03/21 - Current	ARDOT, On-Call Design, TO 184 (Pine Hill Creek) Fulton County, AR. <i>Bridge Designer.</i> Responsible for the bridge and approach improvements replacing Structure Number M3262 on Highway 395 along Section 1 at Log Mile 7.36. The scope of services included roadway design and plans, bridge design and plans, and hydraulic modeling of Pine Hill Creek. The construction plans included roadway design, bridge design, maintenance of traffic plans, erosion control plans, hydraulic design, and hydraulic modeling. The proposed bridge replacement is a 138-foot continuous W-beam girder unit (42-foot by 53-foot by 42-foot spans) to replace the existing 60-foot concrete T-beam structure.		
07/20 - 11/24	ARDOT, Cache River Relief Bridge Replacement Weiner, AR. <i>Structural Engineer.</i> Responsible for providing design services for this bridge and approach improvement project to replace the Cache River Relief Bridge. The proposed bridge is a 300-foot prestressed type II concrete girder unit, replacing the existing 285-foot concrete shell beam. The new bridge will be 40 feet to the west, allowing future improvements to Highway 37.		







M
P
R

S
T
A
F
F

Firm Employed By		GEC, Inc.	
Name	Cary Bourgeois, PE	Years of Relevant Experience with this Employer	41
Title	Senior Vice President	Years of Relevant Experience with Other Employer(s)	N/A
Degree(s) / Years / Specialization		BS / 1983 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE: #23414 / LA / 09/30/2027	
Year Registered	LA 1989	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		Bridge Team 2 (New Construction) MPR No. 11	



Bio: Cary is GEC's Senior Vice President, Engineering Division, and he is currently involved in supervising activities and performing design services on several large-scale projects. Mr. Bourgeois holds MPR 11 and has completed training for "Maintenance and Rehabilitation of Historic Bridges" in cooperation with LADOTD. He is experienced in the areas of Bridge, Roadway, Toll Collection Systems, and Intelligent Transportation Systems (ITS) design. He has extensive experience in the safety inspection of bridges. He has detailed experience in the design of prestressed concrete girders, curved steel plate girders, continuous slabs, inverted "T" cap column bents, pile bents, footings, retaining walls, as well as geometry associated with bridge structures and roadways. He is thoroughly familiar with AASHTO Standard Specifications for Highway Bridges, AASHTO Policy on Geometric Design of Highways and Streets, Manual on Uniform Traffic Control Devices, the Highway Capacity Manual, and the Standard Specifications for Structural Support for Highway Signs, Luminaries and Traffic Signals.

08/20 - 04/25	I-10 & I-12 College Drive Flyover Ramp Design Build (H.013897) East Baton Rouge Parish, LA. <i>Design Manager.</i> Responsible for the overall design and design quality control of this \$53,000,000 urban freeway transportation project, which provided exit ramps that are separated from the merge of I-10 and I-12. To accomplish this, I-12 westbound was rerouted under a rebuilt I-10 westbound bridge. He oversaw the completion of Storm Water Pollution Prevention Plans (SWPPP) and permitting for all highway construction segments in accordance with DOTD standards. He also oversaw the preparation of bridge plans, including a 380-foot long two-span continuous steel girder, roadway, and maintenance of traffic plans, signing plans, retaining walls, noise barriers, lighting plans, and bridge structural rehabilitation plans. Construction was completed in April 2025.
09/20 - Current	I-10: LA 415 To Essen Lane On I-10 And I-12 (H.013897) West and East Baton Rouge Parishes, LA. <i>Design Manager.</i> Responsible for supervising the design of the new 550-foot long WB Washington St Off Ramp bridge. He managed the design of multiple types of retaining walls (MSE, Cantilever supported on drilled shafts, tangent drilled shaft walls, and concrete faced steel sheet piles) and Load Transfer Platforms to mitigate settlement in high fill areas. He also managed the design of a two-span truss spanning a future widened I-10 near Dalrymple Drive to support multiple Dynamic Message Signs as part of the ITS portion of this project. Additionally, he oversaw production of an enhancement lighting study for Segment 1 of the urban freeway transportation project to incorporate aesthetic lighting at the City Park Lake Bridge and emphasize the Greenway path from the Expressway Park to the bridge.
12/93 - 08/12	US 71/165 Fort Buhlow Bridge, KCS Railroad Overpass and Approaches (H.004100.5) Alexandria/Pineville, LA. <i>Principal-in-Charge.</i> Responsible for this 2.28-mile-long multi-phase project provides for the construction of a new six-lane bridge over the Red River, access ramps for I-49 and local traffic, KCS railroad overpass and approach roadways. The project began with an Engineering Report consisting of a line and grade corridor study, traffic study, and bridge feasibility study. An Environmental Assessment was developed concurrent with the engineering study. The project features a 1,000-foot three-span continuous steel plate girder unit over the Red River, supported on piers found in the river. GEC performed structural design and developed final bridge and roadway construction plans for a bridge over the KCS Railroad at Fort Buhlow, after having previously completed a bridge feasibility, a line and grade study, a traffic study, and an environmental assessment of the project area. The bridge consists of twin spans (northbound and southbound) with a length of 1200 feet.
08/23 - Current	IJA Off-System Bridge Program, District 61 Less EBR: East & West Feliciana, Iberville, Pointe Coupe, West Baton Rouge, Ascension, & Assumption Parishes, LA. <i>Principal-in-Charge.</i> Responsible for providing the preliminary plans and preparation of final construction contract plans for the replacement of 13 off system bridges across seven Parishes. GEC also provided rebuilding of the approach roadways, as-designed LRFR Rating for the super- and sub-structures of these bridges, and drainage.
04/19 - 12/21	Chevelle Drive and Sarasota Drive Bridge Replacements (H.013542) East & West Feliciana, Iberville, Pointe Coupe, West Baton Rouge, Ascension, & Assumption Parishes, LA. <i>Structural Engineer.</i> GEC performed a Design Study, including hydraulics, environmental, and geotechnical considerations, overseeing topographic survey and ROW Mapping as required, developing preliminary and final construction plans and cost estimates. GEC will oversee construction phase services and preparation of an as-designed load rating for the bridge according to LADOTD criteria. The project includes the replacement of the existing Chevelle Drive Bridge over the West Fork of the North Branch of Ward Creek and the existing Sarasota Drive Bridge over Engineers Depot Canal, both located in Baton Rouge, LA.

Firm Employed By	GEC, Inc.		
Name	Keith Rebello, PhD, PE	Years of Relevant Experience with this Employer	27
Title	Senior Professional Civil Engineer	Years of Relevant Experience with Other Employer(s)	8
Degree(s) / Years / Specialization	Ph.D / 1990 / Civil Engineering; MS / 1986 / Civil Engineering; BS / 1983 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #24937 / LA / 03/31/2027		
Year Registered	LA 1992	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Bridge Team 2 (New Construction)		
Bio: Keith has 35 years of structural engineering experience following his research work on non-linear deformation behavior of pre-stressed concrete bridges. He has designed and managed a variety of structural projects involving complex interstate and highway bridges (new, replacement, rehabilitation and widening), retaining walls, noise walls, buildings, water and wastewater treatment facilities, hurricane protection systems & hydraulic structures. He has extensive experience with rating bridges in accordance with LADOTD and AASHTO MBE requirements and performed ratings using AASHTO Bridge Rating (Virtis) software and finite element analysis.			
07/15 - Current	I-49 Connector, Lafayette Regional Airport to I-10/I-49/US 167 Interchange (H.004273.5) Lafayette, LA. <i>Structural Engineer.</i> This project includes bridge design and construction of a freeway with accompanying interchanges in the Evangeline Thruway US 90/US 167 corridor and flanking collector/distributor roads for local traffic circulation and land access. The project begins just south of the Lafayette Regional Airport and continues north to the I-10/US 167/I-49 interchange, a length of approximately five miles. Keith performed grillage analyses to design three-span continuous steel tub girders as a viable alternative to other bridge span types. He also oversaw the preparation of a preliminary submittal to the BNSF Railroad for approval of bridges at the Kaliste-Saloom Interchange. The submittal was prepared in adherence to the "Union Pacific Railroad and BNSF Railway Guidelines for Railroad Grade Separation Projects."		
02/20 - 04/25	I-10 & I-12 College Drive Flyover Ramp Design-Build Baton Rouge, LA. <i>Bridge Task Lead.</i> Responsible for engineering and design quality services necessary to complete the design and construction of the I-10 & I-12 College Drive Flyover Project. The Flyover was designed and construction plans were developed to permit a two-phase construction to maintain at least two lanes of traffic at all times. He designed the two-span continuous (180 feet per span) steel superstructure for the flyover as well as rolled steel girder spans for widening the existing I-10 westbound bridge over Ward Creek. Drive Rebello designed and supervised plan development for Retaining Walls at both the west and east ends of the I-10 Flyover Bridge over I-12. The walls are cast-in-place concrete inverted T-walls. The walls at the west end of the Flyover prevent embankment soil from spilling on to the westbound I-12 roadway. The walls total 450 feet in length and retain soil heights varying from 4 feet to 18.5 feet.		
10/20 - Current	I-10: LA 415 to Essen Lane on I-10 AND I-12 (H.004100) Baton Rouge, LA. <i>Structural Engineer - Dr.</i> Rebello designed a two-span truss spanning a future widened I-10 near Dalrymple Dr. to support multiple Dynamic Message Signs as part of the ITS portion of this project. Additionally, he designed light pole supports on retaining wall caps. All designs are in accordance with "AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals". Approximately 6,200 feet of Retaining Walls is being provided at the multiple locations on the I-10 CMAR project. These walls will retain earth on both sides of the widened I-10 roadway, as well as earth adjacent to on- and of-ramps servicing I-10. Keith is in responsible charge for the structural design and plan development of these walls. Four type of retaining walls are used on this project: Cast-in-place concrete Inverted T-walls, Mechanically Stabilized Earth (MSE) walls, Sheet Pile walls, and Drilled Shaft walls.		
08/05 - 07/13	US 71/165 Fort Buhlow Bridge and Approaches Alexandria/Pineville, LA. <i>Structural Engineer - Dr.</i> Rebello performed preliminary design of a new 0.6-mile bridge spanning the Red River. He developed alternative designs employing pre-stressed concrete and steel girder spans and segmental concrete box girders spans. He prepared preliminary plan alternative layouts for curved steel girder ramps and bridge plans for an overpass over a railroad, using conventional precast pre-stressed concrete girders. Ultimately, the bridge was designed with AASHTO 72" Type BT girder spans and a 1000', 3-span steel girder unit over the channel.		
04/19 - 12/21	Chevelle Drive and Sarasota Drive Bridge Replacements (H.013542) East & West Feliciana, Iberville, Pointe Coupe, West Baton Rouge, Ascension, & Assumption Parishes, LA. <i>Baton Rouge, LA.</i> GEC performed a Design Study, including hydraulics, environmental, and geotechnical considerations, overseeing topographic survey and ROW Mapping as required, developing preliminary and final construction plans and cost estimates. GEC will oversee construction phase services and preparation of an as-designed load rating for the bridge according to LADOTD criteria. The project includes the replacement of the existing Chevelle Drive Bridge over the West Fork of the North Branch of Ward Creek and the existing Sarasota Drive Bridge over Engineers Depot Canal, both located in Baton Rouge, LA.		





Firm Employed By	GEC, Inc.		
Name	Varaprasad Venkata, PE	Years of Relevant Experience with this Employer	19
Title	Senior Professional Civil Engineer	Years of Relevant Experience with Other Employer(s)	10
Degree(s) / Years / Specialization	MS / 1995 / Structural Engineering; BS / 1992 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #40594 / LA / 09/30/2026		
Year Registered	LA 2016	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Bridge Team 2 (New Construction)		
Bio: Prasad has 29 years of structural engineering experience involving highway bridges, low & high mast light pole supports, highway sign supports, hurricane protection systems, water treatment and distribution facilities, and industrial structures. He has provided design services for state agencies inclusive of FHWA funding, tolling commissions, as well as non-state entities and private industry. His bridge design experience includes the widening of existing structures and new structures for highly congested interstates, major highways and Railroad overpass which includes, but not limited to, the design of pile bents, column bents, slab spans, PSC girders, concrete deck, and steel girders. His design experience also includes AASHTO structural sign supports for highway signs, traffic signal supports, camera pole platforms and supports, DMS sign supports and main platforms, and low and high mast light pole attachments and foundations.			
02/20 - 04/25	I-10 & I-12 College Drive Flyover Ramp Design-Build Baton Rouge, LA. <i>Primary Bridge Engineer.</i> Responsible for the I-10 & I-12 College Drive Flyover Design-Build Project. He designed and supervised the design and plan development of concrete girder spans for the Flyover and concrete decks for both the Flyover and Ward Creek Bridge. He performed checking of design calculations for the steel girder design as part of the QC process. Additionally, Prasad designed and supervised plan development for all Substructures, bearing pads, Median Barriers, and Moment Slabs on the project. He also developed plans for the phased replacement of deck joints on the Ward Creek Bridge, to ensure maintenance of 5 lanes of traffic on I-10 westbound throughout construction. Prasad also analyzed and designed the bridge mounted median barriers to support structure mount low mast poles. He also designed Drilled Shaft foundations for ground mount high and low mast pole support and he also reviewed shop drawings and design calculations submittals for the pole, anchor bolts and base plates		
10/20 - Current	I-10: LA 415 to Essen Lane on I-10 AND I-12 (H.004100) Baton Rouge, LA. <i>Structural Engineer.</i> Responsible for structural design calculation checking and was also responsible for the development of structural plans for Ramp 3WB bridge, Ramp 1EB bridge and cast-in-place Retaining Walls at both the west and east ends of the I-10 City Park Lake bridge in accordance with AASHTO LRFD Bridge Design Specifications, 9th Ed., 2020 and LADOTD specifications. These walls include both shafts supported inverted T-walls and ground supported inverted T-walls with wall height up to 20.0 feet as part of EWP 3R package. Prasad is also involved in the structural design and plan development of other cast-in-place Retaining Walls, Sheet pile walls and Drilled shaft walls that are included in Segment 1 package which is nearing 90% final plan stage. Prasad was also responsible for the structural design and plan development of Moment slabs at the Mechanically Stabilized Earth (MSE) wall to support the barrier railing and other locations in accordance with AASHTO LRFD Bridge Design Specifications, 9th Ed., 2020 and LADOTD specifications.		
08/05 - 07/13	US 71/165 Fort Buhlow Bridge and Approaches Alexandria/Pineville, LA. <i>Structural Engineer.</i> Responsible for performing the final structural design of pile supporting column bents for approaches on both northbound & southbound bridges, He performed checking of design calculations for the 72-foot deep Bulb-T prestressed girder design for approaches as part of the QC process. He also checked the pier design for the main bridge which was a continuous steel girder unit consisting of spans of 300', 400' and 300' for a total length of 1000'. Prasad also performed structural design calculations for the KCS Railroad overpass consists of pile bents and AASHTO type girders. GEC prepared final bridge and roadway plans after completing feasibility, line and grade study, traffic study, and environmental assessment.		
02/24 - Current	I-49 Connector, Kaliste Saloom Interchange Lafayette, LA. <i>Structural Engineer.</i> This interchange includes K-S Road Bridge, on / off Ramps and an overpass over the BNSF Railroad. This project replaces the existing at-grade RR crossing with a grade separated crossing over the BNSF Railroad. Prasad developed preliminary RR crossing plans for all these bridges in accordance with the BNSF Railroad guidelines and LADOTD specifications as part of Railroad submittal package to the BNSF approval. He also Performed the preliminary design and plan preparation for the K-S Road bridge which consists of pile bents, column bents and LG girder spans in accordance with AASHTO LRFD Bridge Design Specifications, 9th Ed., 2020 and LADOTD specifications.		





Firm Employed By	GEC, Inc.		
Name	Hector Zuniga, EI	Years of Relevant Experience with this Employer	7
Title	Engineer Intern	Years of Relevant Experience with Other Employer(s)	2
Degree(s) / Years / Specialization	BS / 2014 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #33875 / LA / 03/31/2027		
Year Registered	LA 2018	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Bridge Team 2 (New Construction)		
Bio: Hector joined GEC's Engineering group as an Engineer Intern after working for DOTD as a Bridge Load Rating Engineer. His experience focuses on bridge engineering. He has six years of load rating as-design, and existing bridges in accordance with AASHTO LRFD, MBE, and LADOTD BDEM. His expertise includes bridge rating, bridge inspection, quantities development, review of bridge design plans and shop drawings, and structural design.			
02/20 - 04/25	I-10 & I-12 College Drive Flyover Ramp Design-Build Baton Rouge, LA. <i>Primary Bridge Engineer.</i> This Design-Build urban freeway transportation project consists of a new bridge ramp over I-10 towards College Dr. and widening an existing bridge over Ward Creek. GEC provided engineering and design quality control services to complete the design and construction of the I-10 & I-12 College Dr. Flyover Ramp Design-Build project which consists generally of highway and bridge design and engineering services. Hector performed the as-designed load rating for the superstructure and substructure of the bridge ramp. The most critical spans and bent caps were considered for the analysis. The analysis was performed using AASHTO Bridge Rating and LEAP, and in accordance to AASHTO LRFD, MBE and LADOTD BDEM manuals. In addition, he performed an in-depth review of the bridge ramp shop drawings and bridge design plans. For the existing bridge, Hector performed the as-designed load rating analysis for the superstructure and substructure for the widening portion of the bridge. Additionally, he reviewed the designed calculations for two types of retaining walls. He also developed the quantities for each retaining wall.		
10/20 - Current	I-10: LA 415 to Essen Lane on I-10 AND I-12 (H.004100) Baton Rouge, LA. <i>Structural Engineer.</i> Responsible for calculating the required reinforcing steel and developed quantities for the retaining walls along I-10 based on AASHTO LRFD for the EWP3 submittal. He also designed two light pole's drilled shaft to determine the required reinforcing steel. The design is in accordance with LRFD Specifications for Highway Signs, Luminaires, and Traffic Signals. Hector completed the analysis and design using the Finite Element Method.		
08/05 - 07/13	Bridge Load Rating of the Causeway and Northshore Approaches Lake Pontchartrain, LA. <i>Structural Engineer.</i> Federal Law 39 FR 10430 requires that all bridges on public roads be load rated in accordance with National Bridge Inspection Standards (NBIS), 23 CFR Part 650, Subpart C. As Consulting Engineers for GNOEC, GEC has performed load ratings for the Lake Pontchartrain Causeway Bridge and all GNOEC-owned bridges on the north shore of Lake Pontchartrain. All load rating has been done in accordance with the AASHTO Manual for Bridge Evaluation and the LADOTD Bridge Design and Evaluation Manual. A variety of span types were rated on the northbound and southbound Causeway bridges. On the Northshore, load rating was performed for the northbound and southbound bridges of the Monroe Street Overpass, along with one On-Ramp and two Off-Ramps. Rated spans included pre-stressed trapezoidal girder spans, AASHTO Type II girder spans, and slab spans. Substructure rating was confined to single-column and two-column bend supporting trapezoidal girders, and pile bent caps. Additionally, the Bayou Chinchuba Bridges on the West and North Approaches were load rated. Hector reviewed the load rating performed for the superstructure, and substructure of these bridges. The reviewed consisted of reviewing the critical spans, and bent caps selected for the load rating analysis.		
02/24 - Current	I-49 Connector, Kaliste Saloom Interchange Lafayette, LA. <i>Structural Engineer.</i> This project includes bridge design and construction of a freeway with accompanying interchanges in the Evangeline Thruway US 90/US 167 corridor and flanking collector/distributor roads for local traffic circulation and land access. The project begins just south of the Lafayette Regional Airport and continues north to the I-10/US 167/I-49 interchange, a length of approximately five miles. Hector designed the end bent on the northbound ramp bridge to determine the piles' reactions.		
11/20 - 12/20	Chevelle Drive and Sarasota Drive Bridge Replacements (H.013542) East & West Feliciana, Iberville, Pointe Coupe, West Baton Rouge, Ascension, & Assumption Parishes, LA. <i>Structural Engineer.</i> This project includes the replacement of the existing Chevelle Drive Bridge over the West Fork of the North Branch of Ward Creek with a 4-span 80-foot-long slab span bridge and the existing Sarasota Drive Bridge over Engineers Depot Canal with a 5-span 105-foot long slab span bridge. Both bridges will have pedestrian walks and are located in Baton Rouge, Louisiana. Hector performed the as-designed load rating analysis for the substructure of these bridges. The analysis was performed using LEAP to determine the design load rating factors.		





Firm Employed By	Halff			
Name	German Velazquez, PE	Years of Relevant Experience with this Employer	2	
Title	Transportation Team Leader	Years of Relevant Experience with Other Employer(s)	9	
Degree(s) / Years / Specialization	BS / 2016 / Civil Engineering			
Active Registration Number / State / Expiration Date	#46472 / LA / 09/30/26			
Year Registered	LA 2022	Discipline	Professional Engineer, Civil	
Contract Role(s) / Brief Description of Responsibilities	Roadway Design			
Bio: German is a detail-oriented and organized professional with experience in Microstation/Inroads, HY-8 Culvert Analysis Software, and Hydraulic Toolbox. He excels in designing and analyzing complex infrastructure projects. His proficiency with Micro-station, Autoturn, and Inroads further enhances his ability to deliver precise and efficient solutions. German's meticulous attention to detail and exceptional organizational skills facilitate the successful execution of projects from conception to completion. Prior to joining Halff, German was employed as a design engineer for the LADOTD District 04 office, where he developed construction plan sets and performed plan reviews for design plans from area consultants.				
04/23 - 05/24	LADOTD, LA 3049 Barton Drive (H.012937) - Whitfield Circle Caddo Parish, LA. <i>Program Delivery / Design Engineer.</i> Responsible for engineering oversight, which included coordination with design, survey, and geotechnical teams. This pavement preservation project encompassed 4.2 miles of medium overlay, involving minor clearing and grubbing, milling 2 inches of asphalt concrete, placement of Class II base course, 3.5 inches of asphalt concrete pavement, asphalt leveling for cross-slope correction, slope grading, replacement of existing guardrail to the latest MASH standards, and new pavement markings.			
03/23 - 12/23	LADOTD, LA 3049, LA 3049 Cowhide Bayou to LA 530 (H.012930) Caddo Parish, LA. <i>Program Delivery / Design Engineer.</i> Responsible for engineering oversight, which included coordination with design, survey, and geotechnical teams. This pavement preservation project encompassed 1.1 miles of thin overlay that included: milling asphalt concrete at tie in points, pavement patching, 2 inches of asphalt concrete pavement, slope grading, new pavement markings, guardrail replacement along 1 bridge to latest mash standards.			
11/22 - 01/24	LADOTD, LA 173, Left Turn Lanes at Russel Road (H.015005) Caddo Parish, LA. <i>Program Delivery / Design Engineer.</i> Responsible for engineering oversight over the design team on this capacity improvement project. The project encompassed the need for left turn lanes at a signalized intersection. The project consisted of milling 2 inches of asphalt concrete, asphalt leveling course for superelevation corrections, placing 2 inches of asphalt concrete, and new pavement marking configuration for left turn lanes.			
12/22 - 12/23	LADOTD, District 04 Chipseals, Western Parishes (H.015344) Caddo, Bossier, Desoto Parishes, LA. <i>Program Delivery / Design Engineer.</i> Responsible for engineering oversight, which included coordination with design, survey, and geotechnical teams. This was a multi-parish chipseal project that included 18.1 miles of chipseals, along with new pavement markings.			
10/22 - 06/23	LADOTD, LA 159 Country Club Drive to Benson Road (H 0.012958) Webster Parish, LA. <i>Program Delivery / Design Engineer.</i> Responsible for engineering oversight, which included coordination with the design team only. This pavement preservation project encompassed 6.4 miles of medium overlay. The project involved: milling 2 inches of asphalt concrete, placing 3.5 inches of asphalt concrete pavement, asphalt leveling for cross-slope correction, asphalt concrete patching, slope grading, guardrail replacement along one bridge to the latest MASH standards, and new pavement markings.			
09/22 - 06/23	LADOTD, LA 509 Desoto Place to LA 1 (H.012613) Red River Parish, LA. <i>Program Delivery / Design Engineer.</i> Responsible for providing engineering oversight on the thin overlay project that consisted of: drainage structures, milling asphalt concrete, pavement patching, asphalt concrete overlay, pavement markings, guardrail replacement, and other related work.			
04/23 - 02/24	LADOTD, LA 3248 Naborton Loop (H.012982) Red River Parish, LA. <i>Program Delivery / Design Engineer.</i> Responsible for engineering oversight, which included coordination with design, survey, and geotechnical teams. This pavement preservation project encompassed 3.67 miles of in-place stabilization of the existing road. The project involved: milling asphalt concrete pavement, cement stabilization of the base, 5 inches of asphalt concrete pavement, slope grading, and new pavement markings.			



M
P
R

S
T
A
F
F

Firm Employed By		Half	
Name	Marcus Taylor, PE	Years of Relevant Experience with this Employer	4
Title	Public Works Team Lead	Years of Relevant Experience with Other Employer(s)	18
Degree(s) / Years / Specialization		BS / 2004 / Civil Engineering	
Active Registration Number / State / Expiration Date		#40539 / LA / 09/30/26	
Year Registered	LA 2016 / AR 2015	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		Roadway Design MPR No. 2	
Bio: Marcus is a civil engineer specializing in transportation and public works project management. He has broad knowledge of roadway design, traffic control plans, drainage, and stormwater runoff. As a project manager, Marcus oversees the entire project lifecycle, from design calculations and roadway design plan preparation to coordination with support disciplines and subconsultants. Marcus collaborates seamlessly with regional offices and regulatory agencies, leveraging his extensive understanding of local regulations and roadway design to oversee the delivery of exceptional projects that meet clients' needs while adhering to strict safety and quality standards.			
07/22 - Current	City of Shreveport, 2022 Roadway and Drainage Master Service Agreement Shreveport, LA. <i>Project Manager.</i> Responsible for overseeing this master service agreement, which involves citywide planning and design support. Project types include CIP planning services, roadway panel replacement, pavement repair guide template design, on-call engineering services, roadway drainage improvements, signal and intersection design, roadway rehabilitation, and flood wall design.		
06/23 - 07/24	City of Shreveport, David Raines Road Rehabilitation Shreveport, LA. <i>Project Manager.</i> Responsible for overseeing the David Raines Road roadway improvements project. This involved a comprehensive overhaul of the existing infrastructure, including replacing the outdated concrete panels and installing new curbs, gutters, sidewalks, and ADA-accessible ramps at each intersection. Additional responsibilities included coordinating with the relevant utility providers, managing the bidding process, and overseeing all aspects of the construction administration.		
05/23 - 07/24	City of Shreveport, Audrey Lane Road Rehabilitation Shreveport, LA. <i>Project Manager.</i> Responsible for overseeing the roadway improvements for Audrey Lane, which included rehabilitating approximately 3,700 linear feet of existing concrete roadways, driveways, and sidewalks and designing for ADA accessibility at each intersection. Additional responsibilities included directing and supervising the development of the proposed drainage outfall and assisting in the utility coordination and construction administration services.		
02/24 - 12/24	City of Shreveport, St. Charles Mill and Overlay Shreveport, LA. <i>Project Manager.</i> Responsible for overseeing the rehabilitation and improvements of a .5-mile stretch of a residential two-lane, asphaltic concrete pavement roadway and intersection. The project includes milling and overlaying the pavement sections, as well as full-depth roadway reconstruction and replacement of concrete panels at the intersections while redesigning to provide ADA accessibility.		
05/22 - 07/24	City of Shreveport, Linwood Avenue Reconstruction, Phase 3 (H.014410) Shreveport, LA. <i>Project Manager.</i> Responsible for roadway improvements to replace concrete panels and sidewalks and incorporate ADA-accessible ramps at each intersection along Linwood Avenue from Mount Zion Road to West 84th Street. This was a Local Public Agency (IP) project that required coordination with the City of Shreveport and DOTD during the design and permitting phase.		
05/25 - Current	LADOTD, US Highway 71: LA 612 to LA 3032 (#H.016367) Bossier Parish, LA. <i>Deputy Project Manager.</i> Responsible for Task Order development, staffing, scheduling, and client coordination for the design of a roadway pavement preservation improvement project. The scope of work included milling two inches of asphalt concrete and placing back two inches of asphalt concrete, along with PCC patching, cleaning and resealing the existing concrete joints, drainage improvements, guardrail replacement, new pavement markings, and rumble strips.		
10/22 - 07/23	LA Highway 3 Traffic Study and Intersection Improvements Benton, LA. <i>Project Manager.</i> Responsible for collecting turning movement and traffic counts along LA Highway 3 and intersecting streets to determine the turn lane requirements for a new sawmill development under construction. It was determined that a right turn lane for northbound traffic and a left turn lane for southbound traffic was required. Prepared DOTD-level construction plans, specifications, and estimates for constructing the required turn lanes. Coordinated plan set approval with the client, third-party site engineer, Parish representatives, DOTD, and contractor.		





Firm Employed By	Halff		
Name	Morgan Harris, PE	Years of Relevant Experience with this Employer	3
Title	Project Manager	Years of Relevant Experience with Other Employer(s)	9
Degree(s) / Years / Specialization	BS / 2016 / Civil Engineering		
Active Registration Number / State / Expiration Date	#45310 / LA / 09/30/25		
Year Registered	LA 2021	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Roadway Design		
Bio: Morgan is a skilled engineer with proficiency in inspecting various work items, managing teams of construction observers, completing daily work reports, paying contractors, and designing overlays using MicroStation. With a solid background in civil engineering, working primarily on DOTD projects, Morgan consistently provides the highest quality, efficiency, and safety standards for roadway construction projects. He possesses excellent leadership and communication skills, fostering a collaborative work environment and keeping his team on task. Morgan's expertise in MicroStation enables him to design overlays that enhance the functionality and aesthetics of transportation infrastructure. With a proven track record of delivering exceptional results, Morgan is dedicated to upholding the highest standards of professionalism and contributing to successful project outcomes.			
01/17 - 03/23	LADOTD, LA 616 2-to-5 Lane Expansion from LA 143 to Caldwell Road (H.002622) District 05, LA. <i>Project Engineer.</i> Responsible for providing engineering oversight on a 3.5-mile project, including a two-to-five-lane expansion and four roundabouts. Harris wrote and approved change orders, analyzed elevations, reviewed and approved material tests, DWRs, and pay estimates, and recommended solutions to problems that arose on-site.		
02/21 - 03/23	LADOTD, LA 3033 Cheniere Lake Spillway and Bridge Replacement (H.008226) District 05, LA. <i>Project Engineer.</i> Responsible for providing engineering oversight on the replacement of an existing bridge and spillway for a 3,200-acre lake. This project included the construction of four earthen cofferdams, a well-point system, a spillway, and a slab span bridge. Harris wrote and approved change orders, reviewed and approved pay estimates and project schedules, facilitated responses to RFIs, held bi-weekly meetings, and routinely spoke with elected officials to keep them updated on the status of the project.		
12/22 - 03/23	LADOTD, LA 15 Chip Seal from US 425 to US 165 (H.012955) District 05, LA. <i>Project Engineer.</i> Responsible for providing engineering oversight on a 14-mile chip seal project that also included the removal and replacement of guard rails at four bridges. Harris wrote and approved change orders and pay estimates, responded to RFIs from the contractor, and effectively worked with the contractor to mitigate project delays and inconvenience for the traveling public caused by weather limitations.		
04/22 - 09/22	LADOTD, LA 135 Rehab from LA 15 to Antioch Road (H.014476) District 05, LA. <i>Project Engineer.</i> Responsible for providing engineering oversight on a full rehabilitation of a 5-mile section of LA 135, including milling, a cement-stabilized base, and two lifts of asphalt. Harris wrote and approved change orders and pay estimates, reviewed and approved DWRs, material tests, and project schedules, and effectively communicated with the contractor.		
03/22 - 07/22	LADOTD, Herman Dickerson Road Bridge over Antioch Creek Tributary (H.013127) District 05, LA. <i>Assistant Project Engineer.</i> Responsible for providing engineering oversight on the replacement of an off-system timber bridge with a slab span bridge. Mr. Harris wrote and approved change orders and pay estimates, reviewed and approved estimates, material tests, and project schedules, and communicated effectively with the contractor.		
01/22 - 03/22	LADOTD, US 165 Lighting from Charleston Street to LA 15 District 05, LA. <i>Project Engineer.</i> Responsible for providing engineering oversight on the installation of streetlights in the median of US 165 to improve pedestrian safety. Mr. Harris wrote and approved change orders and pay estimates, reviewed and approved DWRs, material tests, and project schedules, responded to RFI's, and worked with the project manager and utility coordinator to resolve utility conflicts.		
11/20 - 11/21	LADOTD, US 80 Bridge Replacement over I-20 (H.010012) District 05, LA. <i>Assistant Project Engineer.</i> Responsible for providing engineering oversight on the replacement of a US-80 overpass over I-20 in Calhoun, LA. To minimize the impact on the traveling public, the 290' girder span bridge was constructed in the Gore area and moved into place by Mammoet. Wrote change orders, recommended solutions to problems that arose on-site, and reviewed and approved material tests and DWRs. He worked to improve traffic control management issues by notifying Google and Apple Maps of necessary closures.		
07/21 - 11/21	LADOTD, LA 132 Rehab from LA 135 to LA 561 (H.001971) District 05, LA. <i>Assistant Project Engineer.</i> Responsible for providing engineering oversight on the full-depth repair of a 5.4-mile segment of LA 132, including milling, undercut, soil cement stabilized base, and two lifts of asphalt. Harris assisted the Resident Engineer by writing change orders, reviewing pay estimates as necessary, reviewing field books for accuracy, and reviewing and approving DWRs and material tests.		





Firm Employed By	Halff			
Name	Brian Downing, PE, CFM	Years of Relevant Experience with this Employer	12	
Title	Water Resources Team Leader	Years of Relevant Experience with Other Employer(s)	N/A	
Degree(s) / Years / Specialization	BS / 2015 / Civil Engineering			
Active Registration Number / State / Expiration Date	#PE 43772 / LA / 03/31/26, #133682; CFM #3242-17N / TX			
Year Registered	LA 2019 / TX 2019	Discipline	Professional Engineer, Civil	
Contract Role(s) / Brief Description of Responsibilities	Drainage			
Bio: Brian is a Halff Water Resources team leader with extensive experience in flood mitigation studies and municipal master drainage plans. Brian leads projects of various scales that require collaborating with local, state and federal agencies to navigate regulatory landscapes and deliver impactful solutions in both local and regional floodplain management.				
07/24 - Current	Trinity River Authority (TRA), CRWS Singelton Boulevard Improvements Dallas, TX. <i>Design Engineer.</i> Responsible for the design for the reconstruction of approximately 0.7 miles of critical roadway and utility infrastructure serving the sole access to a major water treatment plant, with Halff providing full preliminary and final engineering design, surveying, SUE, utility and drainage design, traffic and hydraulic analysis, right of way support, and comprehensive environmental and permitting coordination.			
12/18 - 11/25	City of Fort Worth, NW Community Park - North Road Improvements Fort Worth, TX. <i>Design Engineer.</i> Responsible for engineering services for the Northwest Community Park North Road Improvements in Fort Worth. The proposed improvements consisted of two-lane undivided drive connecting Northwest Community Park to FM 156 at Harmon Road. The proposed road alignment includes a 400-linear foot, 5-span bridge over Big Fossil Creek Tributary No. 4 to replace an existing low water crossing and connects the existing baseball field parking lot to FM 156, an ongoing TxDOT project. The overall design scope also included retaining wall design, paving, grading, street lighting and an H&H study.			
12/22 - Current	City of Northlake, Faught Road Reconstruction Northlake, TX. <i>Design Engineer.</i> Responsible for developing hydrologic and hydraulic models to support the reconstruction of two miles of Faught Road between FM 407 and Robson Ranch Road. The study included approximately 10,000 linear feet of 1D hydraulics along Denton Creek Tributary 7 and an Unknown Tributary to support the design of two cross culverts. Additional channel improvements were modeled and designed to mitigate for rises in water surface elevation.			
08/23 - Current	LADOTD, FEMA Phase 2 Flood Risk Mapping for Rapides Parish Rapides Parish, LA. <i>Design Engineer.</i> Responsible for the development of hydro-logic and hydraulic modeling for portions of five HUC-8 watersheds that overlap with the parish boundaries. Brian assisted in preparing the Phase 2 Flood Risk Assessment to provide detailed flood risk information to the parish, whose current best available risk map information is paper maps from the mid 1980's. For this important project, Halff is working with DOTD on the first-of-its-kind BLE enhancement study in Rapides Parish. This study is leveraging BLE data created by FEMA Region 6 and enhancing the study with engineering refinement and survey data to provide the parish with a comprehensive risk profile.			
12/19 - 11/20	City of Grand Prairie, Palace Parkway Roadway Improvements Grand Prairie, TX. <i>Design Engineer.</i> Responsible for assisting with updating the Palace Parkway construction plans performed by Halff in 2010. Palace Parkway is a 4-lane, undivided, new location minor arterial. The project involved the preparation of plans and specifications for paving, grading, drainage, traffic signals, water, and sanitary sewer improvements. The roadway extends from Belt Line Road to the IH 30 westbound frontage road. The project also included coordinating the preparation of a CLOMR, LOMR, CDC permit, TRA permit and acquisition of the ROW and slope easements.			
09/23 - 02/24	City of Mansfield, North Main Street to FM 157 Connector Mansfield, TX. <i>Design Engineer.</i> Responsible for the development of drainage area maps and storm drain design for the connector road between North Main Street and FM 157 in Mansfield, a distance of 800 feet. The project also included the design of the Russell Lane realignment, North Main Street, and FM 157 widenings to accommodate dedicated left and right turn lanes to serve the proposed connector road, and a cul-de-sac at the termination of Russell Lane. Design aspects included two storm drain systems totaling 1,700 linear feet, three multiple-barrel pipe culverts, ROW and easement planning, pedestrian improvements, utility coordination, hydraulic analysis and channel improvements, and a traffic impact analysis.			

Firm Employed By	Halff			
Name	Victor Bivens, PE, CFM	Years of Relevant Experience with this Employer	8	
Title	Water Resources Team Leader	Years of Relevant Experience with Other Employer(s)	N/A	
Degree(s) / Years / Specialization	MS / 2020 / Civil Engineering; BS / 2018 / Civil Engineering			
Active Registration Number / State / Expiration Date	#PE.0047761 / LA / 09/30/2027; CFM #US-24-13061 / LA			
Year Registered	LA 2023	Discipline	Professional Engineer, Civil	
Contract Role(s) / Brief Description of Responsibilities	Drainage			
Bio: Victor is a skilled professional with extensive experience in Base Level Engineering modeling and management using both 1D and 2D HEC-RAS approaches. He has effectively led a team of modelers to improve 2D models, providing a more detailed assessment of alternative mitigation strategies. Prior to his extensive work in watershed modeling, Victor focused on public works and site development projects, including roadway improvements, residential subdivision developments, and storm drain infrastructure designs.				
04/20 - 03/21	City of Pflugerville, Royston Lane Pflugerville, TX. Graduate Engineer. Responsible for the preliminary and final plans, specifications, and cost estimates for the design of 3,200 linear feet of new 3-lane curbed concrete collector roadway in a residential and commercial area of Pflugerville. Victor coordinated the proposed roadway profiles and typical sections in coordination with the proposed storm drain system and large multi-box concrete culvert crossings.			
08/22 - 01/24	Rapides Area Planning Commission, Rapides Area Planning Commission Transportation Resiliency Project, Phase II Alexandria, LA. Project Manager. Responsible for leading the team in 2D model enhancement through improving land use, terrain, precipitation, and other base file incorporation and surveyed structure implementation within the model at hydraulically significant structures. Also led stakeholder coordination and outreach efforts to gain local knowledge of flood risk and historic damages caused by flooding. The project objectives were to create a detailed 2D model and utilize it to assess stormwater mitigation alternatives for transportation resiliency improvements within the Metropolitan Planning Area. These alternatives will be analyzed and submitted for grant pursuit soon.			
6/18 - 06/19	Pecan Plantation Association, Pecan Plantation Miscellaneous Drainage Granbury, TX. Graduate Engineer. Responsible for designing and planning production for two separate drainage improvement projects within the Pecan Plantation HOA subdivision. Drainage improvements range from ditch re-grading, ditch concrete paving and widening, and culvert upsizing and installation. The project design included analyzing existing drainage conditions, determining drainage areas, and using CulvertMaster, Flowmaster, and AutoCAD Storm Sewer Design to model proposed drainage improvements.			
02/24 - Current	City of Shreveport, Ockley Basin Storage Area Improvements Shreveport, LA. Project Manager. Responsible for design of detention pond with staged outfall to an existing channel in the Ockley Basin that will significantly reduce downstream 100-year floodplain and floodway extents, benefiting adjacent residential and commercial properties. Project required coordination with subconsultants for topographic and boundary survey, geotechnical investigations, and structural reinforcement design. Victor led H&H modeling, CLOMR preparation, sanitary sewer relocation, outfall structure design, and pond design for the project. Design plans have been completed, and environmental permitting and clearance through the USACE are ongoing.			
08/16 - 11/18	Centurion Homes, Resort at Eagle Mountain Lake Phases 6 and 7 Fort Worth, TX. Graduate Engineer. Responsible for designing and producing plans for the mass grading, roadway paving plan and profiles, signage and striping, drainage, and water/wastewater layout. This project encompassed the design of the 108-lot phases 6 and 7 of the residential subdivision which included the creation of a 30-lot island at the center of the phase's development. The project included over 7,800 linear feet of new residential roadway, and a 50-foot wide vehicular and pedestrian bridge, with sufficient vertical clearance for boat access from the back yard canals to Eagle Mountain Lake.			
10/21 - 09/23	LADOTD, Rapides Parish Pilot Project Alexandria, LA. Engineer. Responsible for survey area prioritization by comparing available effective mapping, historic flooding data, and approximate density of structures collected per mile driven then led mobile lidar dispatch coordination based on initial findings. Guided staff on heat map creation for future planning use and reporting of all findings.			
08/16 - 11/17	Parish of Caddo, Woolworth Road Bridge Replacement Caddo Parish, LA. Designer. As an engineering intern, assisted in the plan preparation, and bid document preparation for the replacement of three off-system bridges located in Caddo Parish. The proposed bridges were 7-span, 9-span, and three 8'x8' box culverts. The bridges span sections of Brushy Bayou, and the bayou cross sections were modeled with HEC-RAS for design stormwater elevation and scour protection.			

Firm Employed By	Halff		
Name	Maria Guerra, PE	Years of Relevant Experience with this Employer	15
Title	Transportation Team Leader	Years of Relevant Experience with Other Employer(s)	N/A
Degree(s) / Years / Specialization	BS / 2011 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #121650 / TX / 09/30/2026		
Year Registered	TX 2015	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Railroad Coordination		
Bio: With nearly 15 years of TxDOT Advance Planning experience, Maria knows how to successfully complete projects. She has been actively involved in all aspects of advance project delivery, from performing existing condition assessments, alternatives analysis, schematic design and public involvement to project procurement, railroad and utility coordination.			
03/21 - 05/23	TxDOT Fort Worth District, US 377 Hood County, TX. <i>Engineer</i>. Responsible for geometric design schematic for improvements to approximately nine miles of US 377 from Holmes Drive to FM 167 (Fall Creek Highway) located entirely within the city limits of Granbury, Texas. Improvements to the urban corridor included several major interchanges, drainage, bridges and roadway conversions for the fast-growing city.		
09/18 - 10/18	TxDOT Dallas District, IH 635 LBJ East Dallas, TX. <i>Team Leader</i>. From 2013 through 2025, Maria has been involved in multiple facets of the I-635 LBJ East corridor, an 11.2-mile segment spanning the Cities of Dallas, Garland, and Mesquite. She served as the Schematic TL during the Schematic/EA Re-Eval phase of the project and as DPM during DB Project Procurement under a GEC contract. Her consistent work and task management in this high-profile project have given her relevant experience in all project phases. <i>DB Project Procurement:</i> As Deputy PM, Maria identified potential construction phasing and transitions, including construction compatibility with the existing I-30 managed lanes zipper system. She led schematic design updates, thoroughly documenting the location and nature of all design changes, which helped TxDOT coordinate with FHWA, and eventually, DB proposers for the project's RID. Maria led coordination efforts between TxDOT, KCS RR, and DART, participating in approximately 50 coordination meetings and producing 2 Draft Exhibit A's for DART and 10 Draft Exhibit A's for KCS RR. These exhibits addressed a range of railroad interfaces, including at-grade crossings, mainlane and frontage road overpasses, and elevated railroad track configurations. Maria coordinated closely with KCS RR to ensure full compliance with railroad standards, including requirements for bicycle and pedestrian crossings at at-grade locations and accommodations for both existing and potential future railroad tracks beneath the proposed mainlane structures. This effort also included incorporating proposed crash walls along the proposed bents adjacent to the railroad tracks and fencing along the elevated mainlanes. She also collaborated with the structural team to develop an initial shoofly alternative to support construction phasing and later worked with them to prepare a Draft Exhibit A for two new railroad bridges. Her thorough and proactive coordination ultimately helped TxDOT secure a Preliminary Engineering Agreement with the rail entity.		
06/11 - 09/13	TxDOT El Paso District, Spur 1966 Alternatives Analysis and Schematic El Paso, TX. <i>Engineer</i>. Responsible for this 8.3-mile long urban freeway consisted of both existing and new location sections. Maria assisted in developing transitions to the existing configuration and adjacent proposed projects to ensure project compatibility. She also helped with sub coordination to further detail the schematic design and develop accurate cost estimates, including incorporating refined structural elements and detention costs. Maria prepared a right of entry (ROE) application for BNSF and created Exhibit A's for BNSF and UP RR, and she helped track parcel acquisition status and parcel exhibit development.		
04/17 - 12/25	TxDOT Fort Worth District, IH 30 from Cooper St. to SH 161 Grand Prairie, TX. Design Engineer. Responsible for schematic updates (including horizontal, vertical and right-of-way impacts) based on input received from UP Railroad. Assisted with schematic reviews for submittal. This 5.5-mile-long project reevaluates the 2015 IH 30 Schematic/EA to incorporate the updated Metropolitan Transportation Plan Mobility 2045 plan defined by the North Central Texas Council of Governments (NCTCOG). The proposed IH 30 improvements include eight to 10 general purpose lanes and two concurrent express lanes.		
05/19 - 01/25	TxDOT Paris District, IH 30 from FM 2642 to SH 34 Schematic Design Greenville, TX. <i>Project Manager</i>. Maria led the schematic design of the rural portion of Segment 2 of the IH 30 Hunt County East Project, from the Sabine River bridge to FM 513 (a distance of approximately 8 miles). This project would add capacity (one lane in each direction) to the four-lane roadway and improve access and safety. Planning for constructability, Maria realigned the IH 30/ Spur 302 interchange and the Lamar St and FM 513 underpass to facilitate future construction. Since the project would also convert the existing two-way frontage roads to one way, a new overpass at CR 3103 was proposed to provide turning movements at a midpoint between the adjacent major interchanges (Lamar Street and SH 24). Maria also proposed to reconfigure the IH 30/ SH 24 interchange to a more traditional design to improve safety and operations.		







MPRSTAFF

Firm Employed By		Neel-Schaffer, Inc.	
Name	Vijay Kunada, PE, PTOE, PTP	Years of Relevant Experience with this Employer	18.5
Title	Senior Vice President	Years of Relevant Experience with Other Employer(s)	4.5
Degree(s) / Years / Specialization		BS / 1999 / Civil Engineering; MS / 2001 / Civil Engineering; MS / 2002 / Computer Science	
Active Registration Number / State / Expiration Date		PE #32145 / LA / 03/31/2026; PTOE #2868 / 04/14/2028; PTP #096 / 11/07/2028	
Year Registered	LA 2008	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		Traffic MPR No. 10	



Bio: Vijay serves as a Project Manager supporting transportation planning and traffic engineering studies for public agencies and private development. His experience includes metropolitan and regional transportation plans, traffic impact studies, safety studies, signal warrant analyses, traffic signal timing plans, corridor and interchange studies, and traffic simulation modeling. He has strong expertise in travel demand and traffic modeling, including regional model development using TransCAD and CUBE and mesoscopic modeling with Dynameq and TransModeler. Vijay regularly applies industry tools such as HCS, Synchro, SimTraffic, VISSIM, and CORSIM to evaluate intersection operations, corridor performance, and development impacts. His experience also includes traffic analyses supporting Environmental Impact Statement projects and TEPR-compliant studies. He has completed Louisiana DOTD Traffic Engineering Process and Report training.

02/25 - Current	LADOTD, Baton Rouge Northern Bypass Expressway (H.016168.1) East Baton Rouge and West Baton Rouge Parishes, LA (LADOTD, Melissa LeBas, Melissa.LeBas@la.gov, 225-379-1039). <i>Project Manager / Mesoscopic Modeling Lead.</i> Vijay led the development of a regional mesoscopic traffic model using Dynameq software to evaluate the proposed Baton Rouge Northern Bypass as part of the Baton Rouge Urban Renewal and Mobility Plan (BUMP). The model covered a five-parish region and included calibration and validation of the 2024 base-year model, as well as development of the 2046 No-Build scenario and multiple 2046 Build scenarios for both non-tolled and tolled alternatives. Ongoing work includes testing “what-if” alternatives and evaluating measures of effectiveness to compare performance, support refinement of the preferred Build alternatives, and document results in formal traffic analysis reports.
07/20 - Current	LADOTD, MRB South GBR, LA 1 to LA 30 Connector (H.013284) Ascension, East Baton Rouge, Iberville, and West Baton Rouge Parishes, LA (LADOTD, Christina Brignac, Christina.Brignac@la.gov, 225-379-1394). <i>Mesoscopic Modeling Lead.</i> Vijay led the development of a regional mesoscopic traffic model using Dynameq software to evaluate proposed Mississippi River Bridge concepts under both tolled and non-tolled scenarios. The effort included calibration and validation of the 2019 base-year mesoscopic model, development of the 2042 No-Build scenario, and development of 2042 Build scenarios for 20 bridge alternatives, all of which were reviewed and approved by LADOTD. Model results served as a key evaluation criterion in screening alternatives and selecting the final three concepts advanced into the environmental planning process. Phase 2 of the study, which includes detailed traffic analysis, is currently ongoing.
02/21 - 03/25	LADOTD, I-10 & I-12 College Drive Flyover Ramp Design-Build (H.013897) Baton Rouge, LA (LADOTD, Catherine Mastin, PE, catherine.mastin@la.gov, 225-379-1652). <i>Mesoscopic Modeling Lead.</i> Vijay led the evaluation of the Transportation Management Plan (TMP) for the proposed College Drive flyover ramp improvements through development of mesoscopic traffic models for each maintenance of traffic (MOT) phase. Using Dynameq-based mesoscopic modeling, he evaluated and compared multiple MOT strategies to assess construction-phase traffic operations. The completed analyses supported identification of effective traffic management strategies to minimize congestion and operational impacts throughout construction.
10/21 - 12/22	City of Baton Rouge, College Drive Enhancement Project Baton Rouge, LA (City of Baton Rouge, Cyndi Pennington, cpennington@brla.gov, 225-389-3246). <i>Mesoscopic Modeling Lead.</i> Responsible for leading the evaluation of multiple on- and off-corridor improvement concepts along and adjacent to College Drive between Perkins Road and I 10. Mesoscopic traffic models were developed and applied to assess individual and combined concepts, enabling comparison of network-level performance across the study area. The analysis identified the concepts, or combinations of concepts, that produced the greatest operational benefits, including reductions in vehicle delay and strategic shifts in traffic volumes to improve overall corridor performance.

Firm Employed By		Neel-Schaffer, Inc.
01/04 - 12/04	Acadiana Planning Commission, Lafayette Parish Mesoscopic Model Lafayette, LA (Acadiana Planning Commission, Sara Gary, sgary@planacadiana.org, 337-806-9378). <i>Engineer II.</i> Responsible for working for the Lafayette MPO, developed a comprehensive mesoscopic traffic model for the entire Lafayette Parish using TransModeler software. The model was developed for both AM and PM peak periods and incorporated traffic signal timing plans for signalized intersections derived from Synchro models. Intersection control types and geometric characteristics were coded for all remaining intersections throughout the network. The model was calibrated and validated to base year (2000) conditions and future 2030 model was developed. The primary purpose of the model was to identify existing and future bottlenecks within the study area to support the development of a data-driven congestion mitigation strategy. In addition, the model was intended to serve as a centralized traffic data repository to support ongoing planning, operational analyses, and future scenario testing.	

Firm Employed By	Neel-Schaffer, Inc.		
Name	Charles LeBoeuf, PE, PTOE	Years of Relevant Experience with this Employer	11.5
Title	Senior Traffic Engineer	Years of Relevant Experience with Other Employer(s)	1.5
Degree(s) / Years / Specialization	BS / 2012 / Civil Engineering; MS / 2014 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #42854 / LA / 03/31/2027; PTOE #5397 / 11/23/2028		
Year Registered	LA 2018	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Traffic		
Bio: Charles joined Neel-Schaffer in 2014 and has 13 years of experience in the engineering field, including 18 months as a Co-Op student with LADOTD. Since joining Neel-Schaffer, he has provided a wide variety of transportation-related services, including travel demand modeling, GIS, crash analysis, traffic analysis, and mesoscopic modeling. He also has experience in the collection of turning movement counts for development projects. Charles has completed DOTD's Traffic Engineering Process and Report (TEPR) training.			
04/18 - 04/20	LA 328 (Rees Street) Corridor Study and Plan LA. Traffic Analyst. Project includes improving La. Hwy. 328/Rees Street from Latiolais Road to E Bridge Street, including considering the impacts of the proposed E Mills Ave extension LA 328 to Doyle Melancon Ext. roadway and outreach.		
02/22 - 10/22	Pinhook Road at Kaliste Saloom Road Lafayette, LA. Traffic Analyst. This project evaluated the conversion of the intersection of Pinhook Road at Kaliste Saloom Road from a full access signalized intersection to a quadrant intersection. For this project, Charles analyzed the proposed intersection concept in Synchro and developed signal timings and lane geometry that would reduce intersection delay.		
10/21 - 12/22	City of Baton Rouge, College Drive Enhancement Project Baton Rouge, LA. Traffic Analyst. Responsible for several off-corridor concepts were considered near College Drive between Perkins Road and I-10. Charles analyzed these off-corridor concepts using mesoscopic modeling to determine which concept, or group of concepts, would result in the most improvements within the study area. These improvements include a reduction in vehicle delays and shifts in traffic volumes.		
02/21 - 03/25	LADOTD, I-10 and I-12 College Flyover Ramp Design-Build Project (H.013897) Baton Rouge, LA. Traffic Analyst. Responsible for the project documentation for the expected work zone impacts to I-10, I-12, and nearby surface arterials due to the construction of the College Drive Flyover. Charles analyzed the expected work zone impacts using mesoscopic modeling (Dyanmeq) for the first phase of construction. The impacts included queueing, shifts in traffic volumes, and traffic speeds.		
07/20 - Current	LADOTD, MRB South GBR: LA 1 to LA 30 Connector (H.013284) Baton Rouge, LA. Traffic Analyst. Responsible for this project uses of mesoscopic modeling to analyze a proposed new crossing over the Mississippi River from LA 1 to LA 30 between I-10 and LA 70. He used the existing traffic data to develop peak period volumes and travel times which were to be used in the model calibration and validation. Charles developed the Base mesoscopic model by first expanding a previous Dyanmeq mesoscopic model to include the West Bank of the Mississippi River from Baton Rouge to Donaldsonville, and then performing Dynamic Traffic Assignments using Origin-Destination (O-D) matrices. Afterwards, he used the existing traffic data to calibrate the Base model to better reflect existing traffic conditions. Once the Base model was finished, Charles then developed the No Build model, which included proposed highway improvements and an updated O-D matrix. This No Build model was then used as a background model to develop Bridge-specific models for each of the 20 proposed Bridge crossings.		
02/25 - Current	LADOTD, Baton Rouge Northern Bypass Expressway (NBE) (H.016168) Baton Rouge, LA. Traffic Modeler. This project uses mesoscopic modeling to determine the feasibility of upgrading Airline Highway in West Baton Rouge and East Baton Rouge Parishes to a controlled-access toll road with parallel toll-free frontage roads. Charles expanded the mesoscopic model developed for the Mississippi River Bridge project to cover the entire five-parish Baton Rouge Metropolitan Area. Afterwards, he used the existing traffic data to calibrate the Base model to better reflect existing traffic conditions. Once the Base model was completed, Charles then developed the No Build models, which included proposed highway improvements and an updated O-D matrix for the years 2030 and 2046. Following the development of the No Build models, He began the Build model development for the proposed Bypass. The proposed Bypass begins at I-10 west of Port Allen and follows Airline Highway from LA 415 to Pecue Lane.		





Firm Employed By	Neel-Schaffer, Inc.		
Name	William Fulcher, PE, PTOE, PTP, RSP ₂	Years of Relevant Experience with this Employer	6
Title	Project Engineer	Years of Relevant Experience with Other Employer(s)	3
Degree(s) / Years / Specialization	BS / 2012 / Civil Engineering; MS / 2015 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #45329 / LA / 09/30/2027; PTOE #5158 / 11/20/2027; PTP #786, RSP #351, RSPI #147, RSPB #33		
Year Registered	LA 2021	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Traffic		
Bio: William joined Neel-Schaffer in 2017 after working as a graduate research/teaching assistant for the Mississippi State University Department of Civil and Environmental Engineering. Since joining Neel-Schaffer he has provided a variety of traffic data collection and safety analysis studies and services. William has extensive experience in corridor and intersection safety studies. Through the evaluation of crash history, roadway geometrics, and traffic volumes, he evaluates a variety of safety improvements to provide a ranked list of safety improvements. He has completed training and has extensive experience with LADOTD's CAT Scan safety tool. He also has significant experience in traffic forecasting, modeling, and analysis using CORSIM, HCS, Vistro, Synchro, ISATe, and TruTraffic. William is a certified Professional Traffic Operations Engineer (PTOE) and a Road Safety Professional (RSP1) and has completed LADOTD's Traffic Engineering Process and Report (TEPR) training.			
06/22 - Current	LADOTD District 03, Safety Investment Plan LA. <i>Engineer</i> . Responsible for this study evaluating crashes at 119 locations on the state and local highway networks using variations in crash statistics to identify possible roadway issues and potential low-cost safety improvements.		
05/20 - 06/21	LADOTD District 05, Safety Investment Plan LA. <i>Project Manager / Traffic Engineer / Safety Analyst</i> . Responsible for performing an area wide safety screening to identify areas with high potential for safety improvements. Identified potential safety improvements to 81 locations including segments and intersections within LADOTD District 05. Prepared a ranked priority list of projects. Coordinated and led project meetings.		
02/19 - 3/20	LADOTD District 07, Safety Investment Plan LA. <i>Project Engineer</i> . Responsible for this study evaluating crashes at 63 locations on the state and local highway networks using variations in crash statistics to identify possible roadway issues and potential low-cost safety improvements.		
02/18 - 02/19	LADOTD District 08, Safety Investment Plan LA. <i>Engineer Intern / Safety Analyst</i> . Responsible for identifying potential safety improvements to 68 locations including both segments and intersections within LADOTD District 08. Developed an Excel based tool to perform benefit/cost comparisons of safety countermeasures. Prepared a ranked priority list of projects.		
09/21 - 04/24	LADOTD District 61, Retainer Contract for Safety Studies (SP No 44-10504, TO No H.014684.1) LA. <i>Safety Analyst</i> . Responsible for the design of Safety Projects. Performed area wide safety screening, crash and data analysis to identify areas with high potential for safety improvements. Identified potential safety improvements to 9 intersections within LaDOTD District 61.		
11/19 - Current	US 80, Intersection at Bellevue Rd Stage 0/Feasibility Study (SP No H.014044.1) LA. <i>Engineer Intern</i> . Responsible for performing traffic data collection, safety analysis, and traffic operational analysis.		
02/18 - 02/19	LA 385 Ryan Street Feasibility Study (SP No 44-4402, TO No H.012685.1) Lake Charles, LA. <i>Engineer Intern</i> . Responsible for performing data collection, traffic engineering, and transportation planning services for a feasibility study to determine safety and operational improvements for approximately 1.8 miles of LA 365 in Lake Charles, LA. Services included traffic volume forecasts, intersection and segment analysis, alternative development, and identifying potential safety countermeasures.		
02/17 - 10/17	Baton Rouge Metropolitan Airport, Runway 13-31 RSA and RPZ Improvement Project Traffic Study (SP No H.011279.1) Baton Rouge, LA. <i>Engineer Intern</i> . Responsible for providing traffic analysis and transportation planning services for the proposed relocation of LA 67 to provide an extended runway safety area for the Baton Rouge Metropolitan Airport.		
02/17 - 02/18	US 190 & US 171 Signal Timing Study (SP No 44-4064, TO No H.012686.5) DeRidder, LA. <i>Engineer Intern</i> . Responsible for providing traffic engineering services including both the development and implementation of traffic signal timing plans for ten signals in DeRidder, LA.		
02/20 - 10/21	I-59 at US 49 PEL Study Forrest County, MS. <i>Traffic Engineer / Safety Analyst</i> . Responsible for providing the safety analysis for both existing and future expected conditions. Assisted with traffic engineering services.		





Firm Employed By	GEC, Inc.		
Name	Bliss Kelley Bernard, PE	Years of Relevant Experience with this Employer	3
Title	Vice President, Coastal, Environmental, and Water Resources	Years of Relevant Experience with Other Employer(s)	8
Degree(s) / Years / Specialization	BS / 2014 / Engineering		
Active Registration Number / State / Expiration Date	PE: #42709 / LA / 03/31/2027		
Year Registered	LA 2018	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Environmental		
Bio: Bliss is a licensed Professional Engineer having over 11 years of experience in project management, engineering, environmental, water resources, transportation, public outreach, and planning. She has extensive knowledge with NEPA regulations, and she has served as the Project Manager on numerous EA's and EIS's for a variety of federal and state agencies, such as LADOTD, FHWA, USDA, NRCS, USACE, NPS, NRDA, LATIG, and CPRA. Her successful experience with various agencies and multi-disciplinary environmental studies brings a unique expertise, broader knowledge, and the ability to manage a range of NEPA Projects. Bliss is proficient in ArcGIS, Microstation, HEC-RAS, HEC-HMS, LADOTD's HYDRWIN, and Microstation and has attended the ATSSA Traffic Control Technician, Traffic Control Supervisor, and Certified Flagger training courses, participated in NHI Course NEPA & the Transportation Decision-Making Process, the LADOTD Highway Safety Manual Course, and has completed the LADOTD Traffic Engineering Process and Report Training Class Modules 1, 2, and 3 and the LADOTD Louisiana Road Safety 101 webinar.			
01/25 - Current	US 190 (Vine Street) Reconstruction Environmental Assessment (H.011358) Opelousas, Saint Landry Parish, LA. <i>Project Manager.</i> GEC is the prime consultant in developing a Line and Grade Study and Environmental Assessment on behalf of LADOTD and FHWA for the reconstruction of US 190 (Vine Street) in Opelousas, LA. Bliss is serving as the Prime Consultant Project Manager and is directly responsible for the overall development of the EA and associated technical studies in accordance with NEPA, and managing the overall project and the six subconsultants		
10/22 - Current	I-10: LA 415 to Essen Lane on I-10 AND I-12 (H.004100) Baton Rouge, LA. <i>Project Engineer.</i> As part of GEC's role as a sub-consultant on the I-10 Widening CMAR Project, Bliss has led efforts in environmental compliance, permitting, and stakeholder coordination to support the planned widening of I-10 from LA 415 to Perkins Road. She assisted in preparing the Incident Management Plan for Phase 1 construction, which established a coordinated, multi-disciplinary framework for detecting, responding to, and clearing traffic incidents efficiently and safely. This included identifying emergency staging areas, detour and emergency access routes, and queue-clearing locations. Bliss also prepared and submitted the U.S. Army Corps of Engineers permit for the LSU Lakes Bridge, and she has played a key role in public and stakeholder outreach by developing presentation materials and delivering project updates to keep stakeholders informed of progress. In addition, she authored the NEPA Re-Evaluation document addressing seven proposed corridor modifications along the I-10 corridor. She also prepared a standalone Section 4(f) Analysis, which evaluates potential impacts to publicly owned parks, recreation areas, wildlife and waterfowl refuges, and historic sites, ensuring compliance with federal requirements. In addition, she authored a standalone Community Impacts Analysis, formerly referred to as Environmental Justice, to evaluate how the project modifications may affect local neighborhoods, businesses, and community resources. All documents were submitted to FHWA and were approved		
05/17 - 05/20	Cane River Bridge Church Street Environmental Assessment (H.001271) Natchitoches Parish, LA. <i>Project Manager.</i> Responsible for the Environmental Assessment of the Cane River Bridge in Natchitoches, LA. The prime consultant assisted LADOTD and FHWA to formulate a concise public document, or Environmental Assessment (EA). An EA is a document that shall provide sufficient evidence and analysis regarding the significance of environmental impacts on various alternatives that aid in the decision-making process to determine the proposed action. Bliss provides the planning, public outreach, and engineering and environmental services necessary to gauge public support and document information necessary for LADOTD and FHWA to reach an environmental decision as required by the National Environmental Policy Act (NEPA). She has analyzed project impacts by coordinating and assisting in developing various technical studies, including: line and grade study, GIS mapping, wetland delineation and threatened and endangered species study, phase 1 environmental assessment, air and noise impact studies, and cultural resources surveys. She prepared numerous reports, presentations, postcard mailers, and other documents for stakeholder and community outreach and worked directly with LADOTD on public outreach via the web. She directed all activities for numerous stakeholder meetings, public meetings, and public hearings. Through the compilation of all studies required by NEPA and public and agency involvement, Bliss developed the Final EA for the replacement of the Cane River Bridge. She developed and received approval on the first known LADOTD and FHWA "net benefit determination" for Section 4(f) properties in the State of Louisiana. She coordinated all activities for Section 4(f), prepared the analyses, developed the report, and coordinated directly with FHWA and LADOTD officials. Bliss developed a Finding of No Significant Impact (FONSI) document, which was approved by FHWA and LADOTD. This document was provided to FHWA and will be used as a template for future FONSI's developed in partnership with LADOTD.		





Firm Employed By	Halff			
Name	Chris Sanderson	Years of Relevant Experience with this Employer	12	
Title	Environmental Team Leader	Years of Relevant Experience with Other Employer(s)	N/A	
Degree(s) / Years / Specialization	MS / 2013 / Environmental Science; BS / 2011 / Environmental Science			
Active Registration Number / State / Expiration Date	N/A			
Year Registered	N/A	Discipline	Environmental Scientist	
Contract Role(s) / Brief Description of Responsibilities		Environmental		
Bio: Chris has a strong background in Environmental Science, with minors in biological sciences and geographic information systems. His expertise includes conducting delineations of Waters of the US under Section 404 of the Clean Water Act and preparing multiple Section 404 permit submittals, many of which have been approved by the USACE via nationwide permits. Chris has also contributed to the preparation of technical documentation required by TxDOT for both state and municipal projects.				
12/21 - 01/24	Trammel Crow Company, Altamoores Road Bridge Dallas, TX. <i>Environmental Scientist</i>. Responsible for providing environmental services for approximately 400 linear feet of a 4-lane undivided roadway, including a 180-foot free span bridge over Floyd Branch creek. Halff performed civil, structural, H&H analysis, and survey.			
10/18 - 10/23	City of Frisco, Dallas Parkway Improvements Frisco, TX. <i>Environmental Scientist</i>. This project involves the widening and intersection improvements for Dallas North Tollway frontage roads in Frisco, Texas covering five miles between Lebanon Road and Panther Creek Parkway. The project includes widening the frontage road bridges over Stewart Creek with updated hydraulic modeling, Section 404 permitting, utility mapping and relocation coordination, survey for ROW and easement parcel documents, geotechnical recommendations for structures and pavement subgrade, traffic signal adjustments and improvements, and signing and striping.			
06/18 - 01/20	City of Sherwood, Oneida Road Bridge Replacement Sherwood, AR. <i>Wetland Delineation Task Lead</i>. This project consisted of the replacement of an existing, two-lane bridge on Oneida Road over Kellogg Creek that had become structurally deficient. Collaboration with design engineers minimized impacts to jurisdictional waters for authorization under USACE Nationwide Permit 14 with a preconstruction notification. No compensatory mitigation was required. Halff also considered impacts to communities from temporary bridge closure during construction			
11/17 - 07/20	City of Shreveport, Southern Hills Sewer Interceptor and Segment B Design Shreveport, LA. <i>Wetland Delineation Task Lead</i>. The Segment B project involved 8,000 linear feet of 42-inch gravity main to replace an existing failing sewer interceptor. Corridor constraints include wetlands, forested wetlands, conflicting utilities, construction access, and floodplain considerations.			
01/15 - 10/20	City of Lewisville, Corporate Drive Extension Lewisville, TX. <i>Wetland Delineation Task Lead</i>. Chris conducted a wetland boundary map for Halff's developed concepts. Halff was contracted by the City of Lewisville, Texas, to design an extension of Corporate Drive. Services included bridge structural design of two bridges near the Elm Fork Trinity River to meet TxDOT standards for HL93 loads. The new roadway provides three lanes of traffic in each direction. Both bridges were designed using precast/prestressed concrete girders. The first is a 126.83 ft single-span with Tx54 girders and the second is 1970.00 ft long with 19 spans using Tx-46 girders. Both bridges were designed to be above the 100-year flood elevation.			
06/15 - 08/18	Crow Holdings, Wildlife North Reclamation Study Grand Prairie, TX. <i>Environmental Task Lead</i>. This project involved the engineering work required to determine the area that is feasible to be reclaimed, that is dedicated to hydraulic and valley storage mitigation, and perform a jurisdiction determination. The study area was located along the West Fork Trinity River, north of Wildlife Parkway between Hardrock Road and Beltline Road. The study included conceptual hydraulic modeling, Section 404 Permit, and project management			

Firm Employed By		Halff	
Name	Cara Rouvaldt	Years of Relevant Experience with this Employer	16
Title	NEPA Team Leader	Years of Relevant Experience with Other Employer(s)	N/A
Degree(s) / Years / Specialization		BA / 2010 / Environmental Studies	
Active Registration Number / State / Expiration Date		N/A	
Year Registered	N/A	Discipline	Environmental Scientist
Contract Role(s) / Brief Description of Responsibilities		Environmental	
Bio: Cara is an environmental scientist and currently serves as team leader of a multidisciplinary team of environmental professionals. She has experience in management and preparation of environmental impact studies in accordance with the National Environmental Policy Act (NEPA). She has prepared environmental reports on behalf of various federal, state, and local agencies.			
01/14 - 10/17	TxDOT Dallas District, Interstate Highway 635 LBJ East Dallas, TX. <i>Environmental Task Lead.</i> Responsible for the reevaluation of the original EA/FONSI, including new tech reports to comply with current TxDOT forms/guidance, as well as the PI outreach. This project adds general-purpose lanes plus auxiliary lanes, managed lanes, and frontage roads. Cara expedited the noise workshops and environmental documentation in order to appease adjacent property owners and enable the approved proposed noise barriers to proceed with the design and construction.		
03/19 - 06/25	City of Sachse, Merritt Road Extension Sachse, TX. <i>Project Manager and Principal Researcher.</i> Responsible for preparing Categorical Exclusion (CE)/NEPA reports. The Merritt Road project involved the 1.6-mile extension of Merritt Road from Pleasant Valley Road to north of Sachse Road within the City of Sachse. The project involved the 1.6-mile extension and reconstruction of Merritt Road from a two-lane rural roadway to a four-lane divided urban arterial roadway. Responsible for collaborating with design engineers and city staff on constraints, including water crossings, a historic cemetery, and residential development, to avoid and minimize impacts.		
06/10 - 11/15	City of Rockwall, SH 66 - SH 205 to FM 1777 Rockwall, TX. <i>Project Manager and Principal Researcher.</i> Responsible for preparing NEPA reports. This SH 66 project, from SH 205 to FM 1777, included 10 miles of 4-6 lane divided arterial roadway. This TxDOT 3R project rehabilitated the existing pavement and widened the typical section from 26 feet to 32 feet. Additionally, the project added turn lanes at the SH 66 intersections at John King Boulevard, FM 551, FM 552, and Erby Campbell Boulevard. The improvements at FM 551 required widening an existing at-grade DGNO Railroad crossing. The project is being coordinated and processed through TxDOT Dallas District.		
10/18 -10/23	City of Frisco, Dallas Parkway Improvements Frisco, TX. <i>Environmental Scientist.</i> This project involves the widening and intersection improvements for Dallas North Tollway frontage roads in Frisco, Texas covering five miles between Lebanon Road and Panther Creek Parkway. The project includes widening the frontage road bridges over Stewart Creek with updated hydraulic modeling, Section 404 permitting, utility mapping and relocation coordination, survey for ROW and easement parcel documents, geotechnical recommendations for structures and pavement subgrade, traffic signal adjustments and improvements, and signing and striping.		
06/23 - 02/24	TxDOT Bryan District, FM 60 University Drive Corridor Study College Station, TX. <i>Environmental Scientist.</i> Responsible for all environmental tasks supporting a corridor study and schematic design for a three-mile section of FM 60 (University Drive), which runs alongside the Texas A&M University campus in College Station, Texas. The study recommends priority facility enhancements to improve active transportation linkages in the high-traffic corridor, including conceptual designs and schematics, such as a series of grade-separated bicycle and pedestrian tunnels. This graphics-intensive report is augmented by facility cost estimates and recommendations for the preferred locations of all crossings. Cara's team investigated impacts to environmentally sensitive sites, including historic and archeological resources, burial grounds, neighborhood communities and residential areas, floodplains, wetlands, endangered species, rare habitats, wildlife corridors, wildlife crossings, parks and nature preserves, geologic features, undeveloped areas, and significant trees..		
10/16 - 06/17	Kaufman County, FM 148 Bypass Kaufman County, TX. <i>Environmental Scientist.</i> Responsible for assisting with project documentation and indirect and cumulative impacts analyses. This project is a new 1.6-mile, two-lane roadway that bypasses the town of Crandall and connects to US 175. The new roadway tied into the existing roadway at the south end of town and routed traffic to/from US 175 a distance of 8,300 feet. The project included the reconstruction of 1,500 feet of two-lane northbound frontage road on US 175 and 3,800 feet of the main lane pavement (four lanes of pavement) to raise the main lanes over the proposed FM 148 bypass roadway, creating a grade-separated interchange. The design included roadway, bridge, retaining wall, drainage, traffic control, erosion control, and signing/pavement marking. A FONSI was received in April 2019.		





Firm Employed By	Halff		
Name	Annie Carter	Years of Relevant Experience with this Employer	4
Title	Archaeologist, Principal Investigator	Years of Relevant Experience with Other Employer(s)	10
Degree(s) / Years / Specialization	MS / 2023 / Disaster Science & Management; BA / 2014 / Anthropology		
Active Registration Number / State / Expiration Date	Archaeologist Principal Investigator / 2099		
Year Registered	2024	Discipline	Archaeologist
Contract Role(s) / Brief Description of Responsibilities	Environmental		
Bio: Annie has experience in Cultural Resource Management (CRM) Archaeology, including six years in a leadership role. Annie has conducted CRM Archaeology in Louisiana, Texas, Arkansas, Alabama, Mississippi, Georgia, New York, Ohio, and Florida and her experience includes terrestrial and maritime archeology. Annie has a thorough knowledge of prehistoric and historic material culture and has served in leadership and support roles for a variety of projects that fall under the purview of state and federal regulations. Annie has successfully performed CRM Archaeology for projects in the transportation, energy, water/wastewater, oil and gas, commercial and residential sectors. Annie has contributed to National Register of Historic Places (NRHP) eligibility determinations and documented numerous archaeological historic properties, cemeteries, and shipwrecks.			
03/23 - 03/23	Denton County, Shady Shores Road Denton County, TX. <i>Archaeologist</i>. Responsible for this project which involved reconstructing the existing Shady Shores Road configuration to provide greater protection when Lake Lewisville is in flood stage. Halff evaluated the existing level of service for several culvert crossings and determined the proposed bridge sizing for the desired level of service for the road. The proposed plan will reconstruct the existing 22-foot-wide, 2-lane roadway with a 30-foot-wide roadway with curb and gutter and a sidewalk on the west side of the road. The project will replace all the existing drainage structures with bridge crossings.		
01/23 - 02/24	City of Boerne, Menger Creek Low Water Crossing Boerne, TX. <i>Archaeologist</i>. Responsible for this project which involves unflooded access along Old San Antonio Road through the Menger Creek crossing and Herff Road intersection for the 100-year flood event design. Halff is providing topographic survey, environmental studies, roadway design, drainage design, water/wastewater and gas design, ROW acquisition services, and structural design. The team was tasked with designing a bridge that would accommodate a future trail under it while minimizing adverse impacts for the floodplain and excessive ROW needs. Halff developed different bridge alternatives and modeled them on the HEC-RAS model to meet the client's requirements.		
11/24 - 01/26	Trinity River Authority of Texas, Singleton Boulevard Improvements Dallas, TX. <i>Principal Investigator</i>. Responsible for Phase I archaeological survey with pedestrian reconnaissance, shovel testing, and trenching for proposed widening of the existing Singleton Boulevard roadway and bridge structure from Loop 12 to the TRA's Central Regional Wastewater System facility for a distance of approximately 0.7 mile. Duties included scope/fee proposal, research design, Texas Antiquities permit application, stakeholder and THC coordination, directing field operations, effects evaluations, and co-authoring survey report.		
08/25 - 10/25	Brazos Electric Cooperative, Crusader Substation Temple, TX. <i>Principal Investigator</i>. Responsible for Phase I archaeological survey with pedestrian reconnaissance and shovel testing for proposed installation of a new three-ring-breaker switch station to replace the existing Poage Switch Station. Duties included scope/fee proposal, research design, Section 106 coordination, stakeholder and THC coordination, directing field operations, effects evaluations, and co-authoring survey report.		
06/25 - 11/25	City of Frisco, Teel Parkway Northbound Bridge at Panther Creek Frisco, TX. <i>Principal Investigator</i>. Responsible for Phase I archaeological survey with pedestrian reconnaissance, shovel testing, and mechanical trenching for a proposed bridge installation with a 7.5-acre footprint to supplement Teel Parkway as it crosses Panther Creek. Duties included scope/fee proposal, research design, Antiquities Code of Texas permit application, stakeholder and THC coordination, effects evaluations, and authoring survey report.		
09/24 - 10/25	Williamson County, East Wilco Highway Segment 6 Williamson County, TX. <i>Principal Investigator</i>. Responsible for Phase I archaeological survey with pedestrian reconnaissance and shovel testing for the proposed new at-grade roadway located from 0.2-mile north of State Highway 29 to County Road 237 for a length of approximately 1.6 miles. Duties included scope/fee proposal, research design, Antiquities Code of Texas permit application, stakeholder and THC coordination, directing field operations, effects evaluations, and co-authoring survey report.		
05/25 - 07/25	City of Mesquite, Lawson Road from Milam Road to Berry Road Mesquite, TX. <i>Principal Investigator</i>. Responsible for Phase I archaeological survey with pedestrian reconnaissance and shovel testing for the proposed widening of a circa 2.1-mile stretch of Lawson Road in Mesquite, Texas. Duties included scope/fee proposal, research design, Antiquities Code of Texas permit application, stakeholder and THC coordination, effects evaluations, and co-authoring survey report.		





Firm Employed By	NTB Associates, Inc.		
Name	Mike King, PLS	Years of Relevant Experience with this Employer	19.5
Title	Vice President	Years of Relevant Experience with Other Employer(s)	2
Degree(s) / Years / Specialization	BS / 2012 / Construction Management		
Active Registration Number / State / Expiration Date	#5127 / LA / 09/30/2027		
Year Registered	LA 2015	Discipline	Professional Surveyor
Contract Role(s) / Brief Description of Responsibilities	Topographic and Boundary Surveyor		
Bio: Mike King, PLS will serve as NTBA Survey Project Manager for topographic surveying services during this contract. Mike will manage field crews, file processing, drafting, and submittals. Mike has over 20 years of surveying experience.			
08/25 - 03/26	LADOTD I-20, Sam R Fert Drive to Red River Bridge (H.016413.5) Caddo Parish, LA. <i>Survey Project Manager</i>. Responsible for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of SUE for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.		
11/25 - 03/26	LADOTD Kings Hwy, Healthcare & Development Corridor (H.015724) Caddo Parish, LA. <i>Survey Project Manager</i>. Responsible for directing field crews, file processing, drafting, and submittals for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating, and utility coordination services in support of rehabilitation and design for roadway reconstruction.		
01/23 - 03/26	LADOTD Jimmie Davis Bridge (LA 511) Design-Build (H.001779) Bossier & Caddo Parishes, LA. <i>Assistant Project Manager</i>. Responsible for assisting in the management of field crews and technicians for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.		
08/21 - 03/26	LADOTD Rural Bridge Replacement Initiative Phase II (4400019337) Districts 05, 08, & 58, LA. <i>Assistant Project Manager</i>. Responsible for assisting in the management of field crews and technicians for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.		
04/21 - 03/26	LADOTD Districts 02, 03, 07, 61, & 62, Rural Bridge Replacement Initiative Phase II (4400019338) LA. <i>Assistant Project Manager</i>. Responsible for assisting in the management of field crews and technicians for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.		
08/22 - 03/26	Delta Utilities/ CenterPoint Energy, Surveying & SUE Services Various Parishes, LA. <i>Quality Control Surveyor</i>. 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.		
12/24 - 05/25	LADOTD Contract for Topographic Surveys, Box Culvert Replacements, Tasks Orders 1-4 (4400021975) Evangeline, Saint Landry, and Bienville Parishes. <i>Project Manager</i>. Responsible for directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys, and surveys in support of QL D subsurface utility record research for preliminary designs of box culvert initiative projects.		
12/17 - 11/24	LADOTD I-10: LA 415 to Essen Lane on I-10 and I-12 (44-12323, 44-17713, 44-14660 - Multiple TOs) West & East Baton Rouge Parishes, LA. <i>Assistant Project Manager</i>. Responsible for assisting in the management of field crews and technicians for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.		





Firm Employed By	NTB Associates, Inc.		
Name	Patrick C. Staiano, PLS	Years of Relevant Experience with this Employer	5.5
Title	Surveyor	Years of Relevant Experience with Other Employer(s)	10
Degree(s) / Years / Specialization	BS / 2008 / Construction Management		
Active Registration Number / State / Expiration Date	PLS: #5130 / LA/ 09/30/2027		
Year Registered	LA 2015	Discipline	Professional Surveyor
Contract Role(s) / Brief Description of Responsibilities	Topographic and Boundary		
Bio: Patrick will serve as NTBA Survey Project Manager for property surveys and right-of-way mapping during this contract. Patrick will manage field crews, technicians, data processing, drafting, review and certification of maps and surveys, and submittals. He has over 15 years of surveying experience.			
11/25 - 03/26	City of Baton Rouge, East Baton Rouge Parish, Upper Ward Creek Clearing and Snagging Project (25-DR-US-0013) East Baton Rouge Parish, LA. <i>Project Manager</i> . Responsible directing field crews, file processing, drafting, and submittals for topographic and property surveys, ROW mapping, and surveys in support of QL C, B, and D surface utility designating for flood reduction and associated channel-improvement work.		
09/24 - 03/26	LaDOTD IDIQ Contract for Professional Boundary Surveying Services (4400027918) LA. <i>Project Manager</i> . Responsible for directing field crews, file processing, drafting, and submittals for topographic surveys and property surveys in support of title take-offs, description preparations, preliminary and final ROW mapping in support of roadway design improvements.		
01/23 - 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build (H.001779) Bossier & Caddo Parishes, LA. <i>Assistant Project Manager</i> . Responsible for assisting in the management of field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, surveys in support of QL B, C, and D subsurface utility designating, title take-offs, legal description preparation, and preliminary and final ROW mapping for the design-build project to replace the Jimmy Davis Bridge across the Red River as a sub-consultant to James Construction.		
09/22 - 03/26	LaDOTD Districts 05, 08, and 58, Rural Bridge Replacement Initiative Phase II, (4400019337) LA. <i>Assistant Project Manager</i> . Responsible for assisting in the management of field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal description preparations, and preliminary and final ROW mapping for 34 bridge and culvert replacements including surveying all sub-surface drainage structures as a sub-consultant to BKI.		
09/22 - 03/26	LaDOTD Districts 02, 03, 07, 61, and 62 Rural Bridge Replacement Initiative Phase II (4400019338) LA. <i>Assistant Project Manager</i> . Responsible for assisting in the management of field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, legal description preparations, and preliminary and final ROW mapping for 21 bridge and culvert replacements including surveying all sub-surface drainage structures as a sub-consultant to Waggoner.		
07/23 -03/26	LaDOTD District 62, IJJA Off-System Bridge Program (4400025041) LA. <i>Project Manager</i> . Responsible for directing field crews, file processing, drafting, and submittals for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal description preparation, and preliminary and final ROW mapping in support of bridge replacements.		
03/20 - 02/21	UPRR Big Sandy Siding Survey (29543/90502) Upshur and Wood Counties, TX. <i>Assistant Project Manager</i> . Responsible for performing property surveying services for 15 parcels along railroad consisting of approximately 3.24 miles of track to establish the existing railroad ROW. Prepared 8 ALTA Surveys along with the privately owned parcels for acquisition, 0.25-acre acquisition parcel in the ROW, and an overall ROW strip map.		
04/17 - 03/18	LaDOTD, LA 653 Bayou Dumar Bridge Replacement (H.008118) Lafourche Parish, LA. <i>Surveyor</i> . Responsible for the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and ROW maps for a +/-0.5-mile project.		
03/16 - 08/17	LaDOTD LA 59, Curve Realign and Tunnel at Trace (H.010184) Saint Tammany Parish, LA. <i>Surveyor</i> . Under the supervision of Robert H. Brooks, III, PLS and Max O. Usrey, III, PLS, Patrick performed property surveys, prepared title work info, and ROW maps for a +/-0.75-mile project.		







M
P
R

S
T
A
F
F

Firm Employed By		NTB Associates, Inc.		
Name	Bryan Bunch, PLS	Years of Relevant Experience with this Employer	17	
Title	Executive Vice President	Years of Relevant Experience with Other Employer(s)	15	
Degree(s) / Years / Specialization		BS / 1988 / Survey and Land Information Systems		
Active Registration Number / State / Expiration Date		PLS: #5014 / LA / 03/31/2026		
Year Registered	LA 2009	Discipline	Professional Surveyor	
Contract Role(s) / Brief Description of Responsibilities		Topographic and Boundary MPR 5		
Bio: Bryan serves as a NTBA Assistant Project Manager assisting in staff management, processing, and preparation of deliverables for surveying and mapping services. He also satisfies MPR No. 5 for topographic and property surveys and ROW mapping.				
08/25 - 03/26	LaDOTD I-20, Sam R Fert Drive to Red River Bridge (H.016413.5) Caddo Parish, LA. <i>Assistant Survey Project Manager.</i> Responsible for assisting in staffing, coordination, and QA/QC for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and surveys in support of SUE for interstate rehabilitation along I-20, between a point southeasterly of the I-20 & I-49 interchange and the Caddo/Bossier Parish Line.			
11/25 - 03/26	LaDOTD Kings Hwy, Healthcare & Development Corridor (H.015724) Caddo Parish, LA. <i>Assistant Survey Project Manager.</i> Responsible assisted in staffing, coordination, and QA/QC for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating and utility coordination services in support of rehabilitation and design for roadway reconstruction.			
01/23 - 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build (H.001779) Bossier and Caddo Parishes, LA. <i>Survey Project Manager.</i> Responsible for directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final ROW mapping, QL A, B, C, & D utility designating/locating, and utility coordination services for the design-build project to replace the Jimmy Davis Bridge across the Red River.			
09/20 - 03/26	LaDOTD Districts 05, 08, and 58, Rural Bridge Replacement Initiative Phase II (4400019337) LA. <i>Survey Project Manager.</i> Responsible for directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final right-of-way mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.			
09/20 - 03/26	LaDOTD Districts 02, 03, 07, 61, and 62, Rural Bridge Replacement Initiative Phase II (4400019338) LA. <i>Survey Project Manager.</i> Responsible for directing field crews, file processing, drafting, and submittals for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, property surveys, title take-offs, description preparations, preliminary and final ROW mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.			
08/22 - 03/26	Delta Utilities, CenterPoint Energy, Surveying & SUE Services Various Parishes, LA. <i>Quality Control Surveyor.</i> Responsible for assisting in staffing, coordination, and QA/QC for topographic surveys, property surveys, surveys in support of SUE, title takeoffs, boundary and ROW calculations, CADD drawings, and plats for maintenance and construction projects. To date, NTBA has worked on over 100 separate projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.			
07/23 - 03/26	LaDOTD District 62, IJJA Off-System Bridge Program (4400025041) LA. <i>Quality Control Surveyor.</i> Responsible for assisting in staffing, coordination, and QA/QC for Static GPS control surveys, topographic surveys, property surveys, title take-offs, legal description preparation, and preliminary and final ROW mapping in support of bridge replacements.			
05/15 - 12/20	City of Bossier, Walter O Bigby Carriageway (N Pkwy Extention) Bossier Parish, LA. <i>Quality Control Surveyor.</i> Responsible for the supervised south LA field crews and technicians for Static GPS Control surveys, topographic, property, and hydrographic surveying services, and QL A, B, C, and D subsurface utility designation/locating for a parkway facility design featuring new roads, additional lanes, roundabouts, and a bridge.			



Firm Employed By	NTB Associates, Inc.				
Name	William Offer, PLS		Years of Relevant Experience with this Employer		8
Title	Party Chief		Years of Relevant Experience with Other Employer(s)		6
Degree(s) / Years / Specialization		AS / Science in Surveying / Great Basin College of Nevada – Currently Enrolled			
Active Registration Number / State / Expiration Date		PLS: #5365 / LA / 03/31/2027			
Year Registered	LA 2024	Discipline	Professional Surveyor		
Contract Role(s) / Brief Description of Responsibilities		Topographic and Boundary			
Bio: William serves as a NTBA Quality Control Surveyor during this contract. He will oversee field operations and crew logistics for topographic and property surveys in support of ROW mapping.					
11/25 - 03/26	LaDOTD Kings Hwy, Healthcare & Development Corridor (H.015724) Caddo Parish, LA. QC Surveyor. Responsible for assisting in staffing, coordination, and QA/QC for Static GPS Control surveys and topographic surveys in support of QL B, C, & D utility designating and utility coordination services in support of rehabilitation and design for roadway reconstruction.				
01/23 - 03/26	LaDOTD Jimmie Davis Bridge (LA 511) Design-Build (H.001779) Bossier & Caddo Parishes, LA. QC Surveyor. Responsible for assisting in staffing, coordination, and QA/QC for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, title research, and preliminary and final ROW mapping for the design-build project to replace the Jimmy Davis Bridge across the Red River.				
08/21 - 03/26	LaDOTD Districts 05, 08, and 58, Rural Bridge Replacement Initiative Phase II (4400019337) LA. Field Coordinator / QC Surveyor. Responsible for overseeing field crews and data transfers for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final ROW mapping, and QL C & D subsurface utility services for 34 bridge and culvert replacements as a sub to BKI.				
04/21 - 03/26	LaDOTD Districts 02, 03, 07, 61, and 62, Rural Bridge Replacement Initiative Phase II (4400019338) LA. Field Coordinator / QC Surveyor. Responsible for overseeing field crews and data transfers for Static GPS Control surveys, topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, and property surveys in support of title take-offs, legal description preparation, preliminary and final ROW mapping, and QL C & D subsurface utility services for 21 bridge and culvert replacements as a sub to Waggoner.				
01/23 - 03/26	Delta Utilities/ CenterPoint Energy, Surveying & SUE Services LA. Field Coordinator / QC Surveyor. Responsible for overseeing field crews and data transfers for topographic surveys, boundary surveys, ROW mapping, QL B subsurface utility designating services, and surveys in support of SUE for maintenance and construction projects stretching from Lake Charles to Lafayette to Shreveport, and along the Northshore of Lake Pontchartrain.				
12/17 - 11/24	LaDOTD I-10, LA 415 to Essen Lane on I-10 and I-12 (44-12323, 44-17713, 44-14660 - Multiple TOs) West & East Baton Rouge Parishes, LA. Survey Party Chief / Field Coordinator / QC Surveyor. Responsible for running a field crew, overseen field crews, and performed data management for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection, QL B, C, and D subsurface utility designating, and surveys in support of QL B, C, and D subsurface utility designating for approximately 13 miles of roadway.				
04/22 - 04/23	LaDOTD I-20 Monkhouse to I-49 (4400017713) Caddo Parish, LA. Field Coordinator. Responsible for overseeing field crews and data transfers for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility services and drainage map preparation for interstate rehabilitation.				
10/21 - 02/22	LaDOTD LA 47 IWGO Bridge Rehabilitation, Historic Bridge Improvement (HBI) (4400017713) Orleans Parish, LA. Field Coordinator. Responsible for overseeing field crews and data transfers for topographic surveys utilizing HDS 3D Terrestrial Laser Scanning methods of data collection and surveys in support of QL C & D subsurface utility designating for bridge repair/rehabilitation.				

Firm Employed By	Halff		
Name	Garrett Coffin, Ph.D, PE	Years of Relevant Experience with this Employer	2
Title	SUE/Utility Coordination Deputy Practice Leader	Years of Relevant Experience with Other Employer(s)	21
Degree(s) / Years / Specialization	Civil Engineering; MS / 2018 / Civil Engineering; BS / 2005 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #45864 / LA / 03/31/2028; #111340 / TX / 07/31/2027		
Year Registered	LA 2021 / TX 2012	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	SUE/Utility Coordination		
Bio: Garrett Coffin has a background in project management, SUE, and utility coordination and has worked on various infrastructure and utility projects, including with several design-build projects with various DOTs throughout the US One of the DB Projects earned the 2014 FHWA Excellence in Utility Relocation and Accommodation Award for Project Development.			
10/13 - 04/15	TxDOT Houston District, Grand Parkway Segments F1, F2 & G, Houston, TX. <i>Utility Manager</i>. Responsible for the \$1.1B Grand Parkway design-build project, a 37.5-mile segment of the 180-mile loop around Greater Houston. Garrett led utility coordination efforts involving 74 utility agreements and 148 relocations across 51 utility owners. His responsibilities included managing 550 QL-A test holes and working closely with seven different MUDs and cities on water and wastewater facilities. He directed utility design engineers and relocation subcontractors and worked collaboratively with roadway, drainage, and structural teams to reduce conflicts. The project included frontage roads, 78 bridges, and four major interchanges.		
06/10 - 10/13	TxDOT Dallas District, DFW Connector Fort Worth, TX. <i>Utility Design Coordinator / ROW Manager</i>. Responsible for the \$1.075B design-build reconstruction of SH 114 and SH 121 near DFW International Airport. Garrett led all utility relocation efforts, coordinating with 13 utility owners and three cities to complete 99 relocations and 450 QL-A test holes. He maintained an excellent safety record by collaborating across disciplines to reduce utility strikes, managed seven DBE subcontractors, and supervised five engineers. His work included developing QL-B SUE data, coordinating URCP and UCM, managing documents via Citrix, and partnering with the Construction Quality Acceptance Firm to track testing and inspections per CDA requirements.		
03/18 - 10/20	ARDOT, I-30 Crossing Little Rock and North Little Rock, AR. <i>Utility Manager</i>. Responsible for the 3,360-foot Arkansas River Bridge design-build project, the first of its kind in Arkansas. Garrett managed utility coordination across 117,000 linear feet of impacted facilities and 12 utility owners, including 550 QL-A test holes, design reviews, construction inspections, and utility design for Central Arkansas Water.		
02/21 - 08/24	LADOTD, I-10 Widening Project Baton Rouge Parish, LA. <i>Utility Consulting</i>. Responsible for SUE and utility relocations associated with the design review.		
06/19 - 04/22	City of McAllen, RGV04 Project McAllen, TX. <i>Utility Design Coordinator</i>. Responsible for provides approximately 11 miles of border barrier protection. The locations are various near McAllen, TX. The locations were chosen by the USACE. The barrier will be placed on a concrete flood wall. The flood wall is to provide protection for the existing levees along the Rio Grande River. There are 9 utility owners with 98,475 linear feet of plant facilities within this project corridor. Garrett analyzed and completed a URCP for the utility relocations. He utilized the URCP to develop utility relocation agreements. Garrett provided inspection of the utility relocation construction to ensure the utility relocations were constructed per the utility relocation design.		
05/20 - 08/24	NDOT, Tropicana Project Las Vegas NV. <i>Utility Design Coordinator</i>. Responsible for the widening and modifying the existing Tropicana Boulevard interchange with IH-15. The project also consists of modification to Dean Martin Drive and Frank Sinatra Blvd providing safer movements and more capacity through the interchange. There are 11 utility owners with 21,498 linear feet of plant facilities within this project corridor. He analyzed and completed a URCP for the utility relocations. Garrett utilized the URCP to develop utility relocation agreements. He provided inspection of the utility relocation construction to ensure the utility relocations were constructed per the utility relocation design.		
02/22 - 08/24	TxDOT Fort Worth District, Southeast Connector Project Fort Worth, TX. <i>Utility Design Coordinator</i>. Responsible for widens and modifies the existing IH 820 between IH 30 and IH 20 and IH 20 between Forest Hill Drive and US 287 and US 287 between IH 20 and Sublett Road and US 287 between IH 820 and Wichita Street. There are 18 utility owners with 291,784 linear feet of plant facilities within this project corridor. Garrett analyzed and completed a URCP for the utility relocations. He utilized the URCP to develop utility relocation agreements. The design and agreement process is approximately 90% complete. He provided inspection of the utility relocation construction to ensure the utility relocations were constructed per the utility relocation design. The utility construction is approximately 80% complete. Garrett completed the agreement close out process for construction as-built review and financial reimbursement adherence with legal requirements. The closeout process is approximately 2% complete.		





Firm Employed By	Halff		
Name	Carolyn Brown, PE	Years of Relevant Experience with this Employer	5
Title	SUE/Utility Coordination Team Leader	Years of Relevant Experience with Other Employer(s)	9
Degree(s) / Years / Specialization	BS / 2011 / Architectural Engineering		
Active Registration Number / State / Expiration Date	PE #40645 / LA / 09/30/2026; #132041 / TX / 09/30/2026		
Year Registered	LA 2016	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	SUE/Utility Coordination		
Bio: Carolyn has experience across a broad range of specialties, including SUE, utility coordination, utility engineering, construction management, and structural engineering. She has managed all aspects of utilities on projects, including working for a contractor and overseeing SUE and utility relocations and installations. This role provides her with valuable knowledge about how a project comes together, and being able to think like a contractor is a great benefit when it comes to finding subsurface utilities. Her UC experience includes utility conflict identification, coordination between utility designers and other disciplines, review of utility plans for compatibility with utility accommodation rules, and preparation of utility agreement assemblies.			
09/23 - 01/26	Jen Texas 35, LLC, Skye Ranch - Mound Creek Montgomery, TX. SUE Task Lead. This project involved completing the design for a Phase 1 and ultimate corridor connecting a major thoroughfare to the proposed new Two Step Development in Montgomery County. The proposed thoroughfare connected to Fish Creek Thoroughfare on the east and terminated in the new development in the west. The proposed road infrastructure was a two-lane asphalt road with box culvert drainage crossings and bridge crossings. The drainage was an open ditch along the corridor. As part of this project, Halff designed four bridge crossings ranging from 300 feet to approximately 2,500 feet to accommodate the drainage needs in the area.		
12/20 - 12/22	TxDOT Houston District, Houston Off-System Bridges Houston, TX. SUE/UC Task Lead. Responsible for overseeing and managing all Quality Levels of SUE (A - D) on 6 bridge replacements as well as all UC/UE tasks, including creating/maintaining a Utility Conflict Matrix and coordinating with utility owners. To expedite, Carolyn utilized hybrid SUE/survey crews to dig test holes and perform survey under one mobilization.		
02/22 - 12/22	Galveston County, Galveston County, Bacliff and San Leon Culvert and Ditch Regrading Galveston, TX. SUE Task Lead. Responsible for overseeing SUE QL-C/D. This project will improve the overall drainage by increasing ditch capacity through re-grading ditches and increasing the size of the driveway culverts.		
09/22 - 02/26	Fort Bend County, John Sharp Boulevard Richmond, TX. Task Leader. Responsible for oversight of all SUE Quality Levels (A thru D) on this road widening project. Many of the utilities on this project were owned by TDCJ who had no records showing their location. We met a TDCJ representative on site and also utilized probe rods to locate these difficult utilities.		
03/22 - 06/23	TxDOT Houston District, FM 518 League City, TX. Utility Task Lead. Responsible for coordinating and overseeing all SUE Quality Levels (A thru D) as well as UC/UE on this road widening project. Halff was brought on board after 90% plans were complete, so we mobilized multiple crews to complete the SUE as quickly as possible in order to begin resolving conflicts and relocating utilities ahead of the road construction.		
05/25 - 02/26	Waller County, Robichaux Road Pattison, TX. Utility Task Lead. Responsible for coordinating and overseeing all SUE Quality Levels (A thru D) as well as UC/UE on this roadway project.		
07/25 - 08/25	Texas New Mexico Power, Lago Mar Dickinson, TX. SUE Task Lead. Responsible for oversight of 9 QL-A test holes on various petroleum pipelines, including coordination of pipeline representatives on site. This project had the added complexity of test holes within UPRR ROW, requiring additional permitting and safety training for our crews prior to mobilization.		
11/20 - 08/21	TxDOT Waco District, FM 1633 Bridge Replacement over Navasota River Mexia, TX. SUE Task Leader. Responsible for oversight of subsurface utility engineering (SUE) QL-A and QL-B efforts. Halff provided a bridge design study as a subconsultant to IEA. The studied identified the feasibility of increase the width of the roadway and shoulders, while keeping the limits of the bridge replacement very similar to the limits of the existing bridge. The existing bridge is a 7-span bridge with four 40-ft concrete I girder spans and a 195-ft three span continuous steel girder unit.		







M
P
R

S
T
A
F
F

Firm Employed By	Ardaman & Associates		
Name	Megan Bourgeois, PE	Years of Relevant Experience with this Employer	20
Title	Principal Engineer / Assistant Branch Manager	Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE: #36725 / LA / 03/31/2026	
Year Registered	LA 2011	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities		Geotechnical Services MPR 6	
Bio: Megan has more than 19 years of experience with design and analyses of countless types of foundations including shallow, embankment settlement analysis, deep foundations (pile and drilled shafts), LRFD design, FHWA & GEC design, slope stability (embankment and excavation) and earth retaining structures. She also has extensive experience with geotechnical instrumentation, installation and monitoring, and construction phase testing and laboratory management. She has served as Ardaman's Project Manager for many LADOTD projects for bridges and roadways throughout Louisiana and completed numerous geotechnical investigations, engineering, and reporting in accordance with LADOTD standards. She has successfully overseen several major contracts for LADOTD and other clients. Megan also serves as the director of our geotechnical engineering and CMT laboratories in Baton Rouge and has overseen the laboratory testing programs in accordance with LADOTD standards. In this role, she supervises the laboratory managers, oversees testing, provides guidance to laboratory staff, and appropriate protocol is followed and deadlines are met in addition to providing training material and maintaining all laboratory certifications, including AMRL, CCRL, DEQ & USACE.			
07/23 - Current	LA 1 TO LA 30 Connector (H.013284 / MRB SOUTH GBRL) West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA. <i>Project Engineer.</i> The project consists of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. She helped oversee supervision of the field program, development of the laboratory testing program, quality control review, and development of 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.		
07/21 - 01/22	I-10 Calcasieu River Bridge (H.003931) Calcasieu Parish, LA. <i>Project Manager.</i> Managed all aspects of this project pertaining to coordination of fieldwork including 37 deep soil borings, 39 ECPTs and 13 geophysical survey transects. A majority 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 development of a geotechnical database and preparation and submittal of a geotechnical data report. This project consisted of obtaining geotechnical data under a strict deadline to be used in the design of a replacement of the existing I-10 Calcasieu River Bridge with a new structure and improvements to various other interchanges.		
04/21 - Current	Rural Bridge Initiative Phase II (700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257) West Feliciana, East Feliciana, Livingston, Saint Bernard Parishes, LA. <i>Project Engineer.</i> 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 size rivers and creeks. Megan leads technical reviews pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses, construction testing program recommendations, and report preparation in accordance with LADOTD guidelines.		
02/20 - Current	Design Support Services LA 23, Belle Chasse Bridge and Tunnell (H.004791) Plaquemine Parish, LA. <i>Project Engineer / Laboratory Director.</i> Ardaman's scope consists of review and acceptance of all geotechnical services including technical design reports, field documentation, drawings, and RFI's for the P3 Project consisting of replacing the Belle Chasse bridge and tunnel. In addition, Ardaman performs acceptance verification sampling and testing during the construction for soils and concrete. Megan assisted in review and acceptance of geotechnical services as well as quality control and review of all acceptance verification sampling and testing during construction.		
10/15 - Current	Pecue Lane I-10 Interchange (H.013579) East Baton Rouge Parish, LA. <i>Project Manager.</i> This project consists of twin bridges with MSE wall abutments for both bridges crossing Interstate I-10, a bridge crossing Ward's Creek, and on/off-ramps in south Baton Rouge. Megan managed all aspects of the project that included field investigations, laboratory testing, and engineering design. She performed analyses including settlement estimates with recommendations for monitoring, driven pile design including down drag considerations, MSE Wall design, slope stability and pavement section recommendations; all completed according to DOTD standards. She is currently assisting with the field construction monitoring.		





Firm Employed By	Ardaman & Associates		
Name	Robert Jewell, PE	Years of Relevant Experience with this Employer	19
Title	Project Engineer / Branch Manager, Baton Rouge	Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization	BS / 2009 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #38579 / LA / 09/30/2026; Traffic Control Supervisor / LA / 08/23/2028; DOTD Flagger / LA / 07/31/2029		
Year Registered	LA 2013	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Geotechnical Services		
Bio: Robert serves as the manager of our Baton Rouge office and has over 15 years of experience with design and analyses of countless types of foundations including shallow, embankment settlement analysis, deep foundations (pile and drilled shafts), LRFD design, FHWA and GEC design, slope stability (embankment and excavation) and earth retaining structures. He has managed and coordinated many geotechnical field investigations, including shallow and deep borings, CPT soundings, and performed analyses and prepares design recommendation reports for LADOTD projects. Robert has extensive experience in construction phase testing and oversight including dynamic and static testing, pile integrity testing, cross hole sonic logging, settlement monitoring, and geotechnical instrumentation. In particular, he has over 15 years of experience performing, analyzing, and reporting for PDA testing.			
07/23 - Current	LA 1 TO LA 30 Connector (H.013284 / MRB SOUTH GBRL) West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA. <i>Project Manager.</i> The project consists of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Robert managed supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. He helped oversee the preliminary engineering analyses which 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.		
07/21 - Current	I-10 (LA 415 TO Essen Lane on I-10 & I-12) (CMAR) (0H.004100.5) Baton Rouge Parish, LA. <i>Project Manager.</i> The project consists of 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. Mr. Jewell currently oversee all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. Mr. Jewell helped develop the Geotechnical Data reports memorandums, and Design reports for this project.		
09/22 - Current	Evangeline Road and CN Railroad Culvert Saint Charles Parish, LA. <i>Project Manager.</i> Ardaman completed subsurface exploration and geotechnical engineering evaluation. The project consists of the installation of two reinforced concrete box culverts (RCBCs) on the north and south sides of the CN Railroad as it crosses over Evangeline Road near Montz, Louisiana in St. Charles Parish. Ardaman performed the geotechnical fieldwork and engineering evaluation including recommendations for site preparation, shoring and bedding recommendations, and pavement design in a final report.		
07/23 - Current	US 371, KCS Railroad Overpasses HBI (H.012030) Webster Parish, LA. <i>Project Manager.</i> The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.		
04/21 - Current	Rural Bridge Initiative Phase II (700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257) West Feliciana, East Feliciana, Livingston, Saint Bernard Parishes, LA. <i>Project Manager.</i> The 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. Mr. Jewell oversees all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations.		



Firm Employed By	Ardaman & Associates, Inc.		
Name	Mark Woodward, PE	Years of Relevant Experience with this Employer	8
Title	Principal Engineer	Years of Relevant Experience with Other Employer(s)	36
Degree(s) / Years / Specialization	MS / 2019 / Risk Management; MS / 1986 / Civil Engineering; BS / 1982 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #24206 / LA / 09/30/2027		
Year Registered	LA 1991	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Geotechnical Services		
Bio: Mark served as a geotechnical engineer for 36 years in the geotechnical branch of USACE New Orleans District, retiring as the Deputy Chief of the Geotechnical Branch and Dam and Levee Safety Program Manager. He was responsible for managing all departments in the branch including engineering, drilling, soils laboratory, dredge material testing, concrete testing, and administration. Mark has considerable experience designing and managing various types of projects on the Mississippi River, Atchafalaya Basin and Storm Surge Levees in Southeast Louisiana, Mississippi and Texas, as well as mitigation and coastal projects in Louisiana. These projects included design of major foundation elements for dams, earthen levees, hydraulic structures, floodwalls, revetments, channel stabilization, bank degrading, ground improvement, deep excavations, relief wells, wick drains, dewatering systems, seepage and stability berms, preloads, reinforced levees and marsh creation for mitigation, coastal restoration and protection and beneficial use of dredge material in marsh and coastal environments with field investigations requiring use of specialized marine and marsh drilling equipment. Since 2018, he has served as Principal Geotechnical Engineer of Ardaman for Louisiana, Mississippi, Alabama, Arkansas, and Texas. Mark provides oversight and review of design major foundation elements for transportation, industrial, commercial, and municipal projects.			
04/21 - 01/25	Rural Bridges Phase I (H.013987) Claiborne Parish, LA. <i>Principal Engineer</i>. The Rural Bridges project initiative consists of replacing many older bridges throughout the State of Louisiana. Mark provided review of the geotechnical design including pile foundations for 3 bridges.		
01/19 - 12/23	Cheniere Spillway and Bridge Replacement (H.008226) Ouachita Parish, LA. <i>Principal Engineer</i>. Mark served as the Principal Engineer for this project which included the replacement of the current damaged spillway and bridge structure in Ouachita Parish, Louisiana.		
10/18 - 11/21	I-220 / I-20 Interchange Improvement and Barksdale Air Force Base Access Roads (H.003370) Bossier Parish, LA. <i>Principal Engineer</i>. This Design Build project consisted of direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and an interchange and access road from Interstate 20 in Shreveport, Louisiana. Mark provided quality assurance oversight for this project, reviewing the work during the design and construction phase.		
05/18 - 08/19	I-12 Widening (US 190 to LA 59) (H.011152.5) Saint Tammany Parish, LA. <i>Principal Engineer</i>. Mark provided technical oversight for this project which included the widening of I-12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation which included 23 deep soil borings, sampling, and laboratory testing along the 3-mile alignment between US 190 and LA 59 for lane widening which included four bridges structures. He provided oversight to perform additional soil borings, lab testing and engineering analyses for a retaining wall for one of the bridge abutments.		
07/20 - Current	US 371, KCS Railroad Overpasses HBI (H.012030) Webster Parish, LA. <i>Saint Tammany Parish, LA. Principal Engineer</i>. Mark provided technical oversight for this project which included the widening of I-12 in St. Tammany Parish. Ardaman conducted a geotechnical investigation which included 23 deep soil borings, sampling, and laboratory testing along the 3-mile alignment between US 190 and LA 59 for lane widening which included four bridges structures. Mark provided oversight to perform additional soil borings, lab testing and engineering analyses for a retaining wall for one of the bridge abutments		
05/18 - 09/19	US 190, LA 437 to USE 190 BUS Phase I (H.001344) Saint Tammany Parish, LA. <i>Principal Engineer</i>. Mark provided technical oversight for this project which includes the widening of US 190 to a four-lane boulevard between US 437 and US 190.		
05/18 - 07/18	Imitt Access Road Pavement, Avondale Jefferson Parish, LA. <i>Principal Engineer</i>. Served as senior engineer for 2,200-foot-long x 50-foot wide rigid and flexible roadway design for AASHTO loading per LADOTD guidelines, including subsurface exploration and testing, California Bearing Ratio, subbase material and thickness recommendations, wearing course thicknesses, and construction recommendations.		
06/16 - 07/16	Southeast Louisiana Urban Flood Control, Louisana Avenue Paving Orleans Parish, LA. <i>Chief of Structural Design</i>. Served as decision maker as Chief of Structural Design, USACE New Orleans, for asphalt or concrete paving, looking at factors such as construction cost, durability, maintenance cycles and costs, constructability, construction duration, etc.		





Firm Employed By	Ardaman & Associates, Inc.		
Name	Jarmon King, PE	Years of Relevant Experience with this Employer	7
Title	Project Engineer	Years of Relevant Experience with Other Employer(s)	1
Degree(s) / Years / Specialization	BS / 2019 / Civil Engineering		
Active Registration Number / State / Expiration Date	PE: #49179 / LA / 03/31/2027; Traffic Control Supervisor / LA / 11/08/2027; DOTD Flagger / LA / 05/29/2028		
Year Registered	LA 2024	Discipline	Professional Engineer, Civil
Contract Role(s) / Brief Description of Responsibilities	Geotechnical Services		
Bio: Jarmon serves as a project engineer of Ardaman in the Baton Rouge office with over 7 years of experience. He is involved with overseeing and conducting geotechnical investigations. Mr. King also prepares soil boring logs; processes and analyzes Cone Penetration Test (CPT) sounding design and analyses of multiple types of foundations including shallow, embankment settlement analysis, deep foundations (pile and drilled shafts), LRFD design, FHWA & GEC design, slope stability (embankment and excavation) and earth retaining structures. Jarmon has experience in overseeing and performing Pile Driving Analyzer (PDA) testing during the construction phase of projects.			
07/23 - Current	MRB South GBRL, LA 1 to LA 30 Connector (H.013284) West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA. <i>Project Engineer.</i> The project consists of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Jarmon helped oversee the field program, development of the laboratory testing program, development of an interactive geotechnical database to compile all the soil borings and ECPT. He helped perform the preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. Jarmon assisted in preparation of the Data and Design reports for this project.		
07/21 - Current	I-10, LA 415 To Essen Lane on I-10 and I-12 (CMAR) (H.004100.5) Baton Rouge Parish, LA. <i>Project Engineer.</i> The project consists of 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. Jarmon co-manages and oversees the engineering analyses pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. Mr. King helped develop the Geotechnical Data reports, memorandums, and Design reports for this project.		
04/21 - Current	Rural Bridge Initiative Phase II (700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257) West Feliciana, East Feliciana, Livingston, Saint Bernard Parishes, LA. <i>Assistant Project Engineer.</i> 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. Jarmon assisted in engineering design pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses, construction testing program recommendations, and report preparation in accordance with LADOTD guidelines.		
07/23 - Current	US 371, KCS Railroad Overpasses HBI (H.012030) Webster Parish, LA. <i>Assistant Project Engineer.</i> The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.		
07/21 - 01/22	I-10 Calcasieu River Bridge (H.003931) Calcasieu Parish, LA. <i>Assistant Project Engineer.</i> Assisted with all aspects of this project pertaining to 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 a considerable amount of water. Some soil borings were completed from a marsh buggy over shallow water and thick marsh grass. He also assisted with the laboratory testing program, processing and analyzing of the ECPT and ER data, development of a geotechnical database and preparation and submittal of 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.		







Firm Employed By	Ardaman & Associates, Inc.		
Name	Jessica Litt	Years of Relevant Experience with this Employer	12
Title	Laboratory Manager	Years of Relevant Experience with Other Employer(s)	N/A
Degree(s) / Years / Specialization	BS / 2010 / Biology		
Active Registration Number / State / Expiration Date	NICET / Generalist, Laboratory #141243 / 10/01/2027		
Year Registered	N/A	Discipline	Geotechnical
Contract Role(s) / Brief Description of Responsibilities	Geotechnical Services MPR No. 7		
Bio: Jessica serves as Laboratory Manager of Ardaman's Baton Rouge laboratory which is under the direction of a Registered Professional Engineer. She supervises and manages operations of our AMRL Certified, DEQ Accredited, and USACE-validated laboratory and performs and oversees laboratory testing assignments, organizes, and schedules testing, trains and develops technicians, and supervises five laboratory technicians. Jessica is experienced conducting soil mechanics laboratory testing in accordance with appropriate AASHTO and LADOTD testing protocol, which includes Soil Classification, Atterberg Limits, Grain Size Analysis, Gradation Testing, Organic Content, Hydrometer Analysis, Moisture Content, Consolidation Testing, Hydraulic Conductivity, pH, Resistivity, Strength Testing (Unconfined, Unconsolidated-Undrained Triaxial, Consolidated-Undrained Triaxial), Direct Shear, Specific Gravity, and Permeability of Granular Soils.			
03/25 - Current	Culvert Replacements (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) Evangeline, Jackson, Rapides, Richland, Saint Landry, Vernon, and Winn Parishes, LA. Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 100 deep soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Organic Content, Particle Size Analysis, Hydrometer, Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Jessica entered the laboratory test results into gINT in order to produce the LADOTD soil boring logs.		
08/24 - Current	LA 44 Roundabouts and Widening (H.015568.5, H.015569) Ascension Parish, LA. Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 10 deep and 14 shallow soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Jessica entered the laboratory test results into gINT to produce the LADOTD soil boring logs.		
07/23 - Current	IJA, Off-System Bridges (H.015489, H.015490, H.015491, H.015492) Allen, Beauregard, and Calcasieu Parishes, LA. Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 18 deep soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Jessica reviewed the consolidation test results and entered the laboratory test results into gINT in order to produce the LADOTD soil boring logs. Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. Jessica entered the laboratory test results into gINT to produce the LADOTD soil boring logs.		
07/23 - Current	MRB South GBR LA 1 to LA 30 Connector (H.013284) West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes, LA. Laboratory Manager. Oversaw the completion of a comprehensive laboratory testing program for 18 deep soil borings that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests in accordance with LADOTD guidelines. She reviewed the consolidation test results and entered the laboratory test results into gINT in order to produce the LADOTD soil boring logs.		
07/23 - Current	US 371, KCS Railroad Overpasses HBI (H.012030) Webster Parish, LA. Laboratory Manager. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.		
10/18-06/21	Chef Menteur Pass Bridge and Approach (H.000263.5-1) Orleans Parish, LA. Laboratory Technician. Assisted with completion of a comprehensive laboratory testing program that included Atterberg Limits, Moisture Content, Visual Classification, Fines Content, Gradation Analysis, Triaxial Permeability (constant head), Conventional Incremental Consolidation, Organic Content, Particle Size Analysis (Hydrometer), Unit Weight of Undisturbed Samples, and UU Strength Tests.		

Firm Employed By	Ardaman & Associates, Inc.		
Name	Casey Floyd	Years of Relevant Experience with this Employer	5
Title	Drilling Supervisor	Years of Relevant Experience with Other Employer(s)	30
Degree(s) / Years / Specialization	High School Diploma		
Active Registration Number / State / Expiration Date	Traffic Control Technician / LA / 09/05/2027; Traffic Control Supervisor / LA / 09/06/2027; DOTD Flagger / LA / 06/04/2028; Louisiana Water Well Driller's License #WWC-212, 06/04/2028		
Year Registered	N/A	Discipline	Geotechnical
Contract Role(s) / Brief Description of Responsibilities	Geotechnical Services		
Bio: Casey has over 30 years of experience drilling in the Louisiana Gu Coast Region including performing soil borings (on land and over water), CPT soundings, monitor well installation and abandonment, and installation of geotechnical monitoring instrumentation. He has planned and supervised many LADOTD geotechnical investigation projects. He has arranged right of entry, utility locations, site clearing, arranging for police assistance (if needed) and traffic control/crew safety, and coordinating between engineering staff and drill crew. He has also successfully completed a multitude of LADOTD projects consisting of shallow borings and deep soil borings to depths of approximately 300 feet.			
03/25 - Current	Culvert Replacements (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) Evangeline, Jackson, Rapides, Richland, Saint Landry, Vernon, and Winn Parishes, LA. Drilling Supervisor. The project consisted of geotechnical field investigations throughout Louisiana consisting of ten soil borings to depths ranging from 100 to 120 feet. Casey oversaw the field investigation program consisting of 10 deep soil borings in accordance with LADOTD guidelines. He performed site reconnaissance at each location and coordinated the access along with traffic control.		
08/24 - Current	LA 44 Roundabouts and Widening (H.015568.5, H.015569) Ascension Parish, LA. Drilling Supervisor. Casey oversaw the field investigation program consisting of 10 deep and 14 shallow soil borings in accordance with LADOTD guidelines. He performed site reconnaissance, coordinated the access along with traffic control and pavement coring.		
07/23 - Current	IJA, Off-System Bridges (H.015489, H.015490, H.015491, H.015492) Allen, Beauregard, and Calcasieu Parishes, LA. Drilling Supervisor. Responsible for overseeing the field investigation program consisting of 10 deep soil borings in accordance with LADOTD guidelines. He performed site reconnaissance, coordinated the access along with traffic control and pavement coring.		
03/22 - 01/25	Boudreaux Canal Bridge Replacement (H.002244.5) Terrebonne Parish, LA. Drilling Supervisor. The project consisted of replacement of the existing LA 56: Boudreaux Canal Bridge with a new bridge just west of the center line of the existing bridge. Casey oversaw the field investigation program consisting of 8 deep soil borings and 4 CPT soundings in accordance with LADOTD guidelines. He performed site reconnaissance, coordinated the access along with traffic control and pavement coring. Mr. Floyd oversaw the completion of one of the soil borings that was performed on a barge.		
07/23 - Current	US 371, KCS Railroad Overpasses HBI (H.012030) Webster Parish, LA. Drilling Supervisor. The project consists of construction of three bridges for US 371 KC Railroad overpasses that replaced two parallel bridges and one standalone bridge. Ardaman performed the geotechnical investigation and engineering analysis for drilled shafts and made advanced test shaft recommendations.		
07/21 - 01/22	I-10 Calcasieu River Bridge (H.003931) Calcasieu Parish, LA. Drilling Crew Chief. Responsible for helping manage and oversee all aspects of an extensive field investigations program which included 37 deep soil borings and 39 CPT soundings in accordance with LADOTD guidelines. Most of the soil borings were completed from a barge, some over a considerable amount of water. Some soil borings were completed from a marsh buggy over shallow water and thick marsh grass.		
09/22 - Current	Evangeline Road and CN Railroad Culvert Saint Charles Parish, LA. Drilling Supervisor. Ardaman completed subsurface exploration and geotechnical engineering evaluation. The project consists of the installation of two reinforced concrete box culverts (RCBCs) on the north and south sides of the CN Railroad as it crosses over Evangeline Road near Montz, Louisiana in St. Charles Parish. Ardaman performed the geotechnical fieldwork and engineering evaluation including recommendations for site preparation, shoring and bedding recommendations, and pavement design in a final report.		





Firm Employed By		Prevot Design Services	
Name	Mark Prevot	Years of Relevant Experience with this Employer	21
Title	President	Years of Relevant Experience with Other Employer(s)	15
Degree(s) / Years / Specialization		BArch / 1990 / Architecture	
Active Registration Number / State / Expiration Date		AIA: # 0109292 / LA; NCARB: #LA-4652 / LA / 12/31/2026	
Year Registered	1995	Discipline	Architect
Contract Role(s) / Brief Description of Responsibilities		Historical Architecture	
Bio: As Founder and President of Prevot Design, Mark brings more than 36 years of experience leading large-scale projects for public, educational, civic, and private clients. His notable work includes the YMCA of Shreveport, the LSUS Student Success Center, the Shreveport Police Department Headquarters, and the LSUHS Medical Research Facility. With deep expertise in project delivery, team leadership, and strategic planning, Mark consistently delivers successful, high-quality outcomes. He maintains a strong commitment to fiscal responsibility, quality assurance, and client relationships, and is actively involved in AIA, Committee of 100, Business Exchange Incorporated, and the North Louisiana Economic Partnership.			
07/25 - Current	LSU Health Shreveport, Medical Research Facility Shreveport, LA. <i>Architect of Record.</i> Responsible for leading the design and coordination efforts for the 181,000 square feet renovation and addition to an existing historic multi-level Sears shopping center, managing collaboration between two joint-venture architecture firms, and overseeing communications with the Owner and User Agencies, The Construction Management Firm, and Design Consultant Team including Civil, Structural, Mechanical, Electrical, Survey, and Testing Agency. The scope includes new office space, labs, vivarium, wellness space, meeting rooms, storage, loading dock and material handling, and new site landscaping.		
05/14 - 03/17	YMCA of Northwest Louisiana – New Facility Shreveport, LA. <i>Architect of Record.</i> Responsible for leading the architectural design team, coordinating with engineering consultants, and managing communications with the Owner’s team. The new 60,000 square feet facility includes wellness space, exercise and spin studios, meeting rooms, indoor 50-meter competition swimming pool with exhaust air evacuation system, family and warmup pool, dining space, and administrative support space.		
02/24 - Current	City of Shreveport – Police Headquarters Facility Shreveport, LA. <i>Architect of Record.</i> Responsible for leading the architecture design, historic preservation, and documentation for the renovation and addition, ensuring compliance with codes and integration of modern, functional spaces. The key features of the 65,000 square feet police headquarters facility will include three-story open lobby, offices and open workstations, a training room, break areas, laboratory spaces, and expanded evidence and firearms storage, with an unfinished fourth level reserved for future growth.		
12./14 - 10/16	Willis Knighton Rehabilitation Institute Shreveport, LA. <i>Architect of Record.</i> Responsible for leading the planning and design of the phased renovation, coordinating with consultants to address complex floor elevations, site constraints, and integration of new systems within the existing structure. Mark and his team guided the transformation of the facility to meet modern code requirements, including envelope upgrades, selective demolition, and reconfiguration of spaces to support rehabilitation and behavioral health services while preserving the building’s historic character.		
03/20 - 11/20	United Tile New Showroom Shreveport, LA. <i>Architect of Record.</i> Responsible for leading the adaptive reuse of the existing warehouse, coordinating with consultants to integrate showroom, office, and storage functions into a cohesive facility while preserving the exposed wood structure and character of the building. Mark and his team developed design solutions to enhance visibility and circulation, address acoustical challenges, and incorporate branding elements, including strategic material reuse and a distinctive entry feature that reflects the company’s identity.		



Firm Employed By	Halff			
Name	Gary O'Neal, Jr., CFM	Years of Relevant Experience with this Employer	<1	
Title	Market Leader Louisiana	Years of Relevant Experience with Other Employer(s)	12	
Degree(s) / Years / Specialization	N/A			
Active Registration Number / State / Expiration Date	#US-16-09486 / 01/31/2027			
Year Registered	2016	Discipline	Certified Floodplain Manager	
Contract Role(s) / Brief Description of Responsibilities	Public Involvement			
Bio: Gary serves as Vice President and Louisiana Market Leader for Halff, where he supports infrastructure, resilience, and disaster recovery initiatives across the state. He has more than a decade of experience in disaster response, hazard mitigation, and federal resilience funding. He previously led Tetra Tech's national Mitigation Grant Services practice, helping communities secure and implement FEMA Hazard Mitigation Assistance funding under the Stafford Act. He has supported communities in obtaining and administering hundreds of millions of dollars in mitigation funding, guiding projects from grant application through implementation and closeout. Following Hurricanes Helene and Milton, he led field operations for post-disaster floodplain management and building code compliance across multiple states, overseeing teams that completed more than 10,000 substantial damage determinations to support National Flood Insurance Program compliance. Gary is a Certified Floodplain Manager and Immediate Past President of the National Hazard Mitigation Association, where he has served on the Board of Directors since 2021.				
10/23 - 02/26	Maui County, HMGP Allocation Maui County, HI. <i>Principal</i> . Responsible for provide comprehensive grant management and subject matter expertise assisting homeowners, contractors, county officials, local entities and the State of Hawaii as the applicant to provide comprehensive consulting and grant management services for the project's management and successful implementation. Gary's Team submitted the entirety of Maui County's Notices of Intent (NOI) for the HMGP allocation, and the County was awarded in excess of \$553,000,000 in HMGP funding.			
10/23 - 02/26	State of Iowa, Homeland Security and Emergenceny Management Department Multiple Locations, IA. <i>Project Manager</i> . Responsible for the development of Hazard Mitgation Assistance services to sub-applicants for the FEMA Building Resilient Infrastructure & Communities (BRIC) program. This work includes development of both sub-applications as well as fully documented Benefit Cost Analyses (BCA) using the FEMA BCA ToolKit v6.0. His team has been tasked with development of Iowa's first-ever selected for further review sub-application on behalf of a Community Disaster Resilience Zone (CDRZ) designated sub-applicant along with a recently identified for further review FMA subapplication which couples flood risk reduction with aquifer storage and recharge.			
10/23 - 02/26	State of Utah, Department of Public Safety, Division of Emergency Management Multiple Locations, UT. <i>Principal</i> . Responsible for Benefit Cost Analyses (BCA) and BCA Reviews for their Non-Disaster Grant Cycles, including the Building Resilient Infrastructure and Communities (BRIC) Grant Program and Flood Mitigation Assistance (FMA) Grant Programs.			
10/10 - 10/23	Multiple Parishes, Repetitive Loss Application Development LA. <i>Project Manager</i> . Responsible for the development of FMA and HMGP subapplications for non-structural residential flood-risk reduction projects that featured elevation and acquisition of Repetitive Loss (RL) and Severe Repetitive Loss (SRL) residential structures across 7 South Louisiana Parishes.			
10/10 - 10/23	Multiple Parishes, Repetitive Loss Application Development LA. <i>Project Manager</i> . Responsible for all outreach, application development and grant management for each client's FMA Non-Structural Flood Risk Reduction Projects that featured elevation and acquisition of residential structures considered by FEMA and NFIP as Repetitive Loss (RL) and Severe Repetitive Loss (SRL) Structures.			

Firm Employed By	GEC, Inc.		
Name	Nicholas Montegut, PE	Years of Relevant Experience with this Employer	8
Title	Professional Electrical Engineer	Years of Relevant Experience with Other Employer(s)	0
Degree(s) / Years / Specialization	BS / 2017 / Electrical Engineer		
Active Registration Number / State / Expiration Date	PE: #50543 / LA / 03/31/2026		
Year Registered	2025	Discipline	Electrical and Computer
Contract Role(s) / Brief Description of Responsibilities	Illumination		

Bio: Nick has 8 years of experience in designing electrical lighting and power systems. As an electrical designer, under the supervision of a professional engineer, he has performed photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash analysis, and protective device sizing for LADOTD interstate and urban projects. In addition to roadway lighting projects, Nick has experience in the analysis of generator systems performing generator-sizing calculations to meet a project's power requirements, voltage drop and conduit fill calculations, conductor sizing, protective device coordination and arc flash analysis using ETAP. Nick's experience with electrical systems includes boots on the ground field training, working as an electrician's assistant for four summers for Triad Electric and Controls. His portfolio of experience also includes working at Noranda Alumina as an intern. At Noranda, Nick updated the refinery's power system model in ETAP. This work involved monitoring, recording the power consumption of all motor control centers, collecting motor/pump parameters, protective device sizes and coordination settings, measuring lengths of conductors, and calculating the power generation capacity in each unit throughout the refinery.

09/20 - 04/25	I-10 & I-12 College Drive Flyover Ramp Design-Build Baton Rouge, LA. <i>Electrical Design</i>. Nick completed the design work under the supervision of the signing professional engineer. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing for the GEC/ Boh Bros. team. GEC was responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 & I-12 College Dr. Flyover Ramp Design-Build Project.
07/21 - Current	I-10: LA 415 to Essen Lane on I-10 AND I-12 (H.004100) Baton Rouge, LA. <i>Electrical Design</i>. As the engineer of record, Nick performed the electrical design for the project, including development of construction plan sets, photometric analysis, voltage drop and conduit fill calculations, and conductor sizing. He prepared equipment specifications and contract documents, and completed arc flash hazard analysis and protective device coordination studies.
07/18 - Current	I-10 Widening, Williams Boulevard to Veterans Boulevard (44-5267, H.003074.5) Jefferson Parish, LA. <i>Electrical Design</i>. Nick completed design work under the supervision of the signing professional engineer. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, & protective device sizing.
07/23 - 09/25	LADOTD, I-210 Hurricane Laura Lighting Repairs (H.015598) Calcasieu Parish, LA. <i>Electrical Design</i>. Project makeup consists of the replacement of marine navigation lighting on the US 190 Mississippi River Bridge GEC provided design services only under this contract. Nick completed the design work under the supervision of the signing professional engineer. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing. In addition, control and power distribution, backup power system, and system protection are included.
7/16 - Current	US 90: Mississippi River Bridge, Navigation Light Replacement Baton Rouge, LA. <i>Electrical Design/ Construction Engineering and Inspection</i>. Nick completed the design of this project under the supervision of the signing professional engineer. Design tasks included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing. Mr. Montegut currently provides construction engineering support services.
03/23 - 02/26	I-49, Judson Walsh Drive Interchange Lighting (44-11354, H.014557.5) Opelousas, LA. <i>Electrical Design</i>. As the Engineer of Record, Nick performed the electrical design for the project, including development of construction plan sets, photometric analysis, voltage drop and conduit fill calculations, and conductor sizing. He prepared equipment specifications and contract documents, and completed arc flash hazard analysis and protective device coordination studies. He also supported the bidding phase by reviewing contractor bids, performing bid analysis, and providing recommendations for contract award.



Firm Employed By	GEC, Inc.		
Name	Luis Diaz, PE	Years of Relevant Experience with this Employer	4
Title	Professional Electrical Engineer	Years of Relevant Experience with Other Employer(s)	1
Degree(s) / Years / Specialization	BS / 2019 / Electrical Engineering		
Active Registration Number / State / Expiration Date	PE: #48985 / LA / 09/30/2026		
Year Registered	2024	Discipline	Electrical and Computer
Contract Role(s) / Brief Description of Responsibilities	Illumination		
Bio: Luis has 5 years of experience in designing electrical lighting and power systems. He has performed photometric calculations, voltage drop, and conduit fill calculations, conductor sizing, equipment specifications, arc flash analysis, and protective device sizing for LADOTD interstate and urban projects. In addition to roadway lighting projects, he has experience in the analysis of generator systems performing generator-sizing calculations to meet a project's power requirements			
07/21 - Current	I-10: LA 415 to Essen Lane on I-10 AND I-12 (H.004100) Baton Rouge, LA. <i>Electrical Design</i> . Luis designed the enhancement lighting study for Segment 1 of the project to incorporate aesthetic lighting at the City Park Lake Bridge and emphasize the Greenway path from the Expressway Park to the bridge and coordinated with lighting vendors to process the electrical design for the enhancement lighting systems across the I-10 CMAR Segment 1 portion of the project. Mr. Diaz is performing electrical design for the Roadway, Walkway, Underpass, Service Road, and Roundabout Lighting. He is also involved in the lighting analysis, voltage drop calculation, and lighting layout of the enhancement lighting and roadway lighting.		
05/21 - 05/25	I-10 & I-12 College Drive Flyover Ramp Design-Build Baton Rouge, LA. <i>Construction Engineering and Inspection</i> . Luis completed checks on the photometric and lighting layout design for the GEC/Boh Bros. team. GEC provided engineering and design quality control services as necessary to complete the design and construction for the I-10 & I-12 College Drive Flyover Ramp Design-Build Project.		
2021 - Current	I-10 Widening, Williams Boulevard to Veterans Boulevard (44-5267, H.003074.5) Jefferson Parish, LA. <i>Electrical Design</i> . Luis currently provides the design of this project under the supervision of the signing professional engineer. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing.		
2021 - Current	I-49 Connector, Lafayette Regional Airport to I-10/I-49/US 167 Interchange (H.004273.5) Lafayette, LA. <i>Electrical Design</i> . Luis is performing a lighting analysis near the ramps of SE Evangeline Thruway for pole locations to coordinate with FAA to satisfy requirements near the airport.		
12/22 - Current	I-49, US 190 Interchange Lighting, Task Order 2 LA. <i>Electrical Design/Construction Engineering and Inspection</i> . Luis completed the project as the leading designer. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing. Luis performs on-site field walk and inspection to reduce the quantity of the for the contractor to request for information during construction.		
2022 - 2024	I-49, LA 31 Interchange Lighting, Task Order 2 LA. <i>Electrical Design/Construction Engineering and Inspection</i> . Luis completed the project as the leading designer. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing. He performs on-site field walk and inspection for assembly period, and reviewed equipment submittals from the contractor for acceptance to fabricate, install and purchase equipment for construction, and review and respond to request for information (RFIs).		
08/22 - Current	1-10, I-610E Interchange Lighting (44-11354, H.013617.5, H.013617.6) LA. <i>Electrical Design Construction Engineering and Inspection</i> . Luis completed the design work under the supervision of the signing professional engineer. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing. Construction is on-going and he reviews engineering shop drawings and equipment submittals from the contractor for acceptance to fabricate, install and purchase equipment for construction. Review and respond to request for information (RFIs).		





17 Firm Experience

Firm Name	Halff		Past Performance Evaluation Discipline(s)*	Bridge, Road, Survey, Traffic
Project Name	Springdale Bypass		Firm Responsibility	Prime
Project Number	ARDOT 090621	Owner's Name	Arkansas Department of Transportation (ARDOT)	
Project Location	Benton County, Arkansas		Owner's Project Manager	David Baker, Assistant Division Head
Owner's Address, Phone, Email		ARDOT, 10324 Interstate 30, Little Rock, AR 72209, 501.569.2337, David.Baker@ardot.gov		
Services commenced by this firm (mm/yy)	12/18	Total consultant contract cost (\$1,000s)		\$7,904
Services completed by this firm (mm/yy)	01/27 Est.	Cost of consultant services provided by this firm (\$1,000s)		\$7,904
Staff Involved: James Barr, Jim Miller, Eric Christiansen, German Velazquez, Greg Jacobs, Morgan Harris				

Description

Halff partnered with ARDOT to provide engineering services for the Springdale Bypass project, which will significantly improve regional mobility and connectivity in Northwest Arkansas. The project involves two separate work orders that include the analysis and design of three interchanges and a new alignment for Highway 612 east of Interstate 49 to Highway 265.

Work Order #2

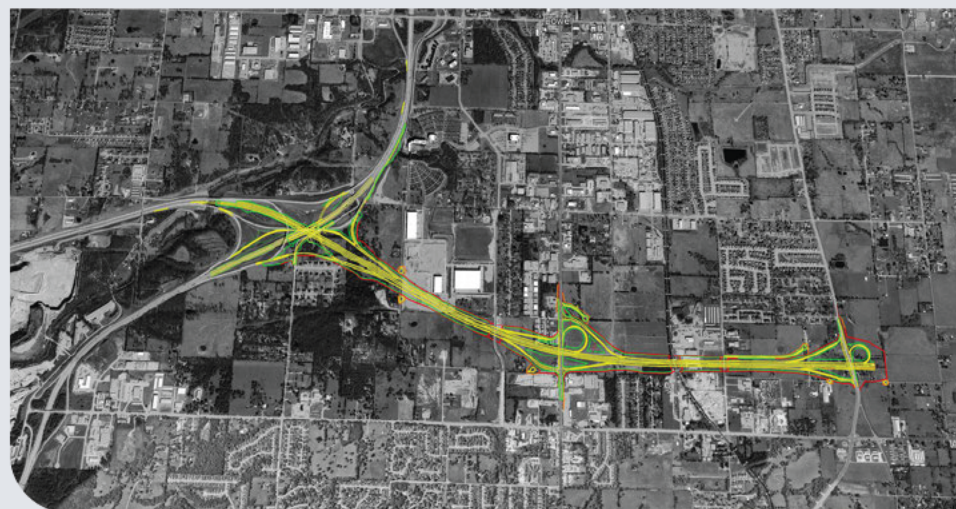
The Highway 612, Section 2 project delivers 3.1 miles of new-alignment interstate facility, including roadway, structures, traffic operations, and interchange components. A key element of the corridor is the grade-separation bridge over the Arkansas & Missouri (A&M) Railroad, which required detailed coordination with the railroad and the development of an Exhibit A package to support railroad review, approval, and construction agreement execution.

As part of the 20-bridge design program for this section, the A&M Railroad structure served as a critical control point influencing roadway geometrics, vertical clearances, drainage considerations, and construction sequencing. The team developed a full structural design package for the railroad overpass, including superstructure and substructure plans, crash-worthy protection elements, drainage accommodations, and long-term maintenance considerations. Because of the active freight operations along the corridor, railroad coordination included right-of-entry processes, flagging requirements, utility/interface reviews, and construction staging to maintain uninterrupted rail service. Preparation of Exhibit A included plan/profile sheets, structural details, clearance exhibits, construction notes, and all required documentation illustrating the final bridge design, construction footprints, and impacts within A&M Railroad ROW.

The overall interstate design encompassed completion of the I-49 multilevel directional interchange, two diamond interchanges with state highways, flyover ramp structures, dual mainline overpasses, and associated traffic signal, illumination, signing, and maintenance-of-traffic plans. However, the A&M Railroad bridge stood out as one of the most complex structural components, requiring extensive interface with an external stakeholder and adherence to railroad-specific design standards and approval processes.

Project Relevance

- Railroad overpass
- New bridges
- Traffic control
- Phased construction



Firm Name	Halff		Past Performance Evaluation Discipline(s)*	Bridge
Project Name	Stoner Avenue Bridge Rehabilitation Design		Firm Responsibility	Prime
Project Number	RFS No. 22-707	Owner's Name	City of Shreveport	
Project Location	Shreveport, Louisiana		Owner's Project Manager	David Smith City Engineer
Owner's Address, Phone, Email		City of Shreveport, P.O. Box 31109, Shreveport, LA 71130; 318.637.6050, david.smith@shreveportla.gov		
Services commenced by this firm (mm/yy)		09/24	Total consultant contract cost (\$1,000s)	\$47.6
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)	\$45.1
Staff Involved: Marcus Taylor, Brian LaFoy				

Description

Stoner Avenue Bridge is a 380-foot, four-lane, nine span bridge with steel beams and concrete substructure over Line Avenue. Span lengths range from 20 to 55 feet for the spans over cross traffic. Halff performed evaluation and provided design rehabilitation improvements for the City of Shreveport that included patch repairs on the deck with high early strength concrete, broadcast deck overlay, substructure repairs to the caps and columns, including spall repairs and epoxy injection, steel bearing repairs, approach slab repairs, implementation of corrosion inhibitors, erosion protection, and embankment repairs.

Following an in-depth field investigation and condition assessment, Halff developed a targeted rehabilitation strategy that addressed both structural deficiencies and long-term durability.

Throughout the project, Halff worked closely with the City of Shreveport to develop phased construction plans that allowed portions of the bridge to remain in service during repairs, minimizing disruption to commuters and nearby businesses. Halff's approach prioritized constructability, durability, and budget-conscious solutions, allowing the City to maintain vital infrastructure while avoiding full replacement. This rehabilitation project exemplifies Halff's commitment to delivering practical, efficient, and long-lasting infrastructure solutions, tailored to the unique needs and constraints of each client.

Project Relevance

- Local Shreveport Project
- Bridge rehabilitation
- Phased Construction
- Traffic Control



Firm Name	Halff		Past Performance Evaluation Discipline(s)*		Bridge, Road, Survey, Traffic
Project Name	US 90 in Dayton Grade Separation at UPRR			Firm Responsibility	Subconsultant
Project Number	CSJ 0028 03 111	Owner's Name	Texas Department of Transportation (TxDOT) Beaumont District		
Project Location	Dayton, Texas		Owner's Project Manager	Ragab Mousa	
Owner's Address, Phone, Email		TxDOT 8350 Eastex Fwy, Beaumont, TX 77708 409.898.5792 ragab.mousa@txdot.gov			
Services commenced by this firm (mm/yy)		10/22	Total consultant contract cost (\$1,000s)		\$2,300
Services completed by this firm (mm/yy)		04/25	Cost of consultant services provided by this firm (\$1,000s)		\$510
Staff Involved: Jim Miller					

Description

Halff supported as the bridge design task lead for this project that included the design of a phase-constructed grade separation bridge at an existing UPRR spur track and a future spur track in Dayton Texas. The proposed bridge was 15 spans and approximately 1,630 linear feet. Most of the bridge utilized prestressed Tx54 girders, but Tx70 girders were used to push spans limits over the railroad to 150 feet. This allowed the preferred clearances to be maintained.

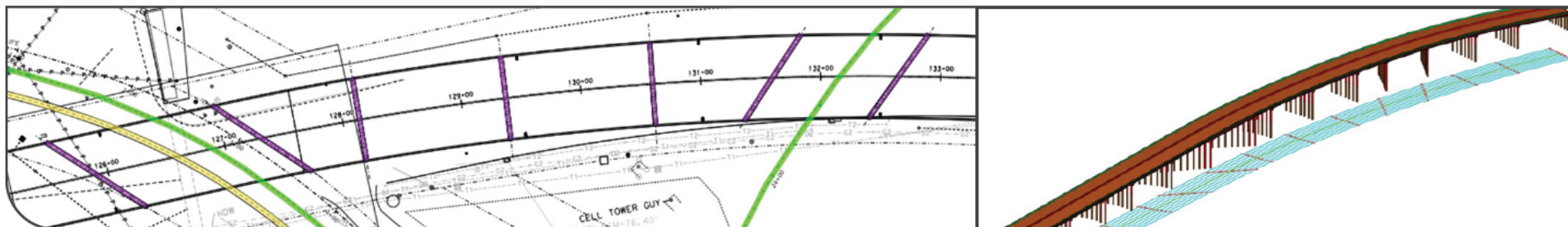
Halff prepared the Exhibit A layout to assist in the railroad agreement at this crossing. This Exhibit A was submitted early in the project schedule for approval from UPRR so that the project could remain on target for letting. At the 100% design milestone, UPRR approached TxDOT with a request for an additional track, modifying their original agreement. This request impacted the vertical and horizontal clearances required by UPRR. Halff worked with TxDOT and UPRR to expedite a redesign under a supplemental that Halff was able to deliver in 8 weeks to maintain the project letting date.

Similar to Market Street, the bridge was phased to maintain current traffic volumes through the corridor, building one half of the bridge first and then the other. Close coordination with the TCP engineer was required to maintain safety through the corridor especially at the signalized intersection right off the bridge limits on the east end.

OpenRoads and OpenBridge were used to produce models of the corridor, bridge, and drainage components. These models were used for better conflict coordination as well as clearance verifications.

Project Relevance

- New bridge
- Railroad coordination
- Traffic Control
- Phased Construction



Firm Name	Halff		Past Performance Evaluation Discipline(s)*	Bridge, Road, Survey, Traffic
Project Name	Park Boulevard Extension, KCS Railroad Overpass		Firm Responsibility	Prime
Project Number	2019-055	Owner's Name	Collin County	
Project Location	Wylie, Texas		Owner's Project Manager	Clarence Daugherty, PE Director of Engineering
Owner's Address, Phone, Email		Collin County 2300 Bloomdale Road, Suite 3160, McKinney, TX 75071 972.548.4165 cdaugherty@co.collin.tx.us		
Services commenced by this firm (mm/yy)		01/2019 (Design)	Total consultant contract cost (\$1,000s)	\$1,200
Services completed by this firm (mm/yy)		08/2024 (Design)	Cost of consultant services provided by this firm (\$1,000s)	\$1,200

Staff Involved: Chris Sanderson, Eric Christiansen

Description

This project includes the design of a 12-span bridge that was 92 feet wide and 1,300 feet long with a horizontal curve over KCS Railroad. Some of the bents were skewed, and columns were spaced up to 38 feet apart to avoid existing utilities. Halff's design utilized TxDOT Prestressed Girders and Inverted T Bents. We created an Exhibit A for the bridge layout and typical section and design and detail of slabs, beams, bents, and foundations.

One challenge the design team faced was minimizing traffic disruption while meeting the vertical clearance requirements (23'6") and creating an economical structure. To accommodate these concerns, we used precast, prestress concretes to minimize traffic disruption and keep costs low. Halff also used a maximum 130-foot span to accommodate existing and future tracks and utilized a 6% vertical slope with inverted T cap to make the bridge length short as possible.

Another issue we faced was KCS staff changing throughout the design. Halff thoroughly documented meeting minutes and agreements to avoid later misunderstandings even with staff changes. We proactively worked with KCS through design phases, including the Exhibit A and railroad agreement, to avoid delays and risks of injury to field staff. We thoroughly documented meeting minutes and agreements to avoid later misunderstandings even with RR staff change.

We utilized 6% vertical slope with inverted T cap to make the bridge length short as possible.

Project Relevance

- New bridge
- Railroad coordination
- Minimized traffic disruptions



Firm Name	Halff		Past Performance Evaluation Discipline(s)*	Bridge, Road, Survey, Traffic
Project Name	Cedar Crest Bridge and Gateway Improvements		Firm Responsibility	Prime
Project Number	PB98P667	Owner's Name	City of Dallas	
Project Location	Dallas, Texas		Owner's Project Manager	Liong So
Owner's Address, Phone, Email	Dallas, 1500 Marilla, Dallas, TX 75201, 214.948.4570, loing.so@dallascityhall.com			
Services commenced by this firm (mm/yy)	07/2011	Total consultant contract cost (\$1,000s)	\$680	
Services completed by this firm (mm/yy)	03/2015	Cost of consultant services provided by this firm (\$1,000s)	\$506	

Staff Involved: **Eric Christiansen, Jim Miller**

Description

This project involved the design of Cedar Crest bridge repairs and streetscape enhancements for an existing steel girder bridge crossing the trinity river and UPRR tracks on the south side of Dallas, Texas. The existing bridge was analyzed to meet current load requirements and repairs were designed to bring the existing structure back into an acceptable condition. The following repairs were designed for the bridge: concrete and steel rail components repairs, concrete deck repairs, steel girder repairs from impact including heat straightening, and substructure spalling. Because the bridge crossed UPRR tracks, close coordination with the railroad was required during design to identify acceptable work windows over the tracks as well as safety and work guidelines for the contractor to follow.

The project also included landscape enhancements, including a new pedestrian overlook at the center of the bridge and community icon monuments acting as gateways for the community. Extensive public involvement was performed for community input to reflect the vision of the area. The design of the overlook included a concrete deck attached compositely to steel beams, supported by concrete bents. The deck was approximately 1,180 square feet and had a custom shade structure and handrail attached.

Similar to Spring Street, enhancements were made to this historic bridge to improve the pedestrian and vehicular safety across the bridge while making the bridges more of an icon for the community.

Project Relevance

- Bridge rehabilitations/repair
- Historic bridge
- Railroad coordination
- Aesthetic enhancements for community continuity



Firm Name	G.E.C., Inc.		Past Performance Evaluation Discipline(s)*		Bridge, Road
Project Name	I-10 & I-12 College Dr Flyover Ramp Design-Build			Firm Responsibility	Prime
Project Number	H.013897	Owner's Name	LADOTD		
Project Location	East Baton Rouge Parish, LA		Owner's Project Manager	Peggy Jo Paine, PE	
Owner's Address, Phone, Email		1201 Capitol Access Rd, Baton Rouge, LA 70804; 225-379-1065; peggy.paine@la.gov			
Services commenced by this firm (mm/yy)		08/20	Total consultant contract cost (\$1,000s)		\$ 6,079
Services completed by this firm (mm/yy)		04/25	Cost of consultant services provided by this firm (\$1,000s)		\$ 4,025
Staff Involved: Cary Bourgeois, Keith Rebello, Varaprasad Venkata, Nick Montegut, Luis Diaz					

Description

The BOH/GEC Team was selected to provide road/bridge design, environmental, and engineering services for this urban freeway interchange Design-Build contract. GEC conceptualized and designed a new roadway alignment that simplified traffic flow at the I-10/I-12 merge. This new alignment improves the flow of traffic and significantly improves safety by eliminating the need for drivers on I-10 WB to weave and merge into multiple I-12 lanes to exit at College Drive. GEC's design achieves this by realigning the two existing I-12 WB lanes to more closely follow the existing I-12 EB alignment and completely replacing the I-10 WB Overpass Bridge with a new bridge that is wide enough to accommodate both the I-10 WB through lanes and the I-10 WB College Drive exit ramp. The existing I-12 WB pavement is utilized for the I-12 WB College Drive Exit. Improvements are also made to the I-12/I-10 exit lanes at the College Drive intersection.

The new I-10 Westbound (Flyover) Bridge is a 4-span, 470-foot long bridge with a clear roadway width of 60'-0". The end spans are each 50' long and are comprised of six LG-36 girders supporting a cast-in-place concrete deck. The interior spans form a continuous two-span unit and consist of 10 steel I-girders supporting the concrete deck. Each span is approximately 185 feet long. To maintain two lanes of interstate traffic during construction, demolition of the existing bridge and the design and construction of the new flyover had to be accomplished in two phases.

GEC also designed the widening of the I-10 WB bridge over Ward Creek. This bridge structure is comprised of three 55' long rolled steel girder simple spans with a cast-in-place concrete deck. GEC's design services also included the rehabilitation of the existing Ward Creek bridge and the replacement of the deck joints. GEC developed bridge plans for widening and rehabilitation in multiple phases to maintain 5 lanes of traffic in this heavily traveled corridor.

All bridge design was performed in accordance with the AASHTO LRFD Bridge Design Specifications and the LADOTD Bridge Design and Evaluation Manual. Upon completion of the design, as-designed LRFR ratings were performed and rating reports were prepared for both bridges. Additionally, geometric adjustments made to the Flyover Bridge necessitated the performance of an as-built rating and the compilation of the associated rating report.

GEC can implement unique road and bridge solutions that limit the number of potential impacts. As evident with the College Drive Flyover Project, the GEC Team is known for implementing innovative designs to address impacts to surrounding areas. GEC introduced a new design that was unforeseen in previous studies and design; this design simplified the traffic movement through a reduced project footprint versus previous conceptual alternatives.

Project Relevance

- Bridge design
- Innovative solutions
- Traffic control



Firm Name	G.E.C., Inc.		Past Performance Evaluation Discipline(s)*		Bridge, Road
Project Name	I-10: LA 415 to Essen Lane on I-10 and I-12			Firm Responsibility	Prime
Project Number	H.004100.5	Owner's Name	LADOTD		
Project Location	West and East Baton Rouge Parishes, LA		Owner's Project Manager	Nicholas Olivier	
Owner's Address, Phone, Email		1201 Capitol Access Rd, Baton Rouge, LA 70804; 225-379-1133; nicholas.olivier@la.gov			
Services commenced by this firm (mm/yy)		09/20	Total consultant contract cost (\$1,000s)		\$10,000
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$546
Staff Involved: Cary Bourgeois, Keith Rebello, Varaprasad Venkata, Nick Montegut, Luis Diaz					

Description

GEC serves as a key sub-consultant to Huval on the Construction Management at Risk (CMAR) program for major improvements to I-10 through the urban core of Baton Rouge, Louisiana. LADOTD is widening I-10 from the LA 415 interchange on the west side of the Mississippi River to just east of the I-10/I-12 split. CMAR Phase 1 extends from west of Washington Street to the I-10/I-12 interchange, while Phase 2 covers the remaining corridor to Lorri Burgess Avenue, excluding the Mississippi River Bridge. GEC previously assisted in developing Roadway Corridor Preservation (RCP) Plans for Phase 1 and is currently providing project management and design services for CMAR Segment 1.

As the project's primary management partner, GEC oversees multiple core program elements, including the Design Quality Manual and the Project Management Plan, which establish the processes and structure for all design and coordination activities. GEC also leads the development and updates of the Initial Financial Plan, addressing the financial complexities of a project of this magnitude.

Environmental compliance is a major project component. GEC leads NEPA re-evaluations, manages documentation, supports public and stakeholder meetings, and coordinates content from partner firms and LADOTD for submittal to FHWA. The team also oversees adherence to environmental commitments and prepares information and graphics needed for project permitting.

GEC manages the project's public outreach efforts during design, creating presentation materials, website content, and communication tools shared through public meetings, stakeholder briefings, and community forums. The team also maintains comprehensive document control, including meeting summaries, decision logs, and project records.

GEC's structural engineering team designs approximately 6,200 feet of retaining walls, including cast-in-place Inverted T-walls, MSE walls, sheet pile walls, and drilled shaft walls. Designs address soil pressures, surcharge loads, vehicular impact, and wind loads where noise walls are incorporated. Additional structural work includes a two-span truss supporting ITS equipment near Dalrymple Drive and the engineering design for the new westbound Washington Street off-ramp bridge.

GEC's electrical team designs roadway lighting, aesthetic lighting for the new City Park Lake Bridge, cross-street and roundabout lighting, and illumination for the multi-use path beneath I-10. Throughout the CMAR process, GEC collaborates closely with designers and the contractor to evaluate constructability, refine designs, and advance a cost-effective, community-focused project.

Project Relevance

- Environmental compliance
- Bridge design



Firm Name	G.E.C., Inc.		Past Performance Evaluation Discipline(s)*		Environmental, Bridge, Road
Project Name	US 71/165 Fort Buhlow Bridge, KCS Railroad Overpass and Approaches			Firm Responsibility	Prime
Project Number	700-28-0004	Owner's Name	LADOTD		
Project Location	Alexandria/Pineville, LA		Owner's Project Manager	Joechim Umeozulu, PE	
Owner's Address, Phone, Email		1201 Capitol Access Rd, Baton Rouge, LA 70804; 225-379-1386; umeozulu@la.gov			
Services commenced by this firm (mm/yy)		09/95	Total consultant contract cost (\$1,000s)		\$9,400
Services completed by this firm (mm/yy)		06/13	Cost of consultant services provided by this firm (\$1,000s)		\$9,000
Staff Involved: Cary Bourgeois, Keith Rebello, Varaprasad Venkat					

Description

For the Red River Bridge replacement project, GEC completed a feasibility study, line and grade, traffic studies, environmental assessment (EA), preliminary and final bridge, roadway, and electrical plans, and construction support for this approximately two-mile-long corridor. GEC performed a Bridge Study, which involved the analysis of conceptual plans and sections for a new bridge spanning the Red River as well as general bridge plans for an overpass over the KCS Railroad. Alternate designs utilizing precast, pre-stressed concrete girder spans, steel girder spans, and segmental concrete box girder spans were developed. Based on the bridge study and in conjunction with LADOTD, a bridge configuration for final design was chosen for the main spans, which provides a minimum of 52ft. of vertical clearance above the 2% flow line of the Red River.

GEC prepared solicitation of views, purpose and need, environmental surveys, conducted public and stakeholder meetings, wetlands delineation and findings report, and prepared all permit drawings and applications, including for USACE, The RRWC, USCG, and railroads. GEC was also responsible for scenic rivers class B application, floral and faunal communities, threatened and endangered species surveys, Phase 1 ESA and coordination, archaeological and historical resources, including 4(f) properties, and all other environmental resources. GEC conducted a public meeting and public hearing, published the Final EA Report, and received a FONSI.

The final bridge design consists of twin bridges, approximately 3,005 feet long, crossing the Red River in the northbound and southbound directions of US 71/165. The final design uses a combination of Type BT pre-stressed girder spans, simple steel plate girder spans, and three-span continuous steel plate girder units spanning the Red River. The simple span steel girder bridge is 225 feet long, has a girder web depth of 8 feet, and crosses an existing levee. The actual Red River Crossing is accomplished with the three continuous steel spans of 300 feet, 400 feet, and 300 feet. In plan, girders transitioned from a parallel straight girder configuration to a curved splayed configuration. Specially designed rocker bearings help accommodate bridge movements. The main river supports consist of column bent caps founded on single massive continuous piers supported by an array of 188, 24-inch diameter steel pipe piles. The twin KCS Railroad Overpass bridges, constructed of PPC Girders, are 1200 ft. in length and 40 feet wide. GEC also provided construction support in the form of shop drawing review and response to RFIs.

GEC performed structural design and developed final bridge and roadway construction plans for a bridge over the KCS Railroad at Fort Buhlow, after having previously completed a bridge feasibility, a line and grade study, a traffic study, and an environmental assessment of the project area. The bridge consists of twin spans (northbound and southbound) with a length of 1200 feet. Each bridge has a constant deck roadway width of 40 feet. The deck is supported by 6 parallel AASHTO Type IV girders, and spans are either 2-span continuous units or simple spans varying in length from 95 feet to 100 feet. The span across the KCS Railroad is a simply-supported skewed span, 100 feet in length. The span provides a minimum vertical clearance of 23-foot-9-inches above the railroad track. The span also provides space for a 22-foot wide future railroad access road. GEC provided construction support for the project, which included responding to RFIs, shop drawings, and bridge component submittal reviews, and assisting the Contractor with ensuring that the railroad use was not impacted during construction.

Project Relevance

- Bridge design over railroad
- Steel girder design
- Environmental and public involvement



Firm Name	Neel-Schaffer, Inc.		Past Performance Evaluation Discipline(s)*	Traffic
Project Name	MRB South GBR: LA 1 to LA 30 Connector		Firm Responsibility	Sub
Project Number	H.013284	Owner's Name	LADOTD	
Project Location	Baton Rouge, Louisiana		Owner's Project Manager	Christina Brignac
Owner's Address, Phone, Email		LADOTD P.O. Box 94245, Baton Rouge, LA 70804 225.379.1394 Christina.Brignac@la.gov		
Services commenced by this firm (mm/yy)	07/20	Total consultant contract cost (\$1,000s)		\$6,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$868
Staff Involved: Vijay Kunada				

Description

This project involves the development of a new Mississippi River bridge between LA 1 on the West Bank and LA 30 on the East Bank, along with new interchanges at each terminus. The project vision is to enhance redundancy in the Greater Baton Rouge Area's cross-river transportation network and to locate the new facility where it will maximize daily usage. The project is being advanced using a process similar to the one proposed for the Lafayette Regional Expressway (LRX), Phase 1 – Enhanced Planning Study and Phase 2 – NEPA Process.

Neel-Schaffer developed a calibrated and validated regional mesoscopic model using Dynameq, covering the study area along the west bank of the Mississippi River between I-10 and LA 70. The mesoscopic model was chosen to more accurately evaluate traffic and mobility impacts within an already severely congested regional network. The model network incorporated detailed roadway and intersection geometry, traffic control features, and signal timing plans. Dynamic Traffic Assignment (DTA) was employed to simulate individual vehicle behavior, including car-following, lane-changing, and gap-acceptance, resulting in realistic traffic operations. Importantly, this methodology allows traffic to reroute at defined time steps based on real-time congestion conditions, a capability that traditional macroscopic models cannot provide.

Mesoscopic models were developed for the 2019 Base scenario, the 2042 No Build scenario, and 20 initial bridge route alternatives.

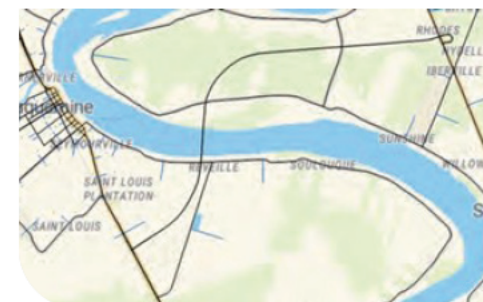
CHALLENGES: The initial bridge screening process required evaluating 20 potential bridge route alternatives, with only three ultimately needing to advance to the NEPA phase.

SOLUTIONS: Neel-Schaffer developed mesoscopic models for all 20 initial bridge alternatives. Travel time results were compared across alternatives, and these comparisons played a key role in selecting the three alternatives carried forward into the NEPA phase.

Neel-Schaffer is currently conducting a detailed traffic study for the NEPA phase.

Project Relevance

- Alternatives Screening
- Traffic and Tolling Analyses
- New Corridor
- Public Involvement across Multiple Parishes



Firm Name	Neel-Schaffer, Inc.		Past Performance Evaluation Discipline(s)*	Traffic	
Project Name	I-10 / I-12 College Flyover Ramp Design Build			Firm Responsibility	Sub
Project Number	H.013897	Owner's Name	LADOTD		
Project Location	Baton Rouge, Louisiana		Owner's Project Manager	Catherine Mastin, PE	
Owner's Address, Phone, Email		City of Baton Rouge P.O. Box 94245, Baton Rouge, LA 70804 225.379.1652 catherine.mastin@la.gov			
Services commenced by this firm (mm/yy)		08/20	Total consultant contract cost (\$1,000s)		\$971
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$971
Staff Involved: Ellen Howard, Chuck LeBouef, Vijay Kunada					

Description

This project improves the safety and flow of traffic between the I-10/I-12 Split and College Drive by eliminating lane changes that must occur when I-10 WB traffic exits at College Drive. The proposed project realigns the two existing I-12 WB through lanes to more closely follow the I-12 EB existing alignment and replaces the I-10 WB Overpass Bridge with a new structure. In addition, the project physically separates College Drive NB from the free flow lane which connects the I-10 WB exit ramp to Corporate Boulevard. NS is tasked with performing the traffic engineering and modeling using Vissim and Dynameq software, Interstate Modification Report, Transportation Management Plan (TMP), traffic signal design and is providing the Independent Technical Review for Roadway Design and Traffic Control Plans.

Neel-Schaffer's tasks include:

- Field Observations
- VISSIM Modeling
- Prepare the Interstate Modification Report
- Transportation Management Plan (TMP) including Mesoscopic Modeling using Dynameq
- Independent Technical Review (ITR) for the Roadway Design and Traffic Control Plans

Project Relevance

- Mesoscopic Modeling using Dynameq
- Traffic Engineering



Firm Name	Neel-Shaffer, Inc.		Past Performance Evaluation Discipline(s)*		Traffic
Project Name	Baton Rouge Northern Bypass Expressway			Firm Responsibility	Prime
Project Number	44-25299, TO #4 (H.016168.1)	Owner's Name	LADOTD		
Project Location	Baton Rouge, Louisiana		Owner's Project Manager	Melissa Lebas	
Owner's Address, Phone, Email		LADOTD 1201 Capitol Access Rd, Baton Rouge, LA 70802 225.379.1039 melissa.lebas@la.gov			
Services commenced by this firm (mm/yy)		02/25	Total consultant contract cost (\$1,000s)		\$642
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$612
Staff Involved: Vijay Kunada, Chuck LeBoeuf					

Description

Neel Schaffer, Inc. (NS) is expanding and refining an existing Dynameq mesoscopic traffic model to support planning level evaluation and conceptual design of the proposed Baton Rouge Northern Bypass as part of the Baton Rouge Urban Renewal and Mobility Plan (BUMP). The effort evaluates current and future traffic operations across the greater Baton Rouge region, including East and West Baton Rouge Parishes, with emphasis on the US 61 and US 190 corridors.

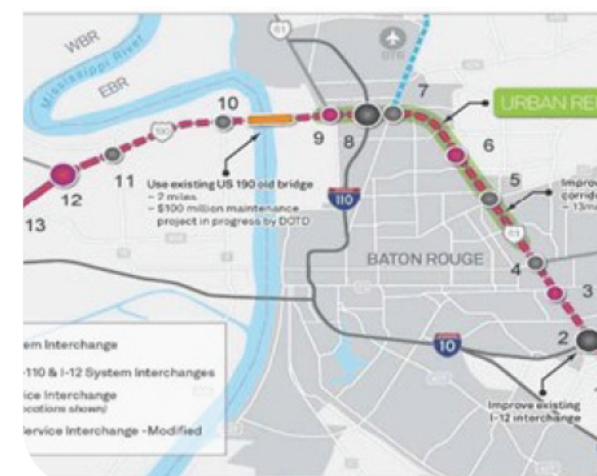
The work includes review of prior corridor studies, evaluation of existing calibrated mesoscopic models, and integration of the Capital Region Planning Commission's MOVE 2046 travel demand model. Comprehensive data collection supports model development, including traffic volumes, turning movements, origin destination patterns, probe based travel time and speed data, and traffic signal inventories. These data are used to establish peak periods and are documented in a formal data collection report.

Using MOVE 2046 outputs, NS is developing, updating, and validating the base year mesoscopic traffic model, including refinements to traffic analysis zones, roadway networks, intersection controls, and trip matrices. The model is calibrated and validated to observed traffic volumes and travel times along key regional corridors. Future year No Build models are then developed for 2030 and 2046 to reflect planned improvements and forecast travel demand.

The Build modeling effort applies the validated mesoscopic model to evaluate the operational and system level impacts of BUMP expressway concepts under future conditions. Build models are developed for 2046 and analyzed for AM and PM peak periods. The models represent the full BUMP facility, including expressway mainlines, frontage roads, interchanges, and connections to the regional roadway network. Scenarios are evaluated with and without tolling to assess demand, diversion, throughput, bottlenecks, and access needs. Up to 20 "what if" alternatives are tested, with measures of effectiveness used to compare performance and support refinement of final Build alternatives for documentation in traffic analysis reports.

Project Relevance

- Mesoscopic Traffic Model
- Traffic Analysis
- Comprehensive Data Collection



Firm Name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*		Survey, Other (SUE), Right-of-Way
Project Name	Jimmie Davis Bridge (LA 511) Design-Build			Firm Responsibility	Sub
Project Number	H.001779	Owner's Name	LADOTD Baton Rouge/ James Construction/ Huval & Associates, Inc.		
Project Location	Bossier & Caddo Parishes, LA		Owner's Project Manager	Thomas Gattle, III, PE	
Owner's Address, Phone, Email		LADOTD 922 West Pont Des Mouton Road, Lafayette, LA 70507 337.234.3798 tgattle@huvalassoc.com			
Services commenced by this firm (mm/yy)		01/2022	Total consultant contract cost (\$1,000s)		\$1,140
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$1,140
Staff Involved: Mike King, Patrick Staiano, Bryan Bunch, William Offer					

Description

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

NTBA performed property surveys and title take-offs for approximately 50 properties adjacent to the route, and a property survey submittal was prepared with the apparent ROW shown. Final Mylar ROW Maps have been submitted for 21 parcels requiring ROW taking. The set included 21 plans and 1 title sheet.

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

Project Relevance

- New bridge construction
- Traffic control
- LaDOTD procedures & standards



Firm Name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey	
Project Name	Rural Bridge Replacement Initiative Phase II			Firm Responsibility	Sub
Project Number	4400019338	Owner's Name	LADOTD Baton Rouge/ Waggoner		
Project Location	Districts 02, 03, 07, 61, & 62		Owner's Project Manager	Robert J. Lear, Jr., PE, LS	
Owner's Address, Phone, Email		LADOTD 10305 Airline Highway, Baton Rouge, LA 70816 225.298.0800 rlear@sigmacg.com			
Services commenced by this firm (mm/yy)		09/20	Total consultant contract cost (\$1,000s)		\$1,328
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$1,328
Staff Involved: Mike King, Patrick Staiano, Bryan Bunch, William Offer					

Description

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

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

Project Relevance

- Bridge replacement
- LaDOTD procedures & standards



Firm Name	NTB Associates, Inc.		Past Performance Evaluation Discipline(s)*	Survey	
Project Name	Rural Bridge Replacement Initiative Phase II			Firm Responsibility	Sub
Project Number	4400019337	Owner's Name	LADOTD Baton Rouge/ Burk-Kleinpeter, Inc.		
Project Location	Districts 05, 08, and 58		Owner's Project Manager	Nicholas Matherne	
Owner's Address, Phone, Email		LADOTD 4176 Canal Street, New Orleans, LA 70119 504.486.5901 nmatherne@bkiusa.com			
Services commenced by this firm (mm/yy)		09/2020	Total consultant contract cost (\$1,000s)		\$1,952
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$1,952
Staff Involved: Mike King, Patrick Staiano, Bryan Bunch, William Offer					

Description

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

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

Project Relevance

- Bridge replacements
- LaDOTD procedures & standards



Firm Name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Geotech
Project Name	I-20 Mississippi River Bridge Review		Firm Responsibility	Prime
Project Number	SP No. H.004646 09-L1049 H.010603.6 13-3720 H.010612.6 20-3729 H.004647.6 22-3746, 22-3753, 24-3707	Owner's Name	LADOTD	
Project Location	Madison Parish, LA		Owner's Project Manager	Chris Nickel
Owner's Address, Phone, Email	LADOTD 1201 Capitol Access Road, Baton Rouge, LA 225.379.1100 Chris.Nickel@la.gov			
Services commenced by this firm (mm/yy)	10/2009	Total consultant contract cost (\$1,000s)	\$10,881	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000s)	\$10,881	

Staff Involved: Megan Bourgeois, Robert Jewell, Jarmon King, Casey Floyd, Jessica Litt

Description

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 was 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 extremely difficult access conditions. The drilling program also included installation of geotechnical instrumentation such as Shape Accelerator Arrays, inclinometers, and vibrating wire piezometers. Engineering analyses performed included seepage and drawdown analyses and both equilibrium and finite element numerical modeling slope stability analyses. As part of the project, Ardaman developed a full slope stabilization design and 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 which involves upgrading the entire instrumentation communication system. It also includes gathering and continuously monitoring various types of instrumentation data, inspects of the site and monitoring changes in topography by obtaining periodic survey data.

Project Relevance

- Bridge inspection for remediation
- LaDOTD procedures & standards



Firm Name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*	Geotech	
Project Name	IJA Bridge and Highway Program Districts 05			Firm Responsibility	Sub
Project Number	H.015337	Owner's Name	LADOTD / Lazenby & Associates, Inc		
Project Location	E. Carroll, W. Carroll, Ouachita, Jackson, Lincoln, Madison, Morehouse, Richland, Union Parishes		Owner's Project Manager	Ryan Spillers	
Owner's Address, Phone, Email		Lazenby & Associates, Inc 2000 North 7th Street, W. Monroe, LA 71291 318.387.2710 RSpillers@LazenbyEngr.com			
Services commenced by this firm (mm/yy)		04/23	Total consultant contract cost (\$1,000s)		N/A
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$408
Staff Involved: Robert Jewell, Megan Bourgeois, Jarmon King, Jessica Litt, Casey Floyd					

Description

This program consisted of the replacement of multiple 13 small rural bridges and cross-drain structures across northern and northeastern Louisiana in 9 different parishes. These structures generally include short-span slab bridges and multi-cell reinforced concrete box or pipe culverts located along low-volume parish roads crossing small creeks, bayous, and drainage channels. The existing bridges, often supported on timber piles or corrugated metal pipes are being replaced due to age, deterioration, or structural deficiency. Ardaman & Associates, Inc. (Ardaman) was retained to perform comprehensive geotechnical investigations and engineering evaluations to support LADOTD's final design for each site.

The scope of services for the program included field reconnaissance, boring layout, utility clearance, drilling of 120-foot soil borings, SPT and Shelby tube sampling, groundwater measurements, and an extensive laboratory testing program. Laboratory work included Atterberg limits, grain-size distribution, density, moisture content, hydrometer analyses, and unconsolidated-undrained triaxial strength testing. For bridge sites, Ardaman completed LRFD pile design using FHWA methods, drivability evaluations, and verification criteria using the Modified Gates Formula. For culvert sites, Ardaman performed bearing capacity analyses, settlement modeling using Settle3, and bedding/backfill recommendations in accordance with LSSRB and Standard Plans.

Final deliverables included detailed Geotechnical Data Reports and Geotechnical Interpretation Reports containing subsurface characterization, engineering properties, pile design summaries, culvert foundation recommendations, settlement analyses, and construction guidelines. These comprehensive evaluations provide LADOTD with the geotechnical basis necessary for the safe and economical replacement of multiple rural bridges and culverts throughout the program area.

Project Relevance

- Bridge replacements
- LaDOTD procedures & standards



Firm Name	Ardaman & Associates, Inc.		Past Performance Evaluation Discipline(s)*		Geotech
Project Name	US 371: KCS Railroad Overpasses HBI			Firm Responsibility	Sub
Project Number	H.012030	Owner's Name	LADOTD		
Project Location	Webster Parish, LA		Owner's Project Manager	Hamed Babaizadeh	
Owner's Address, Phone, Email		LADOTD 1201 Capitol Access Road, Baton Rouge, LA 225.379.1937 Hamed.Babaizadeh@la.gov			
Services commenced by this firm (mm/yy)		07/2023	Total consultant contract cost (\$1,000s)		\$956.80
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$231.4
Staff Involved: Megan Bourgeois, Robert Jewell, Jarmon King, Casey Floyd, Jessica Litt					

Description

The project consists of a geotechnical subsurface exploration and recommendations for S.P. No. H.012030, US 371: KC Railroad Overpasses HBI, with the objective of replacing two parallel bridges and one standalone bridge located on US 371 between Minden and Sibley, Louisiana. The bridges cross over Kansas City (KC) Railroad at each site. The standalone bridge near Sibley, LA was later removed from the project to be placed under another state project, however the geotechnical exploration that was performed for this site will be included in this description. The three bridges range from approximately 200 feet to 250 feet in length including 4 bents per bridge supported on drilled shafts with varying diameters.

For the geotechnical exploration phase of work, Ardaman performed 8 soil borings to a maximum depth of 110 feet below existing ground surface (bgs) targeting the proposed bridge foundations on either side of the KC railroad. Two of the soil borings were performed through the existing bridge deck within the ROW of the KC railroad while occupying one lane of US 371. Coordination with temporary traffic control services and the KC railroad temporary constructions requirements was necessary to perform these soil borings.

Engineering 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 all the soil borings. The engineering analyses included drilled shaft design and advanced test shaft program recommendations. A data report, geotechnical interpretation report, and test shaft memorandum were submitted.

Project Relevance

- Bridge replacements
- LaDOTD procedures & standards



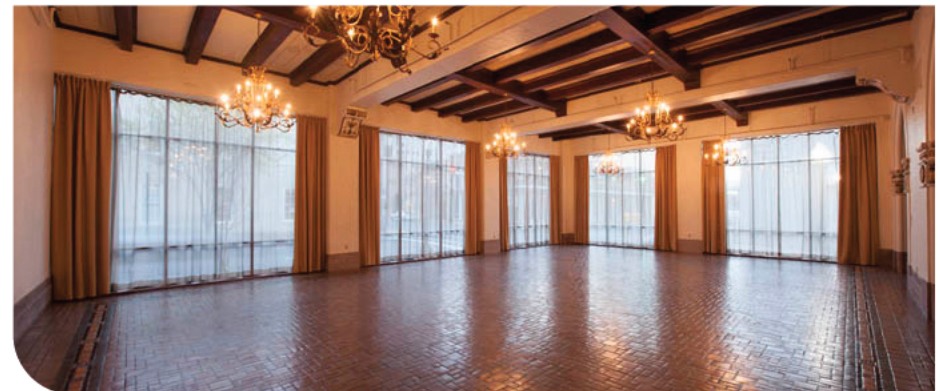
Firm Name	Prevot Design Services, A Professional Architectural Corporation		Past Performance Evaluation Discipline(s)*		Other (Architecture)
Project Name	Geo T. Historic Downtown Building			Firm Responsibility	Prime
Project Number	N/A	Owner's Name	City of Shreveport		
Project Location	Shreveport, LA		Owner's Project Manager	Mark Prevot, Architect	
Owner's Address, Phone, Email		Prevot Design Services, 601 Spring St. Shreveport, LA 71101; 318.227.9244.; mprevot@prevotdesign.com			
Services commenced by this firm (mm/yy)		08/11	Total consultant contract cost (\$1,000s)		\$3.5
Services completed by this firm (mm/yy)		10/13	Cost of consultant services provided by this firm (\$1,000s)		\$280,000
Staff Involved: Mark Prevot					

Description

Constructed in the 1920s as an automobile dealership, this project involved the adaptive reuse of a historic commercial building into a mixed-use office and event facility totaling more than 16,000 square feet. The design prioritized preservation of the building's historic character through restoration of the original windows and doors and preservation of architectural details throughout the structure. The original showroom lobby and expansive perimeter windows remain defining features, while long structural spans allow flexible interiors. The rooftop offers views of downtown and the Red River with potential for future vertical expansion.

Project Relevance

- Historic Adaptive Reuse
- Downtown Shreveport Context
- Structural Adaption of Historic Building



Firm Name	Prevot Design Services, A Professional Architectural Corporation		Past Performance Evaluation Discipline(s)*		Other (Architecture)
Project Name	Masonic Lodge Restoration			Firm Responsibility	Prime
Project Number	N/A	Owner's Name	Louisiana Preservation Alliance, Inc.		
Project Location	Mooringsport, LA		Owner's Project Manager	Brian M. Davis, Executive Director	
Owner's Address, Phone, Email		Louisiana Preservation Alliance, Baton Rouge, LA 70821; 318.267.5220; bdavis@lthp.org			
Services commenced by this firm (mm/yy)		05/24	Total consultant contract cost (\$1,000s)		\$894,000
Services completed by this firm (mm/yy)		08/25	Cost of consultant services provided by this firm (\$1,000s)		\$25,000
Staff Involved: Mark Prevot					

Description

Constructed in 1916, this project involved the restoration of the Mooringsport Masonic Lodge, a 5,810-square-foot, two-story Beaux-Arts brick building designed by Edward F. Neild and listed on the National Register. Our firm developed architectural solutions focused on the restoration of the roof system and the detailing at the upper portions of the building envelope. The work included assessment and design of repairs to the roof structure, development of roof restoration details, and improvements to flashing and weatherproofing at the roofline to protect the historic masonry and wood elements.

Project Relevance

- Historic Preservation Expertise
- Preservation of Architectural Integrity
- Architectural Assessment and Detailing



Firm Name	Prevot Design Services, A Professional Architectural Corporation		Past Performance Evaluation Discipline(s)*		Other (Architecture)
Project Name	Police Headquarters Facility			Firm Responsibility	Prime
Project Number	25-065 (City of Shreveport IFB No.)	Owner's Name	City of Shreveport		
Project Location	Shreveport, Louisiana		Owner's Project Manager	Russell DeLancy, SPAR Division Manager – Planning & Development	
Owner's Address, Phone, Email		City of Shreveport, 505 Travis St., Shreveport LA 71101; 318.673.7868; Russell.Delancy@shreveportla.gov			
Services commenced by this firm (mm/yy)		02/24	Total consultant contract cost (\$1,000s)		\$22.5
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000s)		\$1.8M
Staff Involved: Mark Prevot					

Description

The Shreveport Police Headquarters project transforms the historic 1950s Shreveport City Hall complex into a modern, consolidated facility for police staff. The renovation and new addition provide offices, workstations, training and laboratory spaces, expanded evidence and firearms storage, and an unfinished fourth level for future growth. The project includes careful restoration of the original marble facade and terracotta detailing, preserving the building's mid-century character while introducing resilient, low-maintenance finishes and a clear, secure public entry for efficient circulation.



Project Relevance

- Historic renovation of civil facility
- Downtown Shreveport project experience
- Collaborative engineering coordination



Sections 18-19



Market Street Overlook Rendering

18 Approach and Methodology

The team brings a long history of successful collaboration with Departments of Transportation across the South on complex bridge, roadway, traffic, and hydraulic design projects. This experience directly informs the integrated approach to the rehabilitation of the Spring Street Bridge and the replacement of the Market Street Bridges in downtown Shreveport. Both structures span the Canadian Pacific Kansas City Railway (CPKC) Railroad and serve as critical components of the downtown one-way pair. Their deteriorated condition elevates the need for a methodical yet expedited design that maintains mobility, supports railroad operations, and aligns with DOTD's accelerated schedule. The combination of project urgency, a dense urban environment, adjacent buildings, Festival Plaza activities, railroad operational requirements, and nearby District 04 construction demands a disciplined strategy centered on coordination, innovation, constructability, traffic performance, and preservation of historic character where applicable.

We are committed to enhancing the quality of life for the people of Shreveport. We stand with you every step of the way.

Halff's Shreveport office is located just two blocks north of the Spring and Market Street bridges, and our staff use this vehicular gateway to and from downtown every workday. Our livelihoods are directly affected by the reliability and life expectancy of these bridges, and we are invested in providing timely and accurate design services. It's our goal to deliver an outstanding design in such a way that the Halff Team and DOTD's reputation is bolstered in the Shreveport community at project completion.

Project Understanding

The Halff Team is familiar with existing conditions, constraints, and key issues influencing the successful delivery of both structures. The design team began preparing for this effort in September 2022 when members from Halff and subconsultant GEC completed the first of several site visits. Since then, the team has reviewed as-built plans, recent inspection reports, and the Historic Bridge Management Plan for the Spring Street Bridge and has met in person with the DOTD project manager to discuss design and scheduling priorities. Key considerations during planning and design include:

The project is proposed to be delivered in two sequential phases, beginning with the Spring Street Bridge rehabilitation to address its critical condition, historic requirements, and the need for early traffic analysis. This initial effort will include development of preliminary schematics and the traffic study, coordination with historic review stakeholders and adjacent buildings, and careful planning around active joint-use activities beneath the structure, with opportunities to reuse salvaged bridge rail from Market Street evaluated as part of the work. Upon completion, the team will transition directly into the Market Street Bridge replacement. This phase will address full structural and geometric design, potential design exceptions due to corridor constraints, and required coordination with the adjacent railroad, while incorporating aesthetic treatments along the festival-facing side of the structure. Survey resources and supplemental right-of-way services will support design progression, and traffic control planning will guide staging and maintain mobility throughout both phases.

Spring Street Bridge (H.012008) – The bridge is considered historic transportation infrastructure for Louisiana because it was constructed during the 1930s expansion of Louisiana's highway system under the Louisiana Highway Commission. It reflects early highway-over-railroad urban overpass design, which was common when grade separations were introduced to eliminate conflicts between trains and vehicles. The structure is included in Louisiana DOTD's Historic Bridge Inventory, which places it within programs for Historic Bridge Improvements (HBI) and preservation efforts. Because of this designation, rehabilitation projects must typically comply with Section 106 for historic preservation requirements. Due to the active rail operations, work on the bridge requires close coordination with the railroad and strict safety controls.

The structure consists of a steel I-beam superstructure with spans supported on bents and deep foundations. Concrete substructure elements support the multi-span system. The structure is also constrained by adjacent street facilities. This type of design was common at the time of construction, because it allowed multiple short spans to cross complex rail corridors without interfering with tracks or operations.



Deputy PM Brian LaFoy recently completed a very similar design for the Woodrow Wilson Ave Bridge Rehabilitation Project in Jackson, MS. Construction activity occurred while traffic was maintained along a major urban arterial and while also protecting active railroad operations beneath the structure. To minimize disruption, accelerated construction methods were used including self-contained shoring systems, low clearance equipment, and modular-staged construction that allowed most work to occur with live traffic on the bridge. Coordination with the railroad also allowed critical activities to be completed within limited track windows, preventing extended interruptions to rail service.

Market Street Bridges (H.012009) – The existing Market Street Bridge consists of two separate structures separated by approximately 20 feet. This gap provides the opportunity to remove and replace one structure at a time, allowing traffic to be maintained during phased construction. The existing bridge currently includes a pier within the railroad right-of-way (ROW). The proposed vertical geometry will be developed to allow the replacement structure to span the railroad ROW, thereby eliminating the need for a pier within the railroad corridor.

The replacement bridge will be designed as a single structure that incorporates the full available width between the two existing bridges. This additional width provides the opportunity to enhance multimodal access by incorporating wider sidewalks and improved accommodations for pedestrians and bicyclists. A concrete traffic rail will be provided to separate vehicular travel lanes from the sidewalk for user safety.

The existing decorative handrail on the Market Street Bridge matches the railing on the nearby Spring Street Bridge. Sections of the existing railing removed during construction may be salvaged and reused for repairs on the Spring Street Bridge. To maintain visual continuity within the corridor, the replacement bridge may incorporate the existing railing or a new railing with a similar size and style. If ROW allows, the sidewalk may also be widened to include an overlook with seating that provides views of Shreveport Municipal Auditorium Festival Plaza.

In addition to the distinctive handrail, the existing bridge substructure features an art deco architectural style. Elements of this style can be incorporated into the replacement bridge to preserve the character of the structure and surrounding area. As part of this effort, **Prevot Design Services (PDS)** will support architectural integration by applying their proven expertise in design innovation and historic sensitivity. PDS brings a strong track record of delivering projects that balance creativity, constructability, and budget stewardship. PDS's client-focused approach, award-winning design capabilities, and commitment to thoughtful, context-driven solutions will contribute to an aesthetic treatment that respects both the historic identity of the bridge and the cultural setting of downtown Shreveport.

Roadway and pedestrian lighting will also be designed to complement the architectural theme of the bridge and nearby Festival Plaza. Context Sensitive Solutions (CSS) will guide the development of bridge aesthetics, with an emphasis on preserving and enhancing the visual character, historic landscape, and community identity of the surrounding area.

Project Team

Successful planning and design of the bridge rehabilitation and removal and replacement project is directly related to the experience and dedication of the assigned professionals. Halff commits to providing all services listed in the advertisement and provide the full range of deliverables with the following team of professionals with proven DOT experience.



James Barr, PE | Project Manager – James brings 31 years of transportation design experience and serves as the Halff Team's Project Manager and primary point of contact for DOTD. He will lead all coordination efforts, initiating discussions early to resolve issues and maintain project progress. His Project Management Plan is fully aligned with DOTD and FHWA requirements, and he will oversee all technical disciplines to deliver an integrated design that meets schedule, budget, and milestone expectations.



Brandon Aillet, PE, CFM | Principal-In-Charge, Public Outreach – Brandon brings 27 years of experience supporting developers, municipalities, DOTs, and federal agencies. He has established longstanding relationships with local city and parish officials and has worked in downtown Shreveport for more than two decades.

His recent work includes leading public outreach efforts for NLCOG, the City of Shreveport, and DOTD's NFIP and CTP programs. Brandon is authorized to engage additional Halff Team professionals as needed to meet project requirements throughout the design schedule.



Brian LaFoy, PE ENV SP | Deputy Project Manager – Brian brings 33 years of structural engineering experience encompassing bridge feasibility studies, programming, planning, design, rehabilitation, demolition, and forensic evaluation. He has contributed his expertise to numerous DOTD bridge projects and holds U.S. patents for innovative structural rehabilitation solutions. His recent work on the **Woodrow Wilson Bridge** is directly applicable to the structural and operational considerations required for the Spring and Market Street bridge designs.

The project design team is comprised of subconsultant firms that Halff has experienced working relationships with, and who have proven expertise in their range of services. Adding these firms gives the Halff Team a vast bench capacity, and the ability to subdivide bridge assignments and work in tandem to meet all scheduled deliverables.

Approach and Methodology

Building on the issues identified in the Project Understanding section, the following methodology outlines clear steps to deliver both structures within DOTD's timeframe.

Contract Scoping Meeting

Project initiation will begin with an intensive kickoff meeting designed to validate the scope, refine schedule expectations, review design criteria, and confirm coordination responsibilities with DOTD District 04, the CPKC Railroad, the City of Shreveport, emergency services, and adjacent stakeholders. While DOTD will lead the environmental documentation required for a Categorical Exclusion or Environmental Assessment, the Halff Team will supply the mapping, technical analyses, and supporting documentation necessary to advance environmental clearance efficiently. Simultaneously, survey crews, utility coordinators, subsurface utility engineering teams, and geotechnical staff will mobilize to collect topographic, boundary, subsurface, and utility information. This will form the foundation for roadway geometry, structural configuration, foundation strategy, drainage design, and construction staging considerations for both bridges.

Traffic

The Halff Team's traffic approach centers on applying the DOTD-provided DYNAMEQ mesoscopic model to evaluate and optimize Maintenance of Traffic (MOT) strategies during construction. This model enables a system-level assessment of traffic operations under various staging, lane-closure, and detour scenarios while maintaining full consistency with DOTD Traffic Engineering Process and Report guidance and applicable FHWA requirements.

Staff will begin by reviewing existing traffic volumes, crash history, roadway functional classifications, and DYNAMIQ network assumptions to confirm appropriate network limits and calibration parameters. **Neel-Shaffer Engineering (NS)** will lead this effort by applying advanced traffic modeling tools to validate baseline assumptions and maintain model fidelity. Supplemental traffic counts and field observations will be collected, as needed, to refine inputs and confirm the model accurately reflects existing operating conditions. Using these validated inputs, future-year and construction-period traffic forecasts will be developed in accordance with DOTD-approved methodologies.

The calibrated model will then be used to simulate and compare multiple MOT alternatives, including staged construction, lane reductions, temporary traffic shifts, and detour routes. We will evaluate model outputs (i.e. queue lengths, delays, travel times, and diversion patterns) to identify operational and safety impacts within the corridor and surrounding network. Safety considerations will be incorporated through analysis of exposure, conflict points, and potential effects on local access and emergency response.

All findings will be documented in a clear Traffic Study Report summarizing assumptions, modeling methods, and results in a format suitable for DOTD review. The evaluation will support selection of MOT strategies that balance mobility, safety, constructability, and cost, with conceptual cost estimates prepared for each alternative to facilitate comparison and coordination with DOTD and project stakeholders.

Schematic Design

Schematic design will focus on confirming existing conditions, addressing historic constraints, and establishing practical, constructible concepts for both bridges by establishing the framework upon which the Preliminary and Final Design will advance. Following confirmation of existing conditions through document review, historic context evaluation, and targeted field inspections, Halff designers begin schematic development

For the **Spring Street Bridge Rehabilitation**, the Halff Team, led by **Brian LaFoy** and **James (Jim) Miller**, will perform a focused structural condition assessment that incorporates existing inspection reports, historical plan sets, and an onsite review conducted using DOTD Bridge Inspection Manual standards. This assessment will confirm deficiencies, evaluate architectural and ornamental features, and define targeted repair strategies such as deck repairs and overlay, joint and bearing improvements, selective steel repairs, drainage enhancements, parapet refinements, and load rating updates. Our overarching rehabilitation philosophy aims to maintain three northbound lanes during peak periods by narrowing lanes, using protective barriers, and sequencing deck and joint work in segments supported by night and weekend closures where feasible. We will compile remediation strategies into a clear set of recommendations, which we will present to DOTD with supporting photos, sketches, cost implications, and sequencing considerations.

For the **Market Street Bridge Replacement**, **Cary Bourgeois** leads the effort to evaluate alignment constraints, geometric requirements, structural depth limitations, and the need to achieve railroad clearance and span requirements. We anticipate utilizing a continuous steel plate girder superstructure with a rooftop crown cross section to optimize drainage and reduce approach reconstruction.

Because the existing approaches include steep grades, vertical geometry will be optimized during preliminary design to balance railroad clearance, rideability, and intersection impacts at Crockett and Lake Streets. Early coordination with the CPKC Railroad, led by **Maria Guerra**, will confirm vertical clearance requirements, crash wall needs, construction access, right of entry procedures, shielding expectations, and the sequence of submittals for concept geometry, clearance exhibits, and demolition and erection plans. Our design will prioritize minimizing work within railroad ROW while ensuring constructability and reducing reliance on high impact work windows.

Foundation alternatives will be evaluated during design with support from **Ardaman & Associates**. Due to limited available space between existing foundations, the close proximity of the railroad, and nearby buildings that could be affected by pile-driving vibrations, we will evaluate drilled shaft foundations.

Our MOT planning will treat Market and Spring Streets as a unified operational corridor. On Market Street, we anticipate maintaining two southbound lanes during initial construction activities before transitioning to a three lane configuration as soon as structural geometry allows, improving progression and reducing peak period congestion. On Spring Street, traffic will continue to operate with three northbound lanes during peaks while deck and joint work is sequenced in thirds and hydrodemolition and overlay operations occur during off peak or overnight keeping in mind nearby apartments and hotels. Across both projects, the Transportation Management Plan will apply Level 2 standards and incorporate tools such as corridor-level signal timing adjustments, portable detection, temporary cameras, traveler information systems, and coordinated detour messaging, developed in partnership with the DOTD and City's Traffic Engineering Divisions.

Preliminary Design - As the bridges move from Preliminary Schematics to the 60%, 90%, and 100% design stages, the Halff Team will advance roadway geometrics, structural design, drainage modeling, hydraulic analysis consistent with DOTD's Hydraulics Manual, retaining wall layouts where space is constrained, and erosion control strategies appropriate for the downtown setting. Structural design efforts for Market Street will address span configuration, girder sizing, camber and haunch coordination, deck drainage, substructure type selection, foundation design appropriate for railroad proximity, corrosion protection strategies, and constructability considerations. The Spring Street rehabilitation design will refine scope elements confirmed during inspection and integrate improved drainage, overlay selection, load rating updates, and aesthetic or architectural treatments appropriate for its historic context.

Innovation

For the replacement of the twin railroad overpass bridges and rehabilitation of the adjacent historic bridge, the team will prioritize innovative and accelerated construction methods to minimize impacts to roadway users and railroad operations while maintaining safety and preserving the corridor's historic character. For the replacement bridges, we will evaluate systems and approaches that reduce on-site construction time and allow critical work to occur during short-duration closures or coordinated railroad windows. Construction sequencing will be planned to maintain traffic where feasible and limit rail disruptions.

For the historic bridge, rehabilitation methods will focus on efficiently addressing deteriorated elements while preserving defining features. Throughout design, the team will assess opportunities to incorporate accelerated bridge construction (ABC) strategies and durable materials to improve constructability, reduce schedule, and limit impacts in this urban setting.

Holistic Consideration

A holistic project approach integrates engineering, operations, community context, and constructability into each major design decision. These bridges are critical to the downtown network, influencing railroad operations, pedestrian movement, Festival Plaza activity, and adjacent businesses. The team will consider mobility, safety, historic preservation, environmental compliance, and stakeholder needs together so roadway geometry, structural design, traffic operations, drainage, utilities, and construction sequencing are developed as a coordinated solution. Emphasis will be placed on maintaining traffic during construction, supporting uninterrupted CPKC operations, preserving the historic character of the Spring Street Bridge, and minimizing impacts within the constrained urban setting.

This approach also considers long-term community value. Coordination with DOTD, the City of Shreveport, CPKC Railway, Festival Plaza, and other stakeholders will align the project with broader downtown goals such as multimodal connectivity, pedestrian safety, and redevelopment. Constructability reviews, risk assessments, and MOT strategies will reflect how design decisions affect mobility, emergency access, business operations, and public perception. The result is a balanced design that supports performance, cost, schedule, and lasting community benefit.

Quality Control

Halff maintains a culture of quality where responsibility is shared across the team. As PM, James is accountable for the quality of every deliverable and integrates quality into all project activities.

Each design stage will include independent discipline reviews, vertical clearance audits, cross-checks of design assumptions, and coordination with DOTD reviewers. Risk management will address clearance tolerances, traffic performance during key phases, subsurface variability near the railroad, and utilities in a dense urban setting, supported by early potholing, additional geotechnical borings, conservative detailing, and scheduled railroad coordination checkpoints.

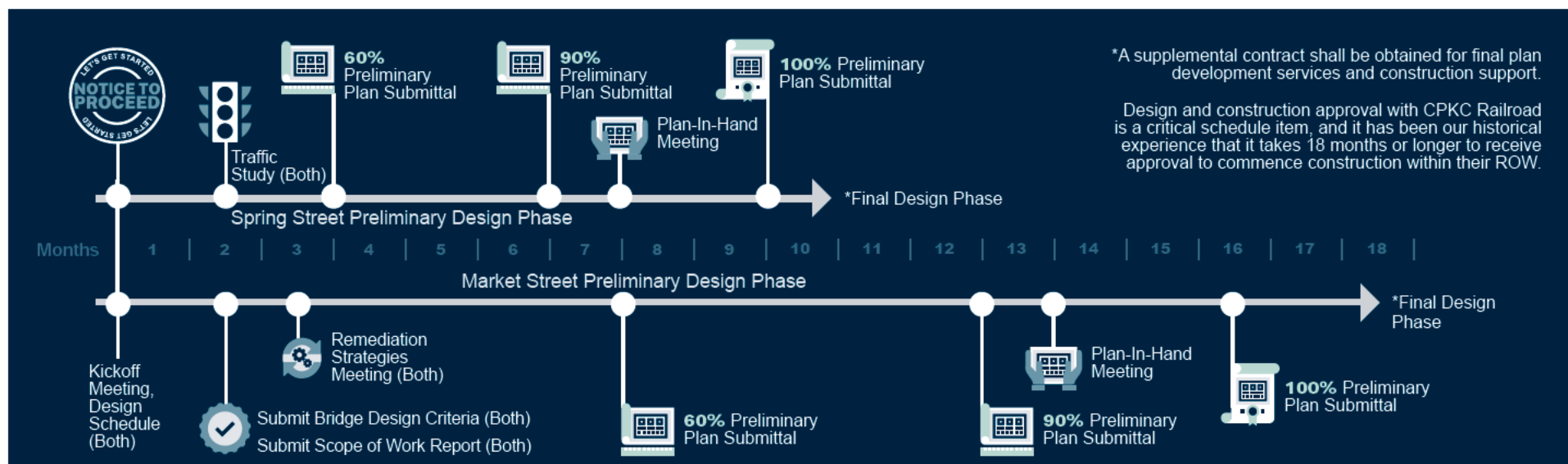
Public Involvement

Community engagement, while limited, will be coordinated with DOTD to communicate traffic impacts, construction staging, and schedule expectations. Outreach will focus on downtown businesses, Festival Plaza stakeholders, and key destinations that rely on reliable access. The Halff team will support development of project information, stakeholder briefings, and communication materials for corridor users.

Feedback will inform MOT planning, pedestrian accommodations, and construction sequencing to reduce disruptions during peak tourism and event periods, keeping technical and operational decisions aligned with local needs.

Project Delivery and Ongoing Coordination

As preliminary plans near completion, ongoing coordination with DOTD's Project Manager, District 04 staff, CPKC Railroad, city departments, and other stakeholders maintains alignment on key design decisions. The programmatic approach to the Spring Street rehabilitation and Market Street replacement allows both structures to advance on accelerated, achievable timelines, delivering clear, constructible plans that improve safety, preserve historic character, enhance mobility, and strengthen the long-term resilience of Shreveport's downtown network.



19 Workload

Firm(s) All firms must be represented in this table	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
Halff Associates	Road	44-00031331, Task Order No. 1 (H.016367.5)	US 71: LA 612 to LA 3032	\$46,134
	Other (Hydrologic and Hydraulic)	4400020960, Task Order No. 20	FY23 Phase 2 Risk Identification and Assessment - Rapides Parish Part 2	\$283
GEC, Inc.	Road	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	\$270,903
		44-29193, H.004100.5 & H.004100.6	CMAR - I-10: LA 415 to Essen on I-10 and I-12 (Sub to Huval), East and West Baton Rouge Parishes	\$120,000
		44-29196, H.016255	IDIQ Contract for Engineering & Technical Support, TO#2 – LA 1: WGS Riverplex Railroad Overpass (Sub to Stantec)	\$260,462
		44-26027, H.003771.2	I-10 at LA 74, Ascension Parish	\$282,000
		44-25040, H.015342	IIJA, Off-System Bridge Program, District 61 Less EBR, S.A.#1	\$34,160
	Bridge	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	\$165,922
		44-29193, H.004100.5 & H.004100.6	CMAR - I-10: LA 415 to Essen on I-10 and I-12 (Sub to Huval), East and West Baton Rouge Parishes	\$150,000
		44-04900, H.004540.5	Leeville to Golden Meadow, Route LA 1 Relocated, Const. Engineering Services (Sub to HNTB)	\$164,857
		44-26027, H.003771.2	I-10 at LA 74, Ascension Parish	\$188,000
		44-25040, H.015342	IIJA, Off-System Bridge Program, District 61 Less EBR, S.A.#1	\$229,061
		44-23434, H.000445	US 190: UPRR Overpass Near Opelousas, St. Landry Parish (Sub to AECOM)	\$304,364
		44-05267, H.003074.5	Williams Blvd – Veterans Blvd.(SA#5 & EWL#6), Route I-10, Jefferson Parish, LA	\$148,795

Firm(s) All firms must be represented in this table	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
GEC, Inc.	Environmental	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	\$28,600
		44-25040, H.015342	IIJA, Off-System Bridge Program, District 61 Less EBR, S.A.#1	\$1,173
		44-29193, H.004100.5 & H.004100.6	CMAR - I-10: LA 415 to Essen on I-10 and I-12 (Sub to Huval), East and West Baton Rouge Parishes	\$40,000
		44-26027, H.003771.2	I-10 at LA 74, Ascension Parish	\$751,500
		44-25047, H.011358.2	US 190 (Vine Street Reconstruction), St. Landry Parish	\$592,335
	Other (Electrical)	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	\$303,449
		44-29193, H.004100.5 & H.004100.6	CMAR - I-10: LA 415 to Essen on I-10 and I-12 (Sub to Huval), East and West Baton Rouge Parishes	\$200,000
		44-05267, H.003074.5	Williams Blvd – Veterans Blvd. (SA#6), Route I-10, Jefferson Parish, LA	\$54,012
		44-26074, H.013617.6	IDIQ Contract for Electrical Statewide, TO#1 - I-10: I-610E Interchange Lighting	\$50,846
		44-26074, H.014552.6	IDIQ Contract for Electrical Statewide, TO#2 - I-49: LA 31 Interchange Lighting	\$65,608
		44-26074, H.015598.6	IDIQ Contract for Electrical Statewide, TO#3 - I-210: Hurricane Laura Lighting Repairs	\$78,122
		44-26074, H.014556.6	IDIQ Contract for Electrical Statewide, TO#5 - I-49: US 190 Interchange Lighting	\$70,844
		44-26074, H.014557.5	IDIQ Contract for Electrical Statewide, TO#7 - I-49: Judson Walsh Interchange Lighting	\$17,001
		44-26074, H.014553.6	IDIQ Contract for Electrical Statewide, TO#8 - I-49: LA 3233 Interchange Lighting	\$142,241
	Other (Program Management)	44-16958	Road Transfer Program Management, Statewide (NOTE: This contract expires on 04/27/26. The Average Annual billing is approx. \$290,000/ year. This billing represents 1 person stationed at DOTD. Thus, unlikely to bill this entire remaining balance. (Program Management ONLY – NO Planning, Road or Bridge Design work).	\$605,848
		44-25040, H.015342	IIJA, Off-System Bridge Program, District 61 Less EBR, S.A. #1	\$62,250
		44-29196, H.01696.6	IDIQ Contract for Engineering & Technical Support, TO#3 – District 02, 03, 61 & 62, Bridge Bundle SFY 25-26 (Sub to Stantec)	\$346,506
		44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	\$34,031
		44-29193, H.004100.5 & H.004100.6	CMAR - I-10: LA 415 to Essen on I-10 and I-12 (Sub to Huval), East and West Baton Rouge Parishes	\$127,266

Firm(s) All firms must be represented in this table	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
G.E.C., Inc.	Planning	44-26027, H.003771.2	I-10 at LA 74, Ascension Parish	\$ 177,000
	Traffic	44-26027, H.003771.2	I-10 at LA 74, Ascension Parish	\$48,500
	ITS	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	\$19,447
	CE&I/OV	44-23074, H.012465.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - Flashing Yellow Arrow Part 3	\$168,643
		44-23074, H.010960.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - LA 30 Roundabouts at Tanger Mall and I-10	\$411,119
		44-23074, H.015424.6	IDIQ for CE&I Services and Staff Augmentation, District 61 – La 67: Plank Rd @ Airline- Girder Rep	\$59,454
		44-23074, H.012061.6	IDIQ for CE&I Services and Staff Augmentation, District 61 –LA 1: Bayou Moreau and Lateral W15#7A	\$120,446
		44-23074, H.014762.6	IDIQ for CE&I Services and Staff Augmentation, District 61 – LA 44: 1-10 – LA 621	\$347,640
		44-23074, H.15267.6	IDIQ for CE&I Services and Staff Augmentation, District 61 – LA 431: Left Turn Lane at LA 621	\$83,741
		44-14315, H.010000.6	IDIQ for Painting Inspection & Environmental Monitoring with CE&I, Statewide - US 171: Calcasieu River Bridge Repairs	\$37,447
		44-27615, H.012083.6	IDIQ for Painting Inspection & Environmental Monitoring with CE&I, Statewide - I-10: Calcasieu River Bridge Repairs	\$391,136
		44-27615, H.015714.6	IDIQ for Painting Inspection & Environmental Monitoring with CE&I, Statewide – I-110 NB @ Convention St. Fire Damage Repair	\$8,522
		44-17006, H.011670.6	I-10/Loyola Interchange Improvements, Jefferson Parish	\$43,488
		44,24438, H.010673.6	US 90: Harvey Canal Tunnel Rehab (CE&I), Jefferson Parish	\$518,792
		44-27349, H.003931.6	Calcasieu River Bridge (HBI) (CE&I), Calcasieu Parish	\$14,612,030
		44-27349, H.016466.6	I-10 WB On-Off Sampson St Ramp Mods, Calcasieu Parish	\$556,023
		44-31514, H.005967.6	IDIQ for Critical Path Method (CPM) Analysis Services, Statewide – Nelson Rd Ext & Bridge	\$123,140
		44-31514, H.008145.6	IDIQ for Critical Path Method (CPM) Analysis Services, Statewide – LA 1: Leeville to Golden Meadow (Phase 2)	\$292,269
		44-31514, H.012889.6	IDIQ for Critical Path Method (CPM) Analysis Services, Statewide – I-20 Rehab (Pines Road to I-220)	\$130,108

Firm(s) All firms must be represented in this table	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
Ardaman & Associates, Inc.	Geotech	44-4128; H.004273	I-49 Connector, Lafayette	\$183,132
		44-18899; H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	\$22,508
		44-19013; H.004100.5 & .6	I-10 CMAR Design Continuation: LA 415 TO ESSEN ON I-10 & I-12	\$540,869
		H.004435	I-12 to Bush Construction Phase	\$37,900
		44-8671; H.009266	I-10 Widening: LA 73 to LA 30	\$25,760
		44-19013; H.002244.5	Boudreaux Canal Bridge (LA 56)	\$180
		44-17438; H.013284	MRB GBR LA 1 to LA 30 Connector	\$2,781
		44-6189; H.004647.6	I-20 Mississippi River Bridge at Vicksburg	\$1,377,611
		44-25025; 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	\$36,932
		44-24652; H.014265.5	N River Road Irving Branch	\$65
		44-24652; H.012533.5	LA 1252 Bayou Pt Brule Bridge	\$39
		44-24652, H.012607.5	Henderson Bayou Bridge LA 933	\$65
		44-24652, H.015568.5, H.015569	Pelican Point Roundabout	\$348
		44-24652; H.012842.5	LA 124 Ext. Larto Lake	\$152
		44-21519; H.012030.5	KCS RR Overpasses US 371	\$38,876
		44-21887; H.012542, H.012453, H.012544, H.012047	Replacement of 15 Bridges	\$300,380
		44-6189; 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	\$31,997
		H.015429, H.015430, H.015432	IIJA	\$3,192
		H.001798	LA 531: Bridges Near Dubberly	\$16,276
		H.004100.5	I-10 CMAR Borings: LA 415 TO ESSEN ON I-10 & I-12	\$638,894
		H.06094.5	US 371 Brushy Creek Bridge	\$127,527

Firm(s) All firms must be represented in this table	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
Ardaman & Associates, Inc.	Geotech	H.016204.5	Benton Sidewalks and RR Xing	\$32,218
Neel-Shaffer, Inc.	Planning	SPN 736-99-1548	Travel Demand Model Support Services Statewide (PRIME)	\$43,608
		4400015733, H.972374.1	Local Public Agency Documented Planning Process, Statewide	\$17,644
		4400018271, H.014746.1	LA 383 Corridor Study	\$88,353
		4400021094	Update Statewide Transportation Plan and Travel Demand Model	\$525
		4400023689, H.013622.5	LRSP Ardenwood Dr. Road Diet	\$1,696
	ITS	4400010428 EWL 3, H.004774.5; H.007300	Kansas Lane: Garrett Road Connector and I-20 Improvements (SUB)	
		440005459, H.004780.5	Kansas Lane Connector, S.A. #6	\$552
		4400029436, H.011504.6	Alexandria Phase 2 Technical Support	\$24,767
		4400029436, H.016447.1	DMS Decom & Updates SEA	\$396
		4400029436, H.015136.1	Monroe ITS Architecture	\$57,708
	Traffic	4400010428 EWL 6, H.004774.5; H.007300	Kansas Lane: Garrett Road Connector and I-20 Improvements (SUB)	N/A
		4400010428 S.A. 6, H.004774.5; H.007300	Kansas Lane: Garrett Road Connector and I-20 Improvements (SUB)	\$163,075
		4400017438, H.013284	MRB South GBR: LA 1 to LA 30 Connector, Ascension, EBR, Iberville & WBR	\$74,218
		4400018271, H.014746.1	LA 383 Corridor Study	\$7,953
		4400023689, H.015574.5	LCG FYA Signal Improvements Phase 2	\$188,823
		4400031591, H.015574.5	LCG FYA Signal Improvements Phase 2	\$11,951
		4400028585, H.014516.5	Mills Ave & Rees St Intersection Imp	\$75,362
		4400023689, H.015227. S.A. #1	US 61 @ Victoria Dr. Ped Crossing, S.A. #1	\$3,801
		4400025299, H.014305.1	US 61: Cardinal Drive to Bert Street	\$152,991
		4400025299, H.016437.5	US 190: Wooddale to Livingston P/L	\$112,317
	Road	4400017293, H.010616	I-20: LA 544 Overpass Replacement	\$11,376
		4400031591, H.015574.5	LCG FYA Signal Improvements Phase 2	\$240,503
		4400024927, H.016158.5	LA 182: Greenwood St. Overpass (on hold and should not count as backlog)	\$10,190
		4400024927, H.015640.5	LA 159 & LA 818: Roundabout	\$391,570

Firm(s) All firms must be represented in this table	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
Neel-Shaffer, Inc.	Other (Program Management)	4400027987, H.015373.1	LRSP and SRTTP Program Management	\$498,953
	CE&I/OV	4400029441, H.011446.6	Mound Rest Area Renovations	\$54,001
	Other (Electrical)	4400029441, H.015218.5	Grand Prairie Safety Rest Area Lighting	\$16,096
		4400029441, T.O. #3	Butte LaRose Rest Area Lighting	\$3,540
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)	\$57,492
		4400019337 Multiple SP Nos. per bridge	Contract for Rural Bridge Replacement Initiative Phase II, Districts 02, 03, 07, 61, & 62 (Sub to BKI)	\$28,748
		4400025041, H.015406	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - Lock No. 3 Bridge, St. Tammany Parish (Sub to Waggoner)	\$10,216
		4400025041, H.015403	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program - W. Yellow Water Road Bridge, Tangipahoa Parish (Sub to Waggoner)	\$12,661
		4400027686, H.008768.5	IDIQ Contract for Hydrographic Surveying Services – Task Order No. 7 – Spring Bridges	53,011
		4400027918, H.012869.5	IDIQ Contract for Professional Boundary Surveying Services – Task Order 3 – LA 182 (Univ) @ LA 723 (Renaud) Roundabout, Lafayette Parish	\$27,332
		4400027918, H.011310	IDIQ Contract for Professional Boundary Surveying Services – Task Order 4 – Ford Street Extension, District 61	\$13,872
		4400027918, H.015721	IDIQ Contract for Professional Boundary Surveying Services – Task Order 5 – LA 30 Roundabout, Ascension Parish	\$23,592
		4400027918, H.015568	IDIQ Contract for Professional Boundary Surveying Services – Task Order 6 – LA 44 Pelican Point Roundabout & Widening, Ascension Parish	\$44,108
		4400027918, H.014059	IDIQ Contract for Professional Boundary Surveying Services – Task Order 7 – US 80: Bridges Near Minden, Webster Parish	\$15,906
		4400027918, H.014059	IDIQ Contract for Professional Boundary Surveying Services – Task Order 8 – US 80: Bridges Near Minden, Add'l Site, Webster Parish	\$14,937
		44000021975, H.016413.5	IDIQ Contract for Professional Surveying Services – Task Order 6 – I:20 Sam R. Fert Dr. to Red River Br., Caddo Parish	\$305,814

Firm(s) All firms must be represented in this table	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
NTB Associates, Inc.	Other (SUE)	4400026587, H.001779	Jimmie Davis Bridge (LA 511) (HBI) Design Build Project, Bossier Parish (Sub to James Construction/ Huval & Associates, Inc.)	
		Parish Proj. No. 2025-118 H.003855	Cong Relief Winfield Road, Bossier Parish (Sub to Volkert)	\$42,790
	Other (SUE) / Survey	4400030630, H.015724.5	Kings Hwy: Healthcare & Dev. Corridor, Caddo Parish (Sub to AFJ&M, City of Shreveport, & Forte & Tablada)	\$75,495
Prevot Design Services, A Professional Architectural Corporation	N/A	N/A	N/A	N/A

Sections 20-23



Established 1950
(Halff SHV 2014)

SPRING STREET BRIDGE

State Project No. H012008.5
Rehabilitation of ICR Bridge
293' 4 lane historic structure
Constructed in 1937
Condition: "Critical"

FESTIVAL PLAZA

Grand Opening 2007
400,000 SF Venue
Shreveport Public
Assembly & Recreation

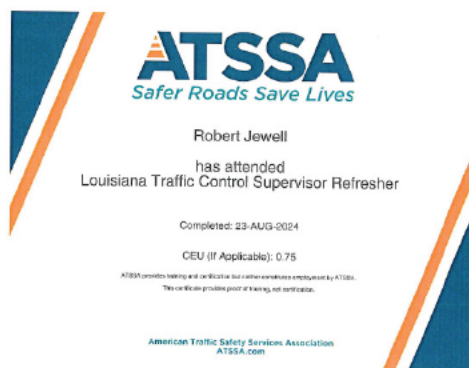
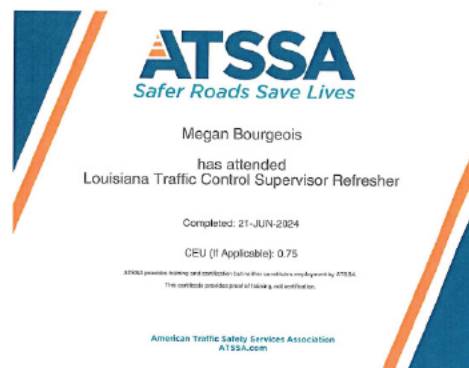
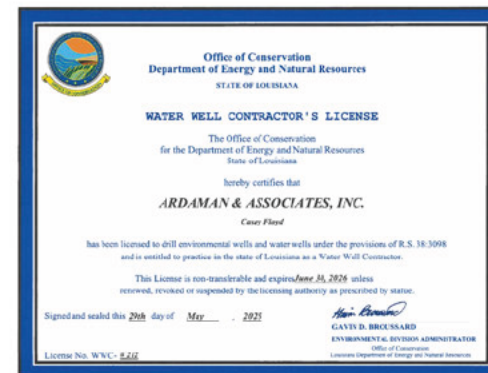
MARKET STREET BRIDGES

State Project No. H012009.5
Removal and Reconstruction
585' 4 lane two-bridge couplet
Constructed in 1940
Condition: "Critical"

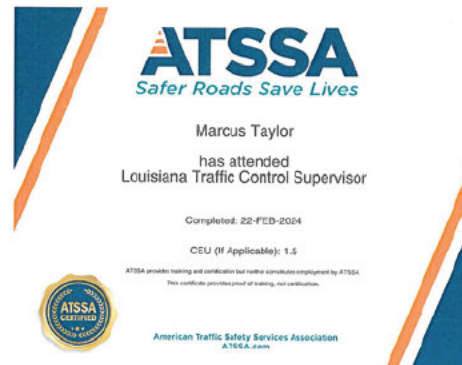
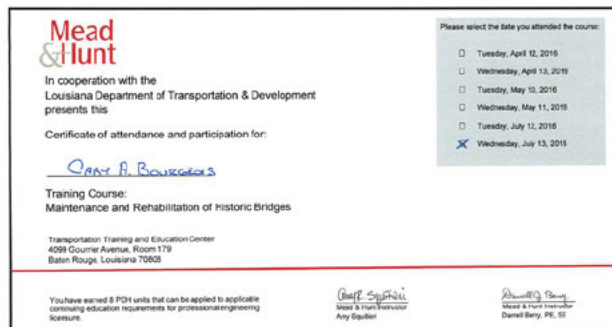


20 Certifications/Licenses

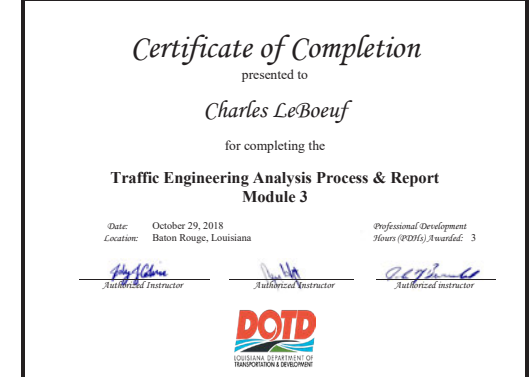
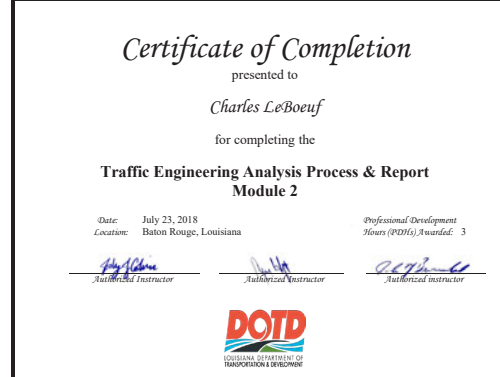
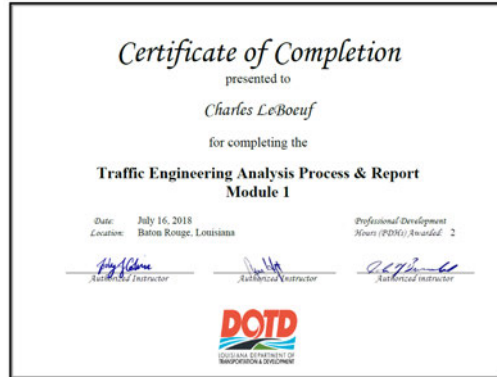
Licenses, including Traffic Management Licenses



Licenses, including Traffic Management Licenses



Licenses, including Traffic Management Licenses



Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202.785.0090 • www.tpcb.org



Ms. Ellen Burke Howard, P.E., PTOE, RSP1:

We want to congratulate you and thank you for renewing your certification as a RSP1. The Transportation Professional Certification Board and staff commend you on your commitment to your profession and stand ready to assist you. Some important things to note:

1. Your certification is renewed through 12/31/2028.
2. You will not be receiving a new certificate as the one sent to you originally does not indicate an expiration date and can be displayed as long as you are a RSP1. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary PDHs/CMEs.
4. Just a reminder that you can use the free [Record-keeping System](https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf) if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits.

<https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf>

Transportation Professional Certification Board, Inc.

certifies that

Ellen Burke Howard

has met all of the requirements established by the Certification Board to use the title of

Road Safety Professional

unless withdrawn by the Certification Board and subject to the provisions for renewal.
Certificate number 319 issued in Washington, D.C., U.S.A.

12/31/2029

Donna W. Stender
Chair



Jeffrey P. Lander
Executive Director

Transportation Professional Certification Board Inc.

certifies that

Ellen Lee Burke

has met all of the requirements established by the Certification Board to use the title of

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

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

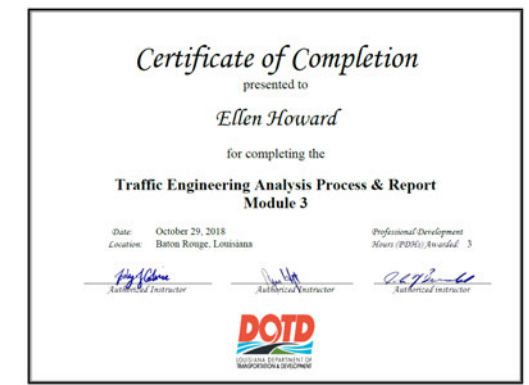
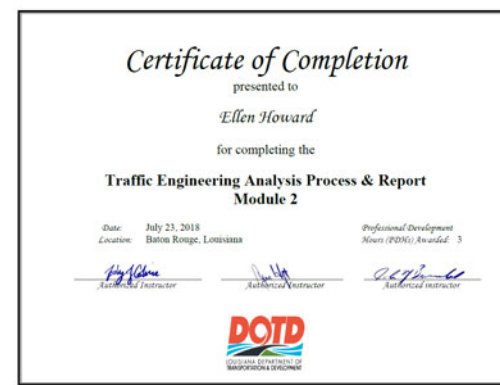
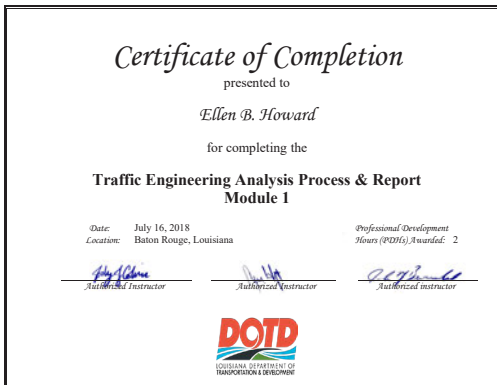
Certificate number 3735 issued in Washington, D.C., U.S.A.

August 1, 2014

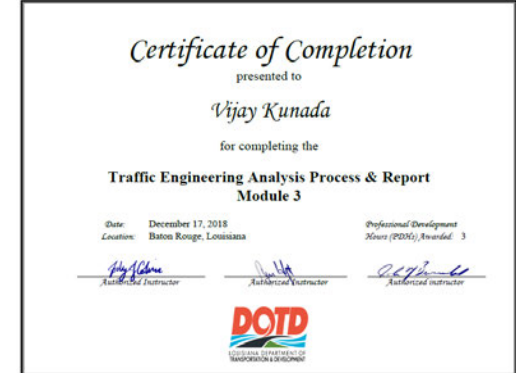
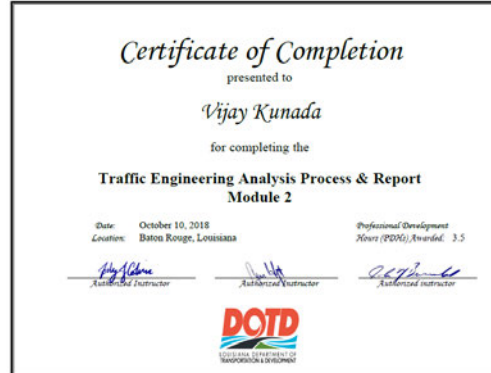
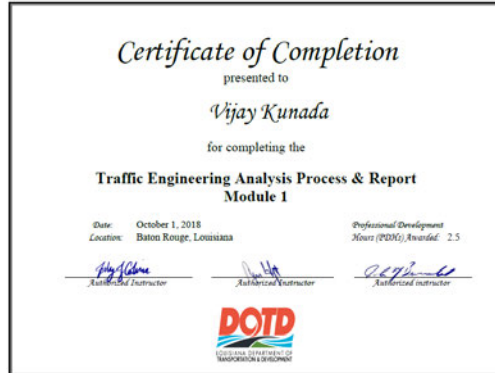
Timothy P. Harpist
Chair



Donna W. Stender
Executive Director



Licenses, including Traffic Management Licenses



Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0000 • www.tpcb.org

Mr. Vijay K. Kunada, P.E., PTOE, PTP:

We want to congratulate you and thank you for renewing your certification as a PTP. The Transportation Professional Certification Board and staff commend you on your commitment to your profession and stand ready to assist you. Some important things to note:

1. Your certification is renewed through 11/7/2028.
2. You will not be receiving a new certificate as the one sent to your originally does not indicate an expiration date and can be displayed as long as you are a PTP. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary PDHs/CEs.
4. Just a reminder that you can use the free [Record-keeping System](https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf) if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits. <https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf>

Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0000 • www.tpcb.org

Mr. Vijay K. Kunada, P.E., PTOE, PTP:

We want to congratulate you and thank you for renewing your certification as a PTOE. The Transportation Professional Certification Board and staff commend you on your commitment to your profession and stand ready to assist you. Some important things to note:

1. Your certification is renewed through 4/14/2028.
2. You will not be receiving a new certificate as the one sent to your originally does not indicate an expiration date and can be displayed as long as you are a PTOE. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary PDHs/CEs.
4. Just a reminder that you can use the free [Record-keeping System](https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf) if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits. <https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf>

Transportation Professional Certification Board Inc.

certifies that
Vijay Kumar Kunada
has met all of the requirements established by the Certification Board to use the title of
PROFESSIONAL TRANSPORTATION PLANNER
Unless withdrawn by the Certification Board this certificate number 096 issued in Washington, D.C. is subject to the provisions for renewal November 7, 2007

Steven D. Hoffman *James W. L.*
Chair President Director

Transportation Professional Certification Board Inc.

certifies that
Vijay Kumar Kunada
has met all of the requirements established by the Certification Board to use the title of
PROFESSIONAL TRAFFIC OPERATIONS ENGINEER
unless withdrawn by the Certification Board and subject to the provisions for renewal Certificate number 2878 issued in Washington, D.C. 11/18 April 14, 2010

Steven D. Hoffman *James W. L.*
Chair President Director

Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0000 • www.tpcb.org

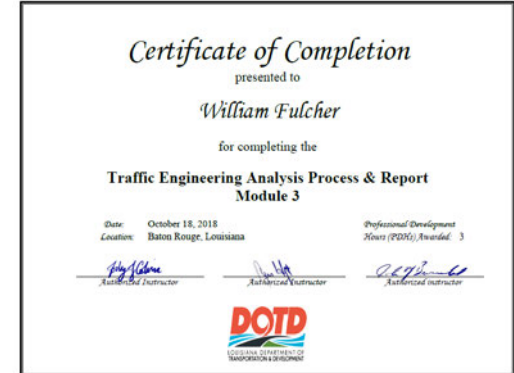
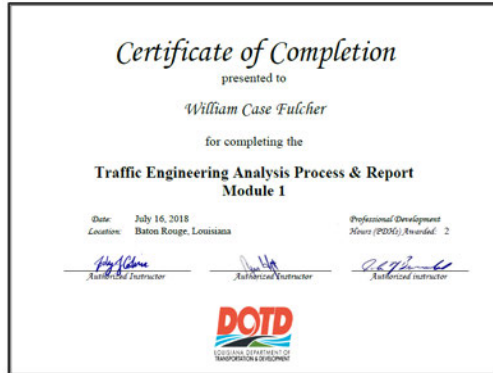
Mr. Vijay K. Kunada, P.E., PTOE, PTP:

We want to congratulate you and thank you for renewing your certification as a PTOE. The Transportation Professional Certification Board and staff commend you on your commitment to your profession and stand ready to assist you. Some important things to note:

1. Your certification is renewed through 4/14/2028.
2. You will not be receiving a new certificate as the one sent to your originally does not indicate an expiration date and can be displayed as long as you are a PTOE. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary PDHs/CEs.
4. Just a reminder that you can use the free [Record-keeping System](https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf) if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits. <https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf>



Licenses, including Traffic Management Licenses



Louisiana Secretary of the State Status

Louisiana SECRETARY OF STATE NANCY LANDRY

[Buy Certificates and Certified Copies](#) | [Subscribe to Electronic Notification](#) | [Print Detailed Report](#)

Name	Type	City	Status
HALFF ASSOCIATES, INC.	Business Corporation (Non-Louisiana)	RICHARDSON	Active

Previous Names
Business: HALFF ASSOCIATES, INC.
Charter Number: 35786521
Registration Date: 10/1/2004
Domicile Address
 1201 N. BOWSER RD.
 RICHARDSON, TX 75081
Mailing Address
 1201 N BOWSER RD
 RICHARDSON, TX 75081
Principal Business Office
 401 MARKET ST STE 600
 SHREVEPORT, LA 71101
Registered Office in Louisiana
 201 RUE BEAUREGARD, STE. 202
 LAFAYETTE, LA 70508
Principal Business Establishment in Louisiana
 201 RUE BEAUREGARD, STE. 202
 LAFAYETTE, LA 70508

Status: Active
Annual Report Status: In Good Standing
Qualified: 10/1/2004
Last Report Filed: 9/2/2025
Type: Business Corporation (Non-Louisiana)

Louisiana SECRETARY OF STATE NANCY LANDRY

[Buy Certificates and Certified Copies](#) | [Subscribe to Electronic Notification](#) | [Print Detailed Report](#)

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

Previous Names
Business: ARDAMAN & ASSOCIATES, INC.
Charter Number: 3439031F
Registration Date: 12/13/1991
Domicile Address
 8008 SOUTH ORANGE AVENUE
 ORLANDO, FL 32809
Mailing Address
 3475 E. FOOTHILL BLVD
 PLACERENA, CA 91106
Principal Business Office
 8008 SOUTH ORANGE AVENUE
 ORLANDO, FL 32809
Registered Office in Louisiana
 3857 PLAZA TOWER DR
 BATON ROUGE, LA 70816
Principal Business Establishment in Louisiana
 315 HIGHLAND DR
 BATON ROUGE, LA 70816

Status: Active
Annual Report Status: In Good Standing
Qualified: 12/13/1991
Last Report Filed: 11/13/2025
Type: Business Corporation (Non-Louisiana)

Louisiana SECRETARY OF STATE NANCY LANDRY

[Buy Certificates and Certified Copies](#) | [Subscribe to Electronic Notification](#) | [Print Detailed Report](#)

Name	Type	City	Status
G.E.C., INC.	Business Corporation	BATON ROUGE	Active

Previous Names
Business: G.E.C., INC.
Charter Number: 34438378D
Registration Date: 3/15/1994
Domicile Address
 8282 GOODWOOD BLVD.
 BATON ROUGE, LA 70806
Mailing Address
 610 CARRY GOSS
 8282 GOODWOOD BLVD
 BATON ROUGE, LA 70806
Principal Office Address
 8282 GOODWOOD BLVD
 BATON ROUGE, LA 70806

Status: Active
Annual Report Status: In Good Standing
File Date: 3/15/1994
Last Report Filed: 3/13/2025
Type: Business Corporation

Louisiana SECRETARY OF STATE NANCY LANDRY

[Buy Certificates and Certified Copies](#) | [Subscribe to Electronic Notification](#) | [Print Detailed Report](#)

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

Previous Names
Business: NTS, INC. (Changed: 1/4/2000)
Charter Number: 34216133D
Registration Date: 8/14/1986
Domicile Address
 325 LOUISIANA AVE
 SHREVEPORT, LA 71101
Mailing Address
 325 LOUISIANA AVE
 SHREVEPORT, LA 71101
Principal Office Address
 325 LOUISIANA AVE
 SHREVEPORT, LA 71101

Status: Active
Annual Report Status: In Good Standing
File Date: 8/14/1986
Last Report Filed: 7/22/2025
Type: Business Corporation

Louisiana SECRETARY OF STATE NANCY LANDRY

[Buy Certificates and Certified Copies](#) | [Subscribe to Electronic Notification](#) | [Print Detailed Report](#)

Name	Type	City	Status
NEEL SCHAFER, INC.	Business Corporation (Non-Louisiana)	JACKSON	Active

Previous Names
Business: NEEL SCHAFER, INC.
Charter Number: 3410204F
Registration Date: 4/20/1983
Domicile Address
 4401 OLD CANTON ROAD
 SUITE 100
 JACKSON, MS 39201
Mailing Address
 4401 OLD CANTON ROAD
 SUITE 100
 JACKSON, MS 39201
Principal Business Office
 4401 OLD CANTON ROAD
 SUITE 100
 JACKSON, MS 39201
Registered Office in Louisiana
 700 LAUREL STREET, 8TH FLOOR
 BATON ROUGE, LA 70801
Principal Business Establishment in Louisiana
 400 LAUREL STREET
 8TH FLOOR
 BATON ROUGE, LA 70801

Status: Active
Annual Report Status: In Good Standing
Qualified: 4/20/1983
Last Report Filed: 4/30/2025
Type: Business Corporation (Non-Louisiana)

Louisiana SECRETARY OF STATE NANCY LANDRY

[Buy Certificates and Certified Copies](#) | [Subscribe to Electronic Notification](#) | [Print Detailed Report](#)

Name	Type	City	Status
PREVOT DESIGN SERVICES, A PROFESSIONAL ARCHITECTURAL CORPORATION	Business Corporation	SHREVEPORT	Active

Previous Names
Business: PREVOT DESIGN SERVICES, INC. (Changed: 3/2/2005)
Charter Number: 35688318D
Registration Date: 3/13/2005
Domicile Address
 912 WOODLAND VIEW CIRCLE
 SHREVEPORT, LA 71106
Mailing Address
 610 MARK W. PREVOT
 912 WOODLAND VIEW CIRCLE
 SHREVEPORT, LA 71106
Principal Office Address
 601 SPINDO STREET
 SHREVEPORT, LA 71101

Status: Active
Annual Report Status: In Good Standing
File Date: 3/13/2005
Last Report Filed: 2/2/2026
Type: Business Corporation

Mesoscopic Traffic Model Project References

Project Name & Description	Owner	Point-of-Contact	Phone Number	Email
H.016168.1: Baton Rouge Northern Bypass Expressway	LADOTD	Melissa LeBas	(225) 379-1039	Melissa.LeBas@la.gov
H.013284: MRB South GBR: LA 1 to LA 30 Connector	LADOTD	Christina Brignac	(225) 379-1394	Christina.Brignac@la.gov
H.013897: I-10 & I-12 College Drive Flyover Ramp Design-Build	LADOTD	Catherine Mastin, PE	(225) 379-1652	catherine.mastin@la.gov
College Drive Enhancement Project	City of Baton Rouge	Cyndi Pennington	(225) 389-3246	cpennington@brla.gov
Lafayette Parish Mesoscopic Model	Acadiana Planning Commission	Sara Gary	(337) 806-9378	sgary@planacadiana.org

21 QA/QC Plan

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

QUALITY MANAGEMENT PLAN

Contract No. 4400034051

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

H.012009 – US 71: Market Street Bridge Over ICG RR (HBI)
Caddo Parish

for the

**LOUISIANA DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT**

*Prepared by
Halff Associates, Inc.*



1. Purpose and Scope

Purpose: The goal of the Halff Quality Management Plan (QMP) for the Spring Street bridge rehabilitation project and the Market Street bridge replacement project is to implement a system of robust and streamlined processes that promotes Halff's commitment to provide quality professional services and deliverables. To achieve this goal, it is first necessary to define the terms Quality Assurance (QA) and Quality Control (QC) as they apply to the Halff QA/QC Program.

Quality definitions used in this plan:

- **Quality Assurance (QA)** is the process-oriented approach initiated prior to production; it establishes production standards, review checkpoints, and QA/QC activities needed to provide quality deliverables.
- **Quality Control (QC)** is the operational approach undertaken during execution of a project. It identifies and resolves deficiencies and ultimately promotes compliance with established standards and project requirements. Halff QC activities include ongoing senior oversight throughout production, as well as formal and documented internal technical reviews at the completion of interim and final project deliverables. Our approach provides independent checking, identifies and resolves deficiencies, and verifies compliance with contract requirements, standards, and design criteria.

This Quality Management Plan (QMP) establishes the contract-specific quality framework, responsibilities, and procedures that the Halff Team will use to plan, manage, execute, verify, and continuously improve all professional services and deliverables produced under **LADOTD Contract No. 4400034051**. The plan aligns with LADOTD expectations and incorporates the DOTD Bridge Design & Evaluation Manual (BDEM), Part I, Chapter 3 – Policy for QA/QC minimum requirements, including the grading instructions, rating matrix, and grading sheet referenced in BDEM Appendix G. This QMP is specifically developed for this contract.

Scope: The Scope of Services includes the design of improvements for two bridges (H.012008 – US71: ICG Railroad Overpass Rehab and H.012009 – US 71: Market St Bridge Over ICG RR). The prime consultant (Halff Team) is fully responsible for the QA/QC of its own work and the work of all subconsultants. The general principles of the Halff QA/QC Program are intended to be applied consistently in the production of all project deliverables, including those produced in sub-consulting roles.

Contract compliance statement. This QMP is prepared to address all evaluation criteria included in the BDEM QA/QC rating matrix and is submitted as part of the DOTD Form 24-102 requirements for this contract.

2. Project Quality Organization and Roles

2.1 Organizational Structure

Quality governance for this contract follows the shown leadership and discipline responsibilities:

- **Principal-in-Charge (PIC): Brandon Aillet, PE, CFM** — Executive oversight; provides resources and supports resolution of escalated issues.
- **Project Manager (PM): James Barr, PE** — Single-point accountability for quality, schedule, scope, budget, and conformance to this QMP.
- **Discipline Quality Control Engineers** (*Independent of production for their checks*):
 - Roadway QC: **Greg Jacobs, PE**
 - Bridge QC: **Eric Christiansen, PE, SECB, LEED AP**
 - Traffic QC: **Ellen Howard, PE, PTOE, RSP**
- **Production Task Leaders/Design Professionals:** Assigned per task to produce deliverables in compliance with contract standards and this QMP.
- **Reviewers:** Experienced engineers not involved in preparing the product being reviewed; assigned by discipline and milestone.

Note: The QA/QC function for each discipline is organizationally independent from day-to-day production to preserve objectivity in reviews, consistent with the LADOTD plan framework.

2.2 Roles and Responsibilities

Principal-in-Charge (PIC) – Brandon Aillet, PE, CFM

- Provides executive oversight, ensures adequate staffing and resources, and removes roadblocks to maintain quality and schedule.
- Confirms this QMP remains current and effective across phases.

Project Manager (PM) – James Barr, PE

- Owns the QMP implementation; integrates QA/QC activities into the baseline schedule and fees; leads quality culture.
- Establishes project design criteria and quality expectations at kickoff; maintains the Quality Management Tracking Log for this contract.
- Coordinates milestone review windows; ensures “ready-to-submit” quality before initiating independent QC.
- Verifies that all internal and external comments are addressed and documented before submittals.
- Maintains the official QA/QC records in the Project Filing System.

Discipline QC Engineers *(Independent Reviewers)*

- **Roadway QC – Greg Jacobs, PE:** Conducts milestone roadway design checks for conformance to applicable criteria, standards, and interdisciplinary coordination with structures, drainage, utilities, and traffic. Reviews traffic control plans, signing / pavement marking, and safety considerations; verifies consistency with staging.
- **Bridge QC – Eric Christiansen, PE, SECB, LEED AP:** Conducts bridge design checks (analysis, details, quantities, specs) per BDEM and applicable AASHTO/LADOTD requirements; confirms constructability and consistency with roadway line & grade.
- **Traffic QC – Ellen Howard, PE, PTOE, RSP:** Reviews traffic operations analyses, and safety considerations; verifies consistency with staging.

Production Task Leaders/Design Professionals

- Develop design products using approved criteria, manuals, and CADD standards; perform ongoing self/review team checks; coordinate across disciplines; assemble discipline packages for QC.
- Use standard checklists to confirm completeness and quality prior to QC review.
- Selecting the production standards, including CADD standards; governing specifications and report formats prior to beginning production; and confirming with the Project Manager or Production Manager that the selected standards meet client requirements and are appropriate for use.
- Providing ongoing review of work products and project deliverables before releasing for Project Manager review.
- Establishing familiarity with standard checklists and using them as a guide when developing work products and project deliverables.
- Reviewing drawings with respect to project design criteria, clarity, discipline coordination, consistency, and related items. Coordinating with Halff CADD specialists as necessary to meet required Halff and client-established CADD standards.
- Reviewing work products periodically to confirm deliverables follow project requirements, drawings and specifications are properly coordinated, and bid forms accurately reflect the items and quantities necessary for the project. Reviews should be performed as the project progresses and immediately prior to each submittal.
- Assuring they have appropriate technical skills to perform assigned work activities.
- Working with the Project Manager and Production Manager to ensure there is appropriate subject-matter expert support to produce accurate work products that meet project standards and criteria.

Quality Assurance (Program) Oversight

- The plan framework includes periodic QA-level reviews to confirm that QC has been effectively planned and performed, and that processes (e.g., constructability, cross-discipline checks) are consistent and timely. QA occurs after QC comments have been addressed.

3. Governing Standards and Contract Requirements

- DOTD Bridge Design & Evaluation Manual (BDEM), Part I, Chapter 3 – Policy for QA/QC, including Appendix G grading instructions, rating matrix, and grading sheet.
- The Halff Team bears full responsibility for QA/QC of prime and all subconsultant work; each submittal must include a QA/QC certification.

4. Project Quality Planning

4.1 Project Initiation and Kickoff

At Notice to Proceed, the PM will:

1. Establish the QA/QC review windows by milestone (30/60/90/Final or as specified by LADOTD), incorporating the time necessary for independent QC and any QA-level process checks.
2. Confirm project design criteria (BDEM, AASHTO, LADOTD standards, CADD, specifications, report formats) and record them in the Design Summary at kickoff.
3. Conduct a project kickoff meeting with all disciplines to define scope, critical issues, schedule, budget, risks, and QA/QC documentation requirements.
4. Populate the Quality Management Tracking Log and distribute the review calendar with clear "hand-off" dates from production to QC to QA to submittal.

4.2 Quality Objectives

- **Conformance:** Every deliverable meets applicable codes, standards, criteria, and contract requirements.
- **Completeness & Clarity:** Documents and plans are complete, coordinated, and constructible at each milestone.
- **Traceability:** Comments, resolutions, and certifications are documented and filed for audit.
- **Independence:** QC reviews are performed by qualified personnel not involved in product preparation.

5. QA/QC Process and Review Cycle

5.1 Continuous (In-Process) Reviews by Production

Production staff and Task Leaders conduct ongoing self-checks and interdisciplinary reviews while work progresses, including clash/coordination checks (e.g., structure vs. roadway line/grade). These in-process reviews are documented in design notes, checklists, and model mark-ups.

5.2 Milestone Quality Control Reviews (Independent)

For each milestone, the PM routes "ready-to-submit" packages to the independent QC engineers for review using discipline-appropriate QC checklists. Design must pause during QC to avoid altering the basis being reviewed. QC comments are marked and returned to the Task Leader for resolution before any QA-level check occurs.

- **Roadway package** → QC by **Greg Jacobs, PE**
- **Bridge/structural package** → QC by **Eric Christiansen, PE, SECB, LEED AP**
- **Traffic/traffic control package** → QC by **Ellen Howard, PE, PTOE, RSP**

(Other discipline QC reviewers may be assigned by the PM if scope requires.)

5.3 QA-Level Process Checks

At major milestones, or if requested by the PM, the QA function provides a process-level review to confirm that constructability, cross-discipline coordination, and value considerations have been addressed, and that QC documentation is complete. QA reviews occur after QC comments have been resolved.

5.4 Comment Resolution and Certification

The PM maintains a consolidated Comment/Response Log. Task Leaders provide written responses and document incorporated changes. The PM verifies that all comments, internal and LADOTD/external, are addressed prior to submittal. The PM then signs the QA/QC Certification for the package.

Note: *Comment/Response Log may be in the form of Electronically documented comments and responses and may not be in traditional "log" format. All Comments/Responses must be confirmed complete.*

6. Discipline-Specific QC Procedures

6.1 Reports (Technical Memos, Basis of Design, Calculations Summaries)

When a draft report reaches the appropriate development stage, the originator assembles the draft and routes it to the PM and assigned reviewer(s). The draft is checked for accuracy, neatness, uniformity, adherence to standards (including drafting/GIS standards, where applicable), errors/omissions, cross-discipline consistency, grammar, completeness, and conformance to LADOTD guidelines/specifications. Review markups are made in **RED** or other designated colors, signed, and dated by the reviewer, then returned for reconciliation. Finalized markups are filed as evidence of review. ***Comments may be prepared, transmitted, resolved, and confirmed by electronic methods also as long as clear evidence of review is maintained.***

6.2 Drawings (Plans, Details, Quantities)

Drawings are developed under the Task Leader using survey/control, criteria, and standards approved for this contract. Before a drawing is final, an independent checker reviews for: (1) conformance with design criteria and CADD standards; (2) completeness and clarity; (3) cross-discipline coordination (structures, civil, traffic, utilities, drainage); (4) compatibility with adjacent project elements; and (5) good plans preparation practice. Check prints are routed to QA/QC management, with the following conventions:

- **GREEN** = agreement/acceptance of the item as shown
- **RED** = correction required with comments adjacent to the item

Revisions made in CADD are highlighted in **yellow** on the re-plotted check print. Once the PM verifies that all required corrections are incorporated, the PM initials the revised check print. ***Comments may be prepared, transmitted, resolved, and confirmed by electronic methods also as long as clear evidence of review is maintained.***

6.3 Engineering Calculations

Manual or electronic calculations include stated assumptions, referenced criteria, and supporting outputs. Each computation sheet is signed/dated by the designer. Reviewers verify completeness, correctness, and logic flow, and mark their agreements (**GREEN**) or required corrections (**RED**). Reviewer initials/date each original calculation sheet upon completion. ***Comments may be prepared, transmitted, resolved, and confirmed by electronic methods also as long as clear evidence of review is maintained.***

6.4 Correspondence and Transmittals

All external correspondence is reviewed by an equal or higher-level employee before release; checks include spelling, grammar, address/title accuracy, and clarity. All correspondence includes the contract identification and any AVO or local reference numbers used for record traceability. The **goal is accuracy, simplicity, and uniformity.**

7. Subconsultant Quality Management

- **Same Standards:** Subconsultant work undergoes the same QA/QC process and documentation as in-house work. Subconsultant plans are submitted to the PM in advance of milestones for coordination.
- **Method of Compliance:** Each subconsultant, either (A) commits in writing to follow this contract-specific QMP; or (B) submits its own QA/QC procedures to the PM for review/concurrence **before** beginning work. In either case, subconsultants provide QA/QC documentation with each deliverable.
- **Coordination Cadence:** Regular coordination meetings/teleconferences will be held to ensure timely inputs for critical path activities and to maintain cross-disciplinary consistency across design elements.

8. Milestone Review Framework and Schedule Integration

Milestones & Typical Content: The PM defines milestone levels (e.g., 30% Concept, 60% Intermediate, 90% Pre-Final, Final) and the content expectations at each level for every discipline (plans, reports, computations, quantities, specifications, and supporting documentation). QC checklists for each milestone specify the % completion expectations and required inclusions.

Schedule Windows: Each milestone includes time-boxed windows for:

- Production freeze → **Independent QC review** → Comment reconciliation → **QA process check** (as applicable) → PM certification → Submittal.

Ready-to-Submit Rule: Deliverables are not released to QC until the Task Leader confirms the package is "ready-to-submit" (complete, coordinated, and frozen). Design effort pauses during QC.

9. Documentation, Records, and Forms

9.1 Required QA/QC Forms and Logs

- **Quality Management Tracking Log:** Maintained by the PM for this contract; records milestones, review dates, reviewers, comment status, certifications, and submittals.
- **Independent QC Review Checklist(s):** Discipline-specific; used by QC reviewers at each milestone to verify completion %, criteria conformance, interdisciplinary consistency, and resolution of previous comments.
- **Design Summary / Criteria Record:** Establishes and updates applicable criteria, standards, and assumptions.
- **Comment/Response Log:** Captures all internal and external comments; includes status, responsible party, date of incorporation, and cross-references to drawing/report sheets or calculation pages.
- **QC Compliance Certification:** Signed by PM after confirming that QC is complete and comments are resolved for the package.

Appendix A (Forms). The LADOTD model plan includes sample Independent QC Review Form and QC Compliance Form layouts. This contract will use equivalent forms tailored to Contract No. 4400034051, capturing project identifiers, review level, discipline, submittal date, drawing numbers, reviewer initials/signatures, and multi-discipline review sign-offs.

9.2 Filing and Retention

- **Project Filing System:** The PM maintains the official record. Marked-up drafts/check prints, signed/dated review sheets, and certifications are filed as evidence of review.
- **Traceability:** Each comment is traceable to the affected sheet/spec/report page and the action taken. External comments (emails, memos, marked plans) and meeting minutes are recorded and archived.

10. Independent Review Criteria

Each independent QC review confirms, at a minimum, that:

1. The deliverable **meets the stated % completion** for the milestone level.
2. Presentation is **clear and consistent** within and across disciplines; design professional's **name, license #, and issue date** appear as required.
3. Relevant **subconsultant drawings** or documents are included.
4. The **site has been visited** as required for the task.
5. **Specifications, estimates, and quantities** have been reviewed for consistency with plans and calculations.
6. **All previous internal/client comments** have been addressed/resolved.
7. All items on the **discipline checklist** are included and correct.

11. External Reviews and Comment Resolution

External (LADOTD/Stakeholder) Comments. All external comments are recorded (client forms, memos, email, letters, marked plans) or summarized in meeting minutes. The responsible Task Leader provides written responses formatted to identify the document reviewed, date, reviewer's comments, and the response/action taken. Draft responses are submitted to the PM for review/approval before transmittal. All final comments and responses are kept in the Project Filing System.

12. Compliance Certification

After all reviews are completed and the PM verifies that task checkpoints have been completed accurately and on time, the PM signs the Engineering Quality Control Compliance Certification for the package and files it along with the original/check prints. This certification accompanies the submittal to LADOTD as required by the contract and BDEM QA/QC policy.

13. Dispute Resolution Protocol

If a reviewer **disagrees** with a design result:

1. Reviewer discusses directly with the **Task Leader**.
2. If unresolved, elevate to the **Project Manager** (and, as needed, senior technical staff).
3. The PM documents the decision and ensures alignment across disciplines and subconsultants.

14. Communication and Continuous Improvement

- **Ongoing Feedback:** The QA framework promotes regular feedback to discipline leads and management to address recurring issues and share lessons learned across teams.
- **Lessons-Learned Log:** The PM and QC leads contribute to a contract lessons-learned record after each major milestone to drive improvements in subsequent phases.
- **Plan Maintenance:** This QMP is a **living document**. The PM may propose updates to reflect contract amendments, scope changes, or process improvements; updates are communicated to all participants and applied prospectively.

15. Deliverable-Specific QA/QC Expectations

15.1 Bridge/Structural Deliverables

- **Criteria:** LADOTD BDEM, AASHTO LRFD Bridge Design Specifications, and project-specific directives.
- **QC Focus:** Load path consistency, demand/capacity checks, detailing, bar lists, expansion joints, bearings, utilities conflicts, and constructability/phasing.
- **Interdisciplinary Touchpoints:** Confirm roadway line & grade and staging requirements; verify hydraulic openings and railroad/utility constraints as applicable.
- **QA Evidence:** Signed/dated calculation review sheets; check prints with red/green mark-ups; yellow-highlighted revisions; PM initialing of revised check prints; QC Compliance Certification.

15.2 Roadway/Geometrics Deliverables

- **Criteria:** LADOTD standards, AASHTO Green Book, design exceptions/variances if needed.
- **QC Focus:** Horizontal/vertical geometry, superelevation, typical sections, intersections/approaches, drainage ties, and work zone traffic control compatibility.
- **Interdisciplinary Touchpoints:** Structures, drainage, traffic, utilities, ROW.
- **QA Evidence:** Milestone QC checklists and markups; comment resolution records; PM certification.

15.3 Traffic/Traffic Control Deliverables

- **Criteria:** LADOTD standards, MUTCD, applicable ITE and AASHTO references.
- **QC Focus:** Signing/pavement marking plans, TTC phasing, detours, capacity/safety analyses, accessibility.
- **Interdisciplinary Touchpoints:** Roadway staging, structural sequencing, and public information constraints.
- **QA Evidence:** Independent QC checklist and signed review sheets, comment/response log, PM certification.

16. Submittal Package Content and Certifications

Each package to LADOTD will include:

- Discipline plans, special details, calculations, specifications, cost estimates, quantities, and supporting reports appropriate to the milestone.
- **QC documentation:** Independent QC checklists, marked-up check prints (or digital mark-ups), calculation review initials, and updated comment/response log.
- PM-signed QA/QC Certification stating that the submittal meets this QMP and the BDEM Part I, Chapter 3 minimum requirements.

17. Contract-Specific Quality Commitments (Contract No. 4400034051)

1. **Bridge QA/QC Plan Requirement:** This QMP constitutes the bridge design QA/QC plan specifically developed for **Contract No. 4400034051**; it addresses all evaluation criteria in the DOTD QA/QC rating matrix and will be implemented during design and construction support.
2. **QA/QC Certification with Every Submittal:** Each submittal package will include a signed certification attesting to compliance with this QMP and the BDEM QA/QC policy.
3. **Prime Responsibility:** The Halff Team remains fully responsible for the quality of work performed by the **prime and all subconsultants**; subconsultants will either adopt this QMP or submit procedures for PM concurrence before starting work.

18. Appendices (Templates)

Appendix A-1 — Independent QC Review Form (Contract 4400034051)

- Project identifiers (Contract No. 4400034051; discipline; milestone; submittal date; drawing/report list).
- Reviewer independence statement.
- Checklist items (milestone % complete, presentation consistency, credentials on sheets, subconsultant inclusion, site visit, specs/estimates/quantities reviewed, prior comments resolved, discipline checklist completed).
- Reviewer initials, date, and signature lines; space for explanations of “No” responses.

Appendix A-2 — Multi-Discipline Review Sign-Off Sheet

- Survey, Civil/Roadway, Drainage, Structures, Utilities, Traffic Control, Constructability, Environmental, CAD, Accessibility — initials/dates and comment status (“Resolved/Attached”).

Appendix A-3 — QC Compliance Certification (PM Signature)

- Certification text stating that the review has been conducted per the QMP, **all review comments have been addressed and resolved**, and the package is ready for submittal.

Appendix A-4 — Comment/Response Log Template

- Columns for Ref. ID, Discipline, Comment, Response/Action, Responsible Party, Target/Actual Dates, Status, Cross-Reference to sheets/pages.

19. Execution and Adherence

All project personnel—including subconsultants—are required to read and adhere to this QMP. The PM will brief the team during kickoff and at major milestones to reinforce expectations and to capture lessons learned. **Non-conformances** identified during reviews will be recorded, assigned for correction, and verified closed before submittal. This QMP remains in effect for the duration of **Contract No. 4400034051** and will be updated as necessary to reflect scope changes or process improvements.

Appendix A-1 — Independent QC Review Form (Contract 4400034051)

Contract No.: 4400034051

Project Title: _____

Discipline: ☐ Survey ☐ Civil/Roadway ☐ Drainage ☐ Structures ☐ Utilities ☐ Traffic Control
☐ Constructability ☐ Environmental ☐ CAD ☐ Accessibility ☐ Other: _____

Milestone: ☐ 30% ☐ 60% ☐ 90% ☐ Final ☐ Other: _____

Submittal Date (YYYY-MM-DD): ____ / ____ / ____

Submittal Type: ☐ Plans ☐ Report ☐ Calculations ☐ Specifications ☐ Estimate/Quantities
☐ Other: _____

Drawing/Report List (ID & Title):

1. _____
2. _____
3. _____

(Attach full list if needed.)

Reviewer Independence Statement

I certify that I (1) did not prepare the work under review; (2) am organizationally and technically independent from the preparer(s); and (3) conducted this review in accordance with the Project Quality Management Plan (QMP) and DOTD BDEM requirements.

Reviewer Name: _____ **Firm:** _____

Reviewer Signature: _____ **Date:** ____/____/____

LADOTD Contract No. 4400034051
Quality Management Plan

Checklist — Complete for this Milestone: Indicate **Yes / No / N/A** and add notes for any **No**.

Item	Check	Notes (required for "No")
1. Milestone deliverable is the stated % complete for scope and discipline.	☐ Yes ☐ No ☐ N/A	
2. Presentation is consistent (titles, numbering, scales, north arrows, symbology, fonts, units).	☐ Yes ☐ No ☐ N/A	
3. Credentials and professional seals/blocks appear correctly on sheets/reports per DOTD requirements.	☐ Yes ☐ No ☐ N/A	
4. Applicable subconsultant work has been incorporated and coordinated.	☐ Yes ☐ No ☐ N/A	
5. Site visit performed or latest site information used; constraints accurately reflected.	☐ Yes ☐ No ☐ N/A	
6. Specifications reviewed for consistency with plans and narrative.	☐ Yes ☐ No ☐ N/A	
7. Quantities and estimate reviewed; math and item codes verified.	☐ Yes ☐ No ☐ N/A	
8. Prior review comments (internal/DOTD) are addressed and resolved.	☐ Yes ☐ No ☐ N/A	
9. Discipline-specific checklist completed (structures calcs, drainage model inputs/outputs, traffic control details, utilities conflicts, etc.).	☐ Yes ☐ No ☐ N/A	
10. Cross-references (details, sections, notes) are correct and complete.	☐ Yes ☐ No ☐ N/A	
11. Applicable standards (DOTD, AASHTO, MUTCD, ADA/PROWAG, environmental commitments) are applied.	☐ Yes ☐ No ☐ N/A	
12. CAD standards and level/layer conventions are met; file integrity checks passed.	☐ Yes ☐ No ☐ N/A	

Reviewer Initials Log

Pages/Sheets Reviewed: _____ through _____

Reviewer Initials: _____ **Date:** ____/____/____

Exceptions / Required Corrections *(list Ref. ID and describe; attach sheets if needed)*

Ref. ____ — _____

Ref. ____ — _____

Ref. ____ — _____

Disposition of Exceptions

☐ All exceptions resolved prior to submittal

☐ Exceptions attached and tracked in **Comment/Response Log**

Approver (QC Lead or PM Designee) Acknowledgement

Name/Title: _____

Signature: _____ Date: ____/____/____

Document Control

File Name: _____ Revision: ____ Date: ____/____/____

Appendix A-2 — Multi-Discipline Review Sign-Off Sheet

Project / Contract No.: 4400034051

Milestone: ☐ 30% ☐ 60% ☐ 90% ☐ Final ☐ Other: _____

Submittal Date: ____/____/____

Discipline	Reviewer (Print)	Initials	Date	Comment Status (check one)
Survey				☐ Resolved ☐ Attached
Civil/Roadway				☐ Resolved ☐ Attached
Drainage				☐ Resolved ☐ Attached
Structures				☐ Resolved ☐ Attached
Utilities				☐ Resolved ☐ Attached
Traffic Control				☐ Resolved ☐ Attached
Constructability				☐ Resolved ☐ Attached
Environmental				☐ Resolved ☐ Attached
CAD				☐ Resolved ☐ Attached
Accessibility				☐ Resolved ☐ Attached

Notes:

"Resolved" = comments incorporated and verified prior to milestone submittal.

"Attached" = comments included in Appendix A 4 and tracked to resolution.

Attach any discipline-specific checklists and calculation cover sheets, as applicable.

PM/QA Acknowledgement

Name/Title: _____

Signature: _____ **Date:** ____/____/____

Appendix A-3 — QC Compliance Certification

Project / Contract No.: 4400034051

Milestone: ☐ 30% ☐ 60% ☐ 90% ☐ Final ☐ Other: _____

Submittal Date: ____/____/____

Certification Statement

I certify that the Quality Control (QC) review for this submittal has been conducted in accordance with the approved **Project Quality Management Plan (QMP)** and the **DOTD Bridge Design & Evaluation Manual (BDEM), Part I, Chapter 3 – Policy for QA/QC**. All review comments generated to date for this milestone—internal and external—have been addressed and resolved or are attached with a defined disposition and path to resolution. To the best of my knowledge and belief, this package is complete for the stated milestone and is **ready for submittal** to DOTD.

Project Manager

Name: _____

Signature: _____

Date: ____/____/____

Firm: _____

Document Control

File Name: _____ **Revision:** ____ **Date:** ____/____/____

Appendix A-4 — Comment/Response Log Template

Project / Contract No.: 4400034051

Milestone: ☐ 30% ☐ 60% ☐ 90% ☐ Final ☐ Other: _____

Log Version: Rev _____

Date: ____/____/____

Ref. ID	Discipline	Comment	Response / Action Taken	Responsible Party	Target Date	Actual Date	Status (Open / Resolved / N/A)	Cross-Ref (Sheets/Pages, Calcs, Spec Sections)
001	Structures							
002	Drainage							
003	Roadway							
004	Utilities							
005	Traffic Control							

Status Codes & Use Notes

- **Open:** Action pending; include **Target Date**.
- **Resolved:** Action complete and verified; include **Actual Date** and update in Appendix A 2 if needed.
- **N/A:** Comment withdrawn or not applicable (justify in Response).
- Use one Ref. ID per discrete comment; maintain continuity across revisions (do not renumber; add suffix if needed, e.g., 010-A).
- Cross-reference all affected documents (e.g., **S3, Plan Sheet G-05, Spec 502, Drainage Calc p. 12**).

22 Sub-Consultant Information

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and Email Address	Phone Number
G.E.C., Inc.	8282 Goodwood Boulevard Baton Rouge, LA 70806	Cary Bourgeois, PE cbourgeois@gecinc.com	225.612.4121
Ardaman & Associates, Inc.	316 Highlandia Drive Baton Rouge, LA 70816	Rob Jewell RJewell@Ardaman.com	225.752.4790
Neel-Shaffer, Inc.	10000 Perkins Rowe, Suite G360 Baton Rouge, LA 70810	Nick Ferlito, Jr., PE, PTOE 225.924.0235	225.924.0235
NTB Associates, Inc.	525 Louisiana Avenue Shreveport, LA 71101 321 Saint Joesph Baton Rouge, LA 70802	Michael J. King mking@ntbainc.com	225. 751.4002
Prevot Design Services, A Professional Architectural Corporation	8643 Main Street Zachary, LA 70791 601 Spring Street Shreveport, LA 71101	Mark Prevot, Architect, AIA, NCARB mprevot@prevotdesign.com	318.227.9244

23 Location

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