## IDIQ CONTRACT FOR IN-DEPTH BRIDGE INSPECTION

ATATATA

-5

SDR

**Contract Numbers:** 4400029683, 4400029684, and 4400029685

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August 8, 2024

**Prepared** for



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# Section 1-11

SDR I-20 Vicksburg, MS

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### **DOTD FORM: 24-102**

### **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.	IDIQ CONTRACT FOR IN-DEPTH BRIDGE INSPECTION
2. Contract Number(s) as shown in the advertisement.	4400029683, 4400029684, 4400029685
<b>3.</b> State Project Number(s), if shown in the advertisement	N/A
<b>4.</b> Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	SDR Engineering Inc
<b>5.</b> Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF0003263 DUNS Number: 968522367
<b>6.</b> Prime consultant mailing address	2820 Continental Drive, Suite 100, Baton Rouge, LA 70808
<b>7.</b> Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	2820 Continental Drive, Suite 100, Baton Rouge, LA 70808
8. Name, title, phone number, and email address of prime consultant's	Mohsen Shahawy, PhD, PE
contract point of contact.	Principal & COO
	(850) 222-2737, Ext. 226
	shahawy@sdrengineering.com
9. Name, title, phone number, and email address of the official with	Ann Shahawy
signing authority for this proposal	CEO
	(850) 222-2737, Ext. 222
	ashahawy@sdrengineering.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 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	Signature above shall be the same person listed in Section 9: <u>8/8/2024</u> Date:
false response.	
<b>11.</b> If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	Firm(s):Firm(s)' %:Urban Systems, Inc.2%

# Section 12-15



### 12. PAST PERFORMANCE EVALUATION DISCIPLINE TABLE:

Past Performance Evaluation Discipline(s)	% of Overall Contract	SDR (Prime)	WSP	CONSOR	F&T	КТА	USI	Each Discipline must total to 100%
Bridge	95%	53%	25%	20%		2%		100%
Traffic	2%						100%	100%
Survey	3%				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%	50.35%	23.75%	19.00%	3.00%	1.90%	2.00%	-

### **CONSULTANTS:**

**Consor: Consor Engineers, LLC** 

**KTA: KTA-Tator, Inc.** 

WSP: WSP USA Inc.





\\SD

USI: Urban Systems, Inc.









**SDR Engineering Inc** 

### 13. FIRM SIZE:

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number personnel available in this DOTD Job Classification (if needed)
SDR Engineering Inc	Principal	1	2
	Supervisor Engineer	2	3
SDR	Engineer	7	9
	Engineer Intern	6	7
	Inspector-Bridge	6	6
	CADD Drafter	1	2
	Computer Analyst	1	1
	Administrative	1	2
WSP USA Inc.	Principal	1	5
	Administrative	1	2
	Supervisor – Engineering	6	10
	Engineer	12	14
	Engineer – Other	2	15
	Inspector – Bridge	13	15
	Inspector - Certified	13	10
	Professional	3	10
Consor Engineers, LLC	Supervisor - Eng	7	39
\land consor	Other (EI Diver)	1	8
	Other (Diver Technician)	4	46



F&T: Forte & Tablada, Inc.	CADD Technician	2	4
TABLADA	Instrument Man	2	3
	Party Chief	2	5
	Principal	1	3
	Rodman	2	5
	Senior Technician	3	6
	Surveyor	1	5
KTA-Tator, Inc.	Supervisor-Other	2	4
Urban Systems, Inc.	Supervisor-Eng	1	2
	Engineer	2	3
	Engineer Intern	1	2
	CAD Technician	1	2
	Inspector	0	1
	Engineering Aide	1	2



SDR Engineering Inc

### 14. ORGANIZATIONAL CHART:







### 15. <u>MINIMUM PERSONNEL REQUIREMENTS:</u>

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					
2	Mohsen Shahawy, PhD, PE	SDR	PE.31465 - Civil	LA	03/31/2025
3		<b>UD</b> II			
	Zhiyong Liang, PhD, PE	<b>M</b> SDR	PE.34873 - Civil	LA	03/31/2026
4	Michael Craig, PE, SE	\\ <b>S</b> D	PE. 41964 - Civil	LA	03/31/2026
	Eric Harbeson, PE	\land consor	PE. 084508 – Civil SPRAT III #171728 – Rope Access Engineer	РА	09/30/2025 01/13/2026
	Osama Elsaad	<b>M</b> SDR	PE. 45668 - Civil	LA	09/30/2025
5	Casey Howard, PE	\\ <b>S</b> D	PE. 42913 - Civil	LA	03/31/2025
	Matthew Sullivan, PE	<b>\\</b> \$P	PE. 42490 – Civil	LA	09/30/2024
6	Robert Lanterman		NACE #13505 SSPC #2015-820-136	N/A	05/23/2025 12/31/2027
7	Jeremy Herndon	vsp	ASNT NDT Level III	N/A	02/28/2029



	Kevin Carpenter	<b>NSD</b>	ASNT NDT Level III	N/A	9/30/2024
	William Cochran, PE	\\Sp	ADCI #67434 - Diving Supervisor	LA	03/19/2029
8	Stuart Pitre	<b>\\</b> \$P	ADCI #54385 - Diving Supervisor	N/A	08/16/2026
	Heath Pope, PE	\land consor	PE #36946 - Civil ADCI #24083 - Diving Supervisor	LA	Exp. 09/30/2024 Exp. 03/10/2028
	Michael Sorensen	\land consor	ADCI #66467 - Diver NBDHMT #2831 - Certified Diver Medic	N/A	Exp. 08/18/2028 Exp. 11/30/2024
9	Andrew Harrison	\land consor	ADCI #65278 - Diving Supervisor	N/A	Exp. 11/12/2027
	Arthur LeForge	\land consor	ADCI #58342 - Diving Supervisor	N/A	Exp. 02/11/2026
10	Michael Dukes, PE	\land consor	PE. 40986 - Civil ADCI #58165 - Diving Supervisor	LA	03/31/2025 Exp. 07/27/2028
11	Bradley Holleman, PLS	<b>FORTE</b> & TABLADA	PLS.5082	LA	09/30/2024



# Section 16

SDR US-80 Shreveport, LA

SDR

### 16. STAFF EXPERIENCE:

Firm employed by: S	DR Engineering Inc	SDI				
Name Mohsen Sh	ahawy, PhD, PE		Years of relevant experience with this employer	25		
Title Principal an	nd COO		Years of relevant experience with other employer(s)	15		
Degree(s) / Years / S	pecialization		PhD / 1984 / Civil Engineering			
			MS / 1981 / Civil Engineering		GR C	
			BS / 1976 / Civil Engineering		C-2ml -	
Active registration nu	ımber / state / expirati	ion date	PE.31465 / Louisiana / 03-31-2023			
Year registered	2004	Discipline	Civil Engineer			
Contract role(s) / brie	f description of respo	onsibilities	Principal in charge, design, management, QC/QA			
Dr. Shahawy is the	managing principal	l of SDR. He h	as 40 years of experience and has published over 180	paper	s in the areas of	
prestressed/reinforce	l concrete performance	ce, LRFD Code is	ssues related to shear performance, structural testing, evalua	tion, lo	ad testing and load	
rating of bridges, dyn	amic behavior of bridg	ges, and bridge rel	habilitation. He is a Co-author of the Prestressed Concrete Ins	titute (F	PCI) Bridge Design	
Manual. He has led	SDR'S team in the d	evelopment of the	e DOTD Bridge Design and Evaluation Manual and in the	le devel	lopment of the LG	
Girder Details and	Design Standards.	He has been resp	consider for the design of more than 90 bridges with spans r	<u>anging</u>	up to 280 feet, the	
Experience dates	Experience and au	<u>dges</u> , and design j	peer reviews of more than 300 bridges for various authorities	dition	account? "staal	
Experience dates	experience and qu	ilitation "Non do	ant to the proposed contract, <i>i.e.</i> , Bridge inspection, con	attion a	assessment, steel	
(IIIII/yy–IIIII/yy)	and concrete renab	initation, Non-de	structive resting, Project Management.			
08/19–Present	H.011309: MacAr	thur Interchang	e Completion, Phase II, Jefferson Parish, LA			
	Scope of work was	to provide two ne	ew on-ramp and off-ramp connection between the eastbound	of West	t Bank Expressway	
	(US 90-Z) and Fro	ontage Road, dem	olish the existing off-ramp, and widen the US 90-Z bridge	to acco	ommodate the new	
	ramps. The project	consisted of prov	riding all necessary engineering design services (Stage 3) rec	juired to	o construct the two	
	separate ramp stru	ctures and the re	clocation of Frontage Road. To accommodate the new stru-	ctures 1	for the two ramps,	
	Fromage Road red	dont OC/OA of	along with utilities while maintaining all business access	3. Dr. 3	snanawy s role(s):	
	comments at every		an structure elements and provided guidance to the project	it team	to address review	
10/16 04/21		stage.	ID DD Joffarson Davis Darish I A			
10/10-04/21	Replacement of two	o I-10 bridge over	masses at US 165 and MP Railroad East-bound total bridge h	ength is	765 ft comprising	
	seven (7) spans F	our (4) snans we	re made one continuous unit: the other three (3) spans wer	e conti	nuous unit Design	
	included all elements of bridge structure along with required slope and embankment work. Replacement of the bridge					
	involved complex construction phasing to maintain traffic on the interstate while removing the old structure and construct					
	the new bridge. T	o ensure design	economy and accelerated construction, DOTD standard pre-	ecast pi	restressed concrete	
	girders (LG Girder	s) were used for the	he superstructure. Role: lead the development of the construct	tion ph	asing and carry out	
	QC/QA review of o	design.	<b>. 1</b>	1	<i>c ,</i>	
11/17-10/20	H.011484: US-80	Texas Street Bri	dge Rehabilitation, Shreveport, LA			



	The bridge consists of a main truss span comprised of two 182 ft. anchor spans and one 520 ft. steel cantilever span, six
	102.75 ft. steel deck truss spans, one 91 ft. steel girder span, and 35 reinforced concrete deck girder approach spans of
	varying span lengths. The scope of work consisted of conducting NBIS element level inspection of the entire bridge, 3-D
	computer modeling and analysis of existing deficiencies, load rating based on existing conditions, developing scope of
	rehabilitation including cleaning and painting of steel trusses, design of epoxy-urethane overlay system on deck. CFRP
	repair of concrete spall for columns, caps and concrete beams, strengthening of steel truss span members, strengthening
	floor beams and gusset plates, repair of steel plate girder spans, and sealing of joints and pin replacement, <b>Role(s)</b> ; performed
	independent OC/OA of all above listed work elements and provided guidance to the project team to address review
	comments at every stage.
10/18-02/21	H.011487: LA 182 Over Atchafalaya River (Berwick Bay) Bridge Rehabilitation, Lafavette, LA
10,10 02,21	The bridge, built in 1933, is a through truss carrying LA-182 over Atchafalava River. The bridge consists of three main
	trusses with span length of 608 ft, each, two deck trusses with span length of 126 ft, each, and 40 concrete T-beam spans
	with span length of 40 ft each. The work included performing in-depth inspection of the truss and concrete spans. NDT of
	the concrete T-beams, load rating the bridge based on observed deficiencies, 3-D modeling of computer models of the truss
	spans analysis including design and developing repair details for the steel truss members, gusset plates, reinforced concrete
	T-beam and deck slab, prepare rehabilitation plans and technical special provisions and construction cost estimate. <b>Role(s)</b> :
	independent OC/OA of all above listed work elements and provided guidance to the project team to address review
	comments at every stage.
07/15-06/17	Evaluation and Load Rating of Three Major Truss Bridges, Statewide, LA
	The scope of work included in-depth inspection and 3-D computer modeling of the truss spans to access existing deficiencies
	and performing load rating of three major truss bridges including the approach spans.
	1. Mississippi River Bridge at Vicksburg (4.210 ft)
	2. Sunshine Bridge at Donaldsonville (3.327 ft)
	3. I-10 Calcasieu River Bridge at Lake Charles (6.617 ft)
	Role(s): Project Manager, lead engineer. Responsibilities included: OC review of all inspection reports, structural
	assessment of found deficiencies and determining effect of steel section loss for both members and gusset plates on load
	rating; developing structural modeling parameters and supervising the team developing the 3-D finite element model for the
	main truss using LUSAS; and load rating all elements of the truss spans.
06/86-10/00	Complex Bridge Evaluation and Design, Statewide, FL
	Evaluation and design of complex bridges in Florida. Sample projects include:
	• Indian River, Vero Beach, FL, Bridge No. 880054
	• Big Carlos bridge (#120028), Lee County, FL
	• Oakland Blvd., Ft. Lauderdale, FL, Bridge No. 860941
	• Longboat bridge (#130057), Sarasota, FL
	• S.R. 706, Jupiter, FL, Bridge No. 930007
	• Laurel street bridge (#105503), Tampa, FL
	• Delray Beach, FL, Bridge No. 930064



Firm employed by:	SDR Engineering	Inc	A SDR	
Name Zhiyong L	iang, PhD, PE		Years of relevant experience with this employer	13
Title Vice Presid	dent		Years of relevant experience with other employer(s)	12
Degree(s) / Years /	Specialization		PhD / 2008 / Civil Engineering	
	-		MS / 2004-2005 / Civil Engineering-Computer Science	Jan and
			BS / 1996 / Civil Engineering	
Active registration 1	number / state / exp	piration date	PE.34873 / Louisiana / 3-31-2022	
			FHWA-NHI Bridge Inspection Training	STA
Year registered	2009	Discipline	Civil Engineering-Structures	
Contract role(s) / br	ief description of r	responsibilities	Project management, bridge inspection, bridge design	
Dr. Liang's experie	nce focuses on bri	dge inspection,	design, load rating, and conditions evaluation of steel and concr	ete bridges. He has been a
Project Manager and	d Engineer of Reco	ords on many su	ccessfully competed bridge inspection, load rating, design, testing,	, and rehabilitation projects.
With a diverse bac	kground in both (	Civil Engineering	ng and Computer Science, he is an expert at operating differen	it bridge inspection/testing
equipment, perform	ing data analysis, a	and developing	software to assist in bridge analysis and data archiving. He has a	very strong background in
finite element mode	ling and data analy	sis, as well as l	ands-on experience at bridge sites. He served as the Lead Enginee	er in the development of the
DOTD Bridge Desi	gn and Evaluation	n Manual (BDE	M). He has also completed the FHWA-NHI Bridge Inspection	Fraining and qualified as a
bridge inspection m	anager/leader.	11.01		• • • • • • • • • •
Experience dates	Experience and	qualifications r	elevant to the proposed contract, <i>i.e.</i> , "designed drainage", "de	signed girders", "designed
(mm/yy-mm/yy)	intersection", etc	Experience d	ates should cover the time specified in the applicable MPR(s).	
03/23–Present	4400023510 IDI	Q for Bridge I	nspection Services, Statewide, LA	
	Inis IDIQ contra	actor mainly for	cuses on the inspection of complex bridges. Dr. Liang served as the	he Contractor Manager and
	I ed the hispection	Mississinni Tm	ng Druges:	
	• 1-20 over	Wississippi Tr	iss Bridge	
	• US-80 ov	er Red River B	ridges Truss Bridge	
	$\bullet LA 2/Br$	nuge over ICW	w Long Span Continuous Steel Bridge	
10/19 Duese ut	• LA 3213	over Mississip	ol River Truss Bridge	T A
10/18–Present	H.UI148/: LA I	$\frac{1}{100}$ $\frac{1}$	main trugges with span length of 608 fast each two (2) 126 fast	LA
	concrete T-beam	spans with lan	than trusses with span length of 000 feet each, two (2) 120 feet at h of 40 feet. The scope included inspection load test load ratio	a and rehabilitation design
	of the entire brid	ge SDR is the t	prime consultant and Dr. I iang served as the Project Manager over	s, and renation design
	• Led the it	50. SDR is uit j	on and non-destructive test (NDT) using strain gauges	toomg the following tasks.
		rating and reha	bilitation scope development	
	• Leu Ioau	ahah dasian and	I properation of construction plans	
	Lea the re	enad design and	preparation of construction plans.	



11/15-10/17	H.011484: US-80 Texas Street Bridge Rehabilitation, Shreveport, LA
	The bridge consists of a main truss span comprised of (2) 182' anchor spans and one 520' steel cantilever span, (6) 102'-9"
	steel deck truss spans, (1) 91' steel girder span, and (35) reinforced concrete deck girder approach spans of varying span
	lengths. As the project manager, Dr. Liang was responsible for coordinating all activities with the DOTD Project Manager and
	participating in the following tasks:
	• Led the inspection and load rating activities.
	• Review the estimated quantities and prepare the final report.
	• Led design of the rehabilitation schemes and prepared the final plans.
	Construction Support.
3/15-8/15	H.009859.5: Inspection & Load Rating of 18 Load-Posted Complex Bridges, Statewide, LA
	This project was to assess 18 load-posted complex bridges that are located on state-approved truck routes, with the ultimate
	goal of eliminating their current postings. Bridge types include truss bridges, movable bridges, and pontoon bridges. The scope
	included collecting and compiling all pertinent information, load rating the bridges using standard analysis, performing an in-
	depth field investigation of the superstructures and substructures, analyzing, and rating deficient structures using refined 3-D
	FEM analysis, and providing a detailed evaluation report. Four movable bridges were assessed in this project.
	SDR was the prime consultant and Dr. Liang served as the Project manager overseeing the different tasks and leading the
2/10 5/12	bridge inspection, assessment, and load rating.
3/10-5/12	H.005380.5: Evaluation and Load Rating of Three Major Truss Bridges, Statewide, LA
	This project was a complete evaluation and load rating of three major truss bridges including the approach spans: Mississippi Diver Dridge at Vielseburg (4.210ft). Synching Dridge at Daneldoorwille (8.22(ft)) and L10 Cologainy Diver Dridge at Lake
	River Bridge at Vicksburg (4,21011), Sunsmine Bridge at Donaldsonville (8,25011), and 1-10 Calcasieu River Bridge at Lake
	chanes (0,01/11). The blidges consisted of main steel truss spans, prestressed concrete of steel approach spans and reinforced
	• Determine the overall scope of the project and the major analysis methods/software to be used
	<ul> <li>Determine the overall scope of the project and the major analysis methods/software to be used.</li> <li>Paviaw the inspection report and determine the affect of section losses and deficiencies on load rating.</li> </ul>
	<ul> <li>Review the hispection report and determine the effect of section losses and deficiencies on load fatting.</li> <li>Build the finite element model for the main truss and rate the truss members and guesset plates.</li> </ul>
	<ul> <li>Build the finite element model for the main truss and rate the truss memoers and gusset plates.</li> <li>Load rate the approach spans using VIPTIS: load rate the substructure using PC. Dier and spreadsheets.</li> </ul>
	<ul> <li>Load fate the approach spans using VIKTIS, toad fate the substructure using KC-Fiel and spreadsheets.</li> <li>Write the final report and supervise the junior angineers.</li> </ul>
06/86 10/00	White the final report and supervise the junior engineers.     Complex Bridge Design/Desting Statewide El
00/80-10/00	Design and construction of complex bridges. Sample complex bridge projects include:
	• Indian River Vero Beach EL Bridge No. 880054
	<ul> <li>Big Carlos bridge (#120028) Lee County, FI</li> </ul>
	<ul> <li>Dig Carlos bruge (#120020), Ecc County, TE</li> <li>Oakland Blyd, Et Lauderdale, EL Bridge No. 860941</li> </ul>
	<ul> <li>Jonghoat bridge (#130057) Sarasota EI</li> </ul>
	• Longooat onlige (#150057), Salasola, PL • S.P. 706 Jupiter El. Bridge No. 030007
	<ul> <li>S.K. 700, Jupitel, PL, Bluge NO. 330007</li> <li>Laural streat bridge (#105503), Tampa, FI</li> </ul>
	$\bullet$ Laurei sueel Dhuze ( $\pi$ 10.), $0.0.1$ , 1 all0. I'L



Firm employed by	y: SDR Engineering Inc						
Name Adnan	Elsaad, PE	Years of relevant experience with this employer	13				
Title Senior I	Bridge Engineer & Bridge Inspector	Years of relevant experience with other employer(s)	20				
Degree(s) / Years	/ Specialization	BS /1981/ Civil Engineering					
_	-	FHWA-NHI-13055 Safety Inspection of In-Service Bridge	s ligel				
Active registration	n number / state / expiration date	PE.34533/ Louisiana / 9-30-2021					
Year registered	2009 Discipline	Civil Engineering-Structures					
Contract role(s) /	brief description of responsibilities	Senior Bridge Engineer and Bridge Inspection Leader					
Mr. El-Saad has	over 30 years of experience in bridge	design, inspection, evaluation, and non-destructive testing.	. Mr. El-Saad has planned,				
instrumented, and	l executed over 120 bridge tests. He ha	s strong experience in numerous activities for construction	engineering inspection and				
design of AASH	ΓO bridges and precast concrete segmen	tal bridges. He has extensive experience and specialization	n in bridge design; detailed				
knowledge of bot	h steel and concrete bridge design includ	ing concrete box culverts, mast arms, sign structures, foundation	ation analysis, and retaining				
wall structures. H	e served as a lead bridge engineer for FD	OT and TXDOT for 11 and 9 years, respectively.					
Experience dates	Experience and qualifications relevan	t to the proposed contract, i.e., "designed drainage", "de	signed girders", "designed				
(mm/yy–mm/yy)	intersection", etc. Experience dates sho	ould cover the time specified in the applicable MPR(s).					
10/18-02/21	H.011487: LA 182 Over Atchafalaya	River (Berwick Bay) Bridge Rehabilitation, Lafayette, L	$\mathbf{A}$				
	The major through truss bridge carries	LA 182 over the Atchafalaya River (Berwick Bay). The brid	ge consists of 47 spans with				
	a total length of 3,746'. The approach	spans consist of two (2) reinforced concrete slab spans, 40	reinforced concrete T-beam				
	spans, and two (2) deck truss spans. The	ne navigational spans consist of three (3) identical through tr	uss spans. The substructure				
	is comprised of concrete pile bents, two	o-column concrete bents, and concrete piers. Mr. Elsaad's res	sponsibilities are as follows:				
	• Inspection lead engineer with n	najor tasks including gathering all pertinent structure related	l information, reviewing all				
	existing records, developing in-	depth inspection plans, performing NBIS element-level insp	pection of the entire bridge,				
	instrumentation, and load testin	g of the approach concrete T-beam spans.					
	• Lead designer of the substructur	re rehabilitation, bridge deck, concrete approach spans, and Q	2C/QA of the superstructure				
05/00 D	rehabilitation.						
05/20–Present	H.014288.5-2: LA 82 Mermentau MF	3 Rehab (G Chenier) (HBI), Cameron Parish, LA					
	This is a swing truss bridge built in 1959	9, with span length of 204 ft on the truss span and a total bridg	e length of 1049 ft including				
	the approach concrete slab spans and st	e buildes so that the posting can be removed. Mr. Elagod's rec	lest the bridge, then develop				
	Develop testing plan install st	e bridge so that the posting can be removed. <u>IVIT. Elsaad s res</u>	sponsionnues are as ionows.				
	Develop testing plan, instan sur	an gauges, and perform load test.					
09/10 Dresset	• Prepare renabilitation plans.	Completion Dhase II Loffenson Devich I A					
08/19-Present	<b>Example of work is to provide two news</b>	completion, r hase in, jenerson rarish, LA	West Donk Expression (US				
	Scope of work is to provide two field of	n-ramp and on-ramp connection between the eastbound of variating off romp, and widen the US 00.7 bridge to accomp	modete the new romage The				
	project consisted of providing all page	e existing off-famp, and when the US 90-Z bridge to accom	truct the two separate remp				
	structures and the relocation of Frontes	solve Road. To accommodate the new structures for the two rem	nuct me two separate famp				
	structures and the relocation of Frontag	e Road. To accommodate the new structures for the two ram	ps, Frontage Road required				



	relocation along with utilities while maintaining all business access. SDR is the prime consultant and Mr. Elsaad's
	responsibilities are as follows:
	• Independent constructability review of construction plans.
	• Verification and review of construction cost estimate.
05/16-04/18	H.011484: US 80 Texas Street Bridge over Red River Rehabilitation, Caddo Parish, LA
	The bridge consists of a main truss span, six deck truss spans, one steel girder span, and thirty-five reinforced concrete deck
	girder spans. Mr. Elsaad's responsibilities are as follows:
	• Serving as Inspection lead engineer collecting all pertinent structure related information, performing NBIS element-level
	inspection of the entire bridge, performing NDT of the pins, coordinating traffic control and all required inspection
	equipment including snooper truck, boat access and manlifts.
	• Preparing a comprehensive report containing all inspection results.
	Supporting the rehabilitation design of the concrete and steel members repairs.
06/19-12/19	H.009730.5: Non-Destructive Evaluation of Two Movable Bridges, Terrebonne Parish, LA
	The scope of work was to evaluate two (2) swing movable bridges that are posted at 15-25 tons and 25-40 tons. The scope was
	carried out by load testing and Finite Element Analysis (FEA) for the controlling span(s) of the two bridges. Mr. Elsaad
	responsibilities include reviews of the existing documents, development of testing plan, field instrumentation of the bridges, and
	review of final reports. The two (2) movable bridges are:
	<ul> <li>Recall No. 003390 (Steel Plate Girder Swing Span), Terrebonne Parish, LA</li> </ul>
	Recall No. 003432 (Steel Plate Girder Swing Span), Terrebonne Parish, LA
07/13 - 03/16	Luling Bridge, St. Charles Parish, LA
	Luling Bridge is a 5-span, 2,745 feet total length cable-stay bridge with two steel trapezoidal box girders supporting an
	orthotropic steel deck over the Mississippi River. This project included inspection and evaluation of the existing conditions of
	the bridge with particular attention needed in the area of fatigue prone connections, and an evaluation of the overlay system for
	determination of the best alternative for replacement of the overlay system. Mr. Elsaad responsibilities include
	• Field inspection of the 14-ft-high steel box girders on the main spans
	• Quality control reviews of the rehabilitation plans and specifications.
07/17-03/20	NBIS Bridge Inspections for FDOT& TXDOT
	The projects involved inspection and assessment of 486 bridges and 500 sign support structures, including routine and in-depth
	inspections. The inspection/evaluation reports included recommendations for rehabilitation/replacement with the associated
	costs. Served as lead engineer for the structure rehabilitation of four (4) movable bridges. The work also involved
	instrumentation and load testing of critical members controlling the load rating. The test results were incorporated in significant
	refinements in the design of the rehabilitation with associated reduction in construction costs.



Firm employed by	: SDR Engineering Inc	S					
Name Osama	Elsaad, ME, P.E.		Years of relevant experience with this employer	7			
Title Structur	al/Bridge Engineer		Years of relevant experience with other employer(s)	0			
Degree(s) / Years	Specialization		ME / 2017 / Civil Engineering (Structural)		60		
			BS / 2016 / Civil Engineering				
Active registration	number / state / expirati	on date	PE.45668 / Louisiana / 09-30-2025		- AA		
Year registered	2021	Discipline	Civil Engineering-Structures				
Contract role(s) / b	orief description of respo	nsibilities	Structural Bridge Engineer, bridge inspection and testing				
Osama Elsaad is a	a structural engineer wit	h 7 years of ex	perience focusing on bridge design, load rating, and inspect	ion. He	has been a Project		
Manager on bridg	e inspections, bridge ins	trumentation loa	ad testing, emergency repair projects, and rehabilitation projects	ects. He	e is also involved in		
projects including	load rating evaluation,	reporting, and q	juantity/cost estimate preparation. He is experienced in load	rating a	analysis of concrete		
bridges, steel bridg	ges, and assisted in devel	oping and revie	wing reports. He has also completed the FHWA-NHI Bridge	inspecti	on Training.		
Experience dates	Experience and qual	ifications releva	ant to the proposed contract, <i>i.e.</i> , "designed drainage," "de	signed	girders", "designed		
(mm/yy–mm/yy)	intersection", etc. Ex	perience dates s	should cover the time specified in the applicable MPR(s).				
7/24–Present	H.009730.5 TO#3: U	JS-80 Texas Str	reet over Red River Bridge, Shreveport, LA				
	The bridge consists of	of 884' main tru	uss span, (6) 103' approach deck truss spans, (1) 81' steel gin	der spa	in, and (35) 24'-51'		
	reinforced concrete d	reinforced concrete deck girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the					
	bridge and create an	bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge					
	Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. As the Lead Engineer, Osama Elsaad is responsible for th						
	following tasks: Lead the in-depth inspection; coordinate with subconsultant, traffic control, and equipment companies; upload						
5/04 D (	and review InspectX	inspection repoi					
5/24–Present	H.009/30.5 10#3: 1	H.009730.5 TO#3: 1-20 over Mississippi River Bridge, Vicksburg, MS					
	The bridge consists of	1,710 main $1$	russ span, $(5)$ 420 approach truss spans, $(5)$ 127 steel girden	spans,	(5) 1/0 two-girder		
	system spans, (1) 500	donth and from	et girder span, and (101) 60 & 80 presuressed concrete gird	er span	s. The scope was to		
	increation was in as	-depui, and fra	A SUTO Manual for Bridge Evaluation, the NDIS, and I		Dridge InspectA. The		
	Manual As the Load	Engineer Ocen	AASHTO Manual for Bridge Evaluation, the NBIS, and L	ADUIL	Diluge inspection		
	with subconsultant tr	engineer, Osan	a distant is responsible for the following tasks. Lead the in-the	ion rend	spection, coordinate		
		anne control, al	in equipment companies, upload and review inspectix inspect		Л.		
2/24-5/24	H.009730.5 TO#2: L	A 27 Bridge ov	ver ICWW, Gibbstown, LA	_			
	The bridge consists of	of (1) 750' 3 spa	an continuous two-girder system span, (40) 70' & 95' prestre	ssed co	ncrete girder spans,		
	and (7) 20' concrete	slab spans. The	scope was to perform a routine, in-depth, and fracture critic	al inspe	ection of the bridge,		
	create an inspection i	eport and SNB	I report in InspectX, perform load rating analysis, and develo	p repair	r plans for deficient		
	members. The inspec	tion was in conf	formance with AASHTO Manual for Bridge Evaluation, the N	BIS, an	d LADOTD Bridge		
	Inspection Manual. As the Lead Engineer, Osama Elsaad is responsible for the following tasks: Lead the in-depth inspection;						



	coordinate with subconsultant, traffic control, and equipment companies; upload and review InspectX inspection report and SNBI report; review load rating report; and develop repair plans.
8/23-11/23	<b>H.009730.5 TO#1: LA 3213 over Mississippi River Bridge, Gramercy, LA</b> The bridge consists of 3,012' main truss span, (1) 628' 3 span continuous two-girder system span, (1) 901' 3 span continuous two-girder system span, (33) 106' & 130' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridges and create an inspection report create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. As the Lead Engineer, Osama Elsaad is responsible for the following tasks: Lead the in-depth inspection; coordinate with subconsultant, traffic control, and equipment companies; upload and review InspectX inspection reports.
06/21-11/22	<b>H.014608: LA1 Over Plaquemine Bridge, Iberville Parish, LA</b> The bridge consists of a 150' main truss span, and (10) 30' approach steel spans The scope was to perform a load test, in- depth inspection to evaluate the bridge, and develop rehabilitation solutions all deficient steel members of the truss span, approach spans, and substructures. As the lead engineer, Osama Elsaad is responsible for the following tasks: Lead the in- depth inspection and load test of the bridge; Review load test results and report; and develop rehabilitation plans.
6/21-4/22	<ul> <li>H.014288.5-2: LA 82 Mermentau Bridge Rehabilitation, Grand Chenier, LA         The bridge consists of 204' truss swing span, (8) 40' steel I-beam spans, and (16) 20' concrete slab spans. The scope of the         work is to provide analysis, design, and plans to strengthen the deficient members and repair damaged members in order to         remove the bridge posting. In addition, prepare plans to address the recommendations for rehabilitation found in the         Management Plan for the Mermentau River – Grand Chenier Bridge. Osama Elsaad's roles were as follows:         <ul> <li>Load test and analyze the main truss span using Midas to remove the posting</li> <li>In-Depth inspection to evaluate the bridge and determine the member locations to be repaired, fender system,</li> </ul> </li> </ul>
	navigation lighting, and substructure.
1/18-8/19	<b>Inspection and Load Rating of <u>Complex Bridges</u>, Statewide, LA</b> Load rated complex bridges including major truss bridges, flared girders, and swing bridges. The bridge types varied from major truss bridges, swing bridges, lift bridges, pontoon bridges, tapered steel U-girder bridges, and bridges with special layout such as flared girders or curved deck etc. Most of the bridges require refined 3-D finite element modeling and/or special analysis to obtain the proper rating. The selected projects are:
	<ul> <li>H.012485.5: Load Rating of 27 Complex Bridges (02/2019–08/2019)</li> <li>H.009859.5: Load Rating of 18 Complex Bridges (01/2018–06/2019)</li> </ul>
	Osama Elsaad's responsibilities were to build 3D finite element model using Midas and develop load rating reports.



Firm em	ployed by:	SDR Engineering Inc	s				
Name	Hao Yua	n, PhD, PE, SE		Years of relevant experience with this employer	4.5		
Title	Title Structural/Bridge Engineer			Years of relevant experience with other employer(s)	2		
Degree(s	s) / Years /	Specialization		PhD / 2018 / Civil Engineering (Structures & Mechanics)			
				MS / 2012 / Civil Engineering (Structures)			
				BS / 2011 / Civil Engineering			
Active re	egistration	number / state / expiration	on date	PE.47145 / Louisiana / 03-31-2025			
Year reg	gistered	2022	Discipline	Civil Engineering, Structural Engineering			
Contract	t role(s) / br	rief description of respon	nsibilities	Engineer / bridge inspection			
Dr. Yua	n is a seaso	ned bridge engineer. Hi	s current work	primarily includes bridge inspection, analysis, design, load ra	ting, loa	ad testing, and non-	
destructi	ive evaluati	on. He has encompasse	d bridges in di	therent material (concrete, prestressed concrete, steel, timber	bridges	, etc.) and different	
types (in	ncluding co	omplex bridges like trus	ss and movable	e bridges), in his professional career. He has also complete	d the F	'HWA-NHI Bridge	
Inspection bridge d	on Training	and qualified as a bridg	e inspection tea	am leader. He also has a research background on fatigue cracki	ng and	corrosion fatigue of	
Experie	etalls.	Experience and quali	fightions relay	ant to the proposed contract <i>i.e.</i> "designed drainage" "de	signed	girders" "designed	
(mm/yy	$v_{mm/vv}$	intersection" etc. Ex	nerience dates s	should cover the time specified in the applicable MPR(s)	signed j	gilders, designed	
07/24	07/24_Present H 009730 5 TO#3: US-80 Teyes Street over Red River Bridge Shrevenort I A						
The bridge consists of 884' main truss span. (6) 103' approach deck truss spans. (1) 81' st				ss span, (6) 103' approach deck truss spans, (1) 81' steel girde	r span. a	and (35) 24'-51'	
reinforced concrete deck girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection					nspection of the		
		bridge and create an in	nspection repor	t in InspectX. The inspection was in conformance with AASH	TO Ma	nual for Bridge	
		Evaluation, the NBIS.	, and LADOTD	Bridge Inspection Manual. Dr. Yuan's responsibilities includ	e:	e	
		Upload and review In	spectX inspecti	on report (including quantities, defect notes, and photos).			
05/24	-Present	H.009730.5 TO#3: I-	20 over Missis	sippi River Bridge, Vicksburg, MS			
		The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder					
		system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to					
		perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The					
		inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection					
		Manual. Dr. Yuan's responsibilities include:					
		• Perform in-depth inspection covering all bridge elements.					
		• Upload and review InspectX inspection report (including quantities, defect notes, and photos).					
01/24	4-06/24	44-17310- TO # 8 NI	<b>DT: Load Testi</b>	ing and Evaluation of 3 Bridges, statewide, LA			
		The project is to test 3	B bridges to veri	ify the current posting and check the possibility of improveme	nt with	load rating	
		modified by load test	modified by load test results. The evaluation is carried out utilizing load rating analysis and load testing coupled with detailed				
		3D Finite Element An	alysis. <u>Dr. Yua</u>	n's responsibilities included:			
		Conducting fin	nite element and	alysis.			
		Review of oth	er engineers' w	ork.			



	• Help other engineers with technical issues in data processing, refined analysis, and load rating.
08/23-01/24	H.009859.5 TO#6: Load Testing and Evaluation of Substructures of 5 Bridges, statewide, LA
	The project was to test 5 substructures to check the bearing capacity and possible settlement. The evaluation was carried out
	utilizing load rating analysis and load testing coupled with detailed 3D Finite Element Analysis. Dr. Yuan's responsibilities
	included:
	• Review other engineers' work.
	• Help other engineers with technical issues in data processing, refined analysis, and load rating.
04/23–Present	H.015409.5: I-10 over LA 1 & M.P. Railroad Repair Phase I, Baton Rouge, LA
	This project consists of the refined analysis, load rating, and repair design for a complex steel bridge on I-10. The bridge was
	evaluated for fatigue cracking and other deterioration. The repair plans and rehab load rating were prepared in accordance with
	AASHTO and LADOTD codes. Dr. Yuan's responsibilities include:
	<ul> <li>Modeling, analysis, and load rating of bridges using multiple software.</li> </ul>
	<ul> <li>Investigate local stress using refined analysis and perform fatigue assessment.</li> </ul>
	Repair design calculations.
	• Review the load rating work from other engineers.
	Help other engineers with technical issues in refined analysis and load rating.
05/22-01/23	H.012485.1 TO3: Load Testing and Evaluation of 19 Bridges, statewide, LA
	The project is to test 19 bridges to verify the current posting and check the possibility of improvement with load rating
	modified by load test results. The evaluation is carried out utilizing load rating analysis and load testing coupled with detailed
	3D Finite Element Analysis. Dr. Yuan's responsibilities included:
	• Processing test data, conducting finite element analysis, and preparing the load testing report for three bridges.
	Review of other engineers' work.
04/2208/22	H.009730.5 TO6: Load Testing and Evaluation of LA 3021 over Southern Railroad, New Orleans, LA
	This concrete deck girder bridge with arched frame spans was found to have a low shear capacity in an earlier load rating
	project. This project consisted of load tests and evaluation for this bridge. Load tests combined with detailed three-
	dimensional finite element analysis revealed that the bridge can carry higher loads. Dr. Yuan's responsibilities included:
	<ul> <li>Analysis and load rating of the bridge using the beam-element model and plate-element model.</li> </ul>
	• Developed the load testing and evaluation report.



Firm employed by:	SDR Engineering Inc					
Name Feng Xie	, MS, PE	Years of relevant experience with this employer	)			
Title Engineer	Analyst	Years of relevant experience with other employer(s)				
Degree(s) / Years /	Specialization	MS / 2014 / Civil Engineering-Structures				
		BS / 2012 / Civil Engineering-Structures	12.21			
		FHWA-NHI-130056 Safety Inspection of In-Service Bridges	a loop in the			
		for Professional Engineers				
Active registration	number / state / expiration date	PE.43987 / Louisiana / 03-31-2026				
Year registered	2019 Discipline	Civil Engineering-Structures				
Contract role(s) / br	ief description of responsibilities	Bridge inspection, NDT, load test, and load rating lead.				
Mr. Xie is a seasone	d engineer whose current focus include	es bridge inspection, design, rehabilitation, detailing, non-destruc	ctive testing, load testing,			
load rating, and qu	antity/cost estimate preparation. Throu	ighout his career, he has worked extensively with concrete, pr	estressed concrete, steel,			
timber bridges, and	more. He is certified in FHWA-NHI	Bridge Inspection Training and recognized as a qualified brid	ge inspection leader. His			
experience includes	performing bridge inspections in accor	rdance with NBIS, SNBI, and the Louisiana bridge inspection m	anual.			
Experience dates	Experience and qualifications releva	ant to the proposed contract, <i>i.e.</i> , "designed drainage," "designed drainage," "designed drainage," "designed drainage,"	ined girders", "designed			
$\frac{(\text{IIIIII}/\text{yy}-\text{IIIIII}/\text{yy})}{7/23}$	Intersection, etc. Experience dates s	Should cover the time specified in the applicable MPR(s).				
//25-11/25	The scope involved conducting routing in denth and fracture critical inspections of the Mississippi River Bridge, adhering to					
	the AASHTO Manual for Bridge Evaluation. National Bridge Inspection Standards (NBIS). Specifications for the National					
	Bridge Inventory (SNBI) and LADOTD Bridge Inspection Manual Feng's responsibilities included:					
	Device inventory (STADI), and EADOTD Bridge inspection infantual. Fong stresponsionities included.					
	• Reviewing inspection records	and existing deteriorated memoers, and preparing for the inspe-				
02/02 05/02	• Quality control for inspection field notes, condition state quantities, and items uploaded to inspectX system					
03/23-05/23	H.015034: LA308 & 3162 MB RPR	(GLDN MDW & GALL) (HBI), Lafourche, LA	1.6 05.6 1.1			
	The Bayou Lafourche bridge, built in	1970, features a 104 ft Steel Tower Vertical Lift main span and	four 25 ft concrete slab			
	approach spans, totaling 204 ft in len	gth. The bridge's superstructure is in poor condition. The object	ive is to inspect the			
	bridge, identify the deficient element	s, and develop a renabilitation plan for the bridge. Feng's respon	isionnes included:			
	• Leading and performing the in	n-depth inspection of the bridge	- ('			
01/23 10/23	• Reviewing the bridge inspect	ion report and recommendations for repairs and bridge renability	aton plan			
01/23-10/23	H.015552.5: US 190: US 61 Overpa	ISS IIII. Repairs, East Daton Rouge, LA	incurrents and non-sin			
	deficiencies. This included conduction	JS 190 over US 61 blidges to meet HL-95 inventory design requ	mements and repair			
	deficiencies. This included conductin	ig bridge inspections and load tests, preparing a comprehensive	report mgningnung			
	recommended repair and strengthenin	ing measures, and developing a renabilitation plan. Feng's respon	isionnues included:			
	• Leading the bridge in-depth in	nspection to identify all structural deficiencies				
	Reviewing the traffic control	plan and procedures				
	<ul> <li>Leading the development and review of the rehabilitation plan</li> </ul>					



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05/21-04/22	H.014288.5-2: LA 82 Mermentau River MB (G Chenier) Bridge Rehabilitation, Cameron, LA
	This 1049-foot movable bridge was built in 1959 and has been identified as a Preservation Priority Bridge. The main span of
	this bridge is a 204 ft swing steel low truss span. Its approaches comprise (26) concrete slab spans of 20 ft span length and (8)
	steel I-beam spans of 40 ft span length. Feng's responsibilities included:
	<ul> <li>Preparing bridge inspections and evaluating structural members for deficiencies.</li> </ul>
	<ul> <li>Conducting structural analysis and designing repair and strengthening details for structural members</li> </ul>
	Leading the development of the bridge rehabilitation plan
04/21-08/21	H.009859.5: Rehabilitation of LA 3094 Bridge, Shreveport, LA
	The LA 3094 (Hearne Ave) Bridge over Kansas City Southern RR is located in Caddo, Bossier City, and was built in 1977.
	The bridge is in poor condition and requires a rehabilitation design. Feng's responsibilities and tasks included:
	• Performing in-depth bridge inspection, measuring the deteriorated structural members in detail
	<ul> <li>Conducting load test with dump trucks, processing test data, and preparing the inspection report</li> </ul>
09/20-02/21	H.009730.5: Bridge Deck Evaluation using Ground Penetrating Radar, Statewide, LA
	The goal of this project is to use non-destructive test methods to evaluate the overall deck condition of selected five bridges:
	a 23440 ft continuous steel plate girder bridge; a 1470 ft continuous concrete deck girder bridge; a 465 ft welded I-Beam with
	composite concrete deck bridge; a 3012 ft steel rolled I-beam – suspended bridge; a 12079 ft concrete prestressed AASHTO
	type girder bridge. Feng's responsibilities and tasks were:
	Bridge inspection, GPR field measurement, GPR data processing, and GPR data interpretation
	Preparation of comprehensive bridge deck evaluation reports
09/19-01/20	H.009859.5: Load Testing and Evaluation of Five Posted Bridges, Vermilion, Cameron, LA
	This project consisted of load tests for five bridges posted for loads lesser than Louisiana State legal loads. Load tests
	combined with detailed three-dimensional Finite Element Analysis concluded that these bridges could carry higher loads than
	those estimated by design codes. Feng's responsibilities and tasks were:
	<ul> <li>Development of instrumentation plans, load test with dump trucks, and processing load test data</li> </ul>
	Review of bridge records and finite element analysis for the controlling bridge spans
02/19-08/19	H.011487: LA 182 Berwick Bay Bridge Rehabilitation, Lafayette, LA
	This project consisted of the bridge inspection and development of a rehabilitation plan for deficient structural components of
	the Long-Allen Bridge. Feng's responsibilities and tasks were:
	<ul> <li>Performed a bridge inspection identifying deficient structural components</li> </ul>
	Load rating of substructures, load test, processing load test data, and development of the rehabilitation plan
01/16-07/17	H.011484: US 80 Texas St. In-Depth Bridge Inspection and Rating, Shreveport, LA
	This project consisted of the in-depth inspection, load rating, and rehabilitation of the US 80 Texas Street truss bridge located
	in Shreveport, Louisiana. Feng's responsibilities and tasks were:
	<ul> <li>Conducting in-depth element level bridge inspection following NBIS and documenting field observations.</li> </ul>
	<ul> <li>Preparation of inspection report and development of bridge rehabilitation plan</li> </ul>



Firm employed by:	SDR Engineering Inc				
Name Sarah El	sawah, MS, P.E.	Years of relevant experience with this employer	6		
Title Structura	/Bridge Engineer	Years of relevant experience with other employer(s)	0		
Degree(s) / Years /	Specialization	MS / 2018 / Civil Engineering (Structural)			
		BS / 2016 / Civil Engineering	- Sur		
Active registration	number / state / expiration date	PE.45668 / Louisiana / 09-30-2025			
Year registered	2021 Discipline	Civil Engineering-Structures			
Contract role(s) / br	ief description of responsibilities	Structural Bridge Engineer, bridge inspection and testing			
Sarah Elsawah has rating and evaluation	6 years of experience in bridge engineer on and load testing projects. Her experti-	ering. She has assisted in new bridge design, bridge inspections is load rating of complex bridges and load test and evaluati	on, steel rehabilitation, load on of bridges.		
Experience dates	Experience and qualifications releva	ant to the proposed contract, <i>i.e.</i> , "designed drainage," "de	signed girders", "designed		
(mm/yy–mm/yy)	intersection", etc. Experience dates s	should cover the time specified in the applicable MPR(s).			
10/18-Present	H.011487.6: LA 182 Over Atchafal	aya River (Berwick Bay) Bridge Rehabilitation, Lafayette	, LA		
	The bridge consists of three (3) main	trusses with span length of 608 feet each, two (2) 126 feet dee	ck truss spans, and 40		
	concrete T-beam spans with a length	of 40 feet. The scope included inspection, load test, load ratin	g, and rehabilitation		
	design of the entire bridge. SDR is the	e prime consultant and Sarah Elsawah's responsibilities and t	<u>asks were:</u>		
	• Prepared construction plans, r	evisions and changer order sheets			
	• Reviewed sheets done by another engineer teammates.				
09/19-01/20	Job Number 44-17310: Bridge Test	ting, Statewide, LA			
	The four bridges are posted for a load	l lesser than Louisiana State Legal Loads. This project consist	ted of load tests for these		
	bridges. Load tests combined with de	tailed three-dimensional Finite Element Analysis revealed that	at these bridges can carry		
	higher loads than those estimated by	design codes (MBE and AASHTO and BDEM). Sarah Elsawa	ah's responsibilities and		
	tasks were:				
	• Review of the existing docum	nents and models obtained from LADOTD.			
	• Identifying the bridge membe	ers to be tested			
	• Modeling the bridge with deta	ailed three-dimensional Finite Element Analysis (3-D model)	using MIDAS software		
	• Analyzing the field data and p	predicting the behavior of the deficit member.			
	Create the load testing report				
07/22–Present	H.009859.5: Load Rating of 114 bri	idges, Statewide LA			
	This project consisted of the analysis	and load rating of 114 bridges located in Louisiana State. Bri	dge structures include all		
	types of timber spans, steel spans, and	d concrete spans. Others are continuous voided slab bridges,	continuous steel, truss,		
	slab, and a pontoon bridge. Sarah Els	awah's responsibilities and tasks were:			
	• Reviewed documents and plans of the bridges.				
	Performing load rating of brid	lges using BrR, RC-Pier and Mathcad.			



	<ul> <li>Producing in-depth reports to present load rating overview, results, and schematics.</li> </ul>
	• QC of load rating models and reports for other engineers to ensure accuracy and consistency throughout the project.
6/21-4/22	H.014288.5-2: LA 82 Mermentau Bridge Rehabilitation, Grand Chenier, LA
	The bridge consists of 204' truss swing span, (8) 40' steel I-beam spans, and (16) 20' concrete slab spans. The scope of the
	work is to provide analysis, design, and plans to strengthen the deficient members and repair damaged members in order to
	remove the bridge posting. In addition, prepare plans to address the recommendations for rehabilitation found in the
	Management Plan for the Mermentau River - Grand Chenier Bridge. Sarah Elsawah's roles were as follows:
	• Load test and analyze the main truss span using Midas to remove the posting
	• Pre-inspection preparation and check to ensure the safety of the bridge during the field work
03/19-08/19	H.009859.5: Load Rating of 27 Complex Bridges, Statewide, LA
	The scope of work was to analyze and load rate 27 existing off-system bridge structures. The bridge types comprised cast-in-
	place slab, prestressed concrete girders, steel plate-girders, truss bridges, and swing spans. The superstructures were rated
	using AASHTOWARE Bridge Rating (BrR) and/or spreadsheets and the substructures were rated using RC-Pier and
	MathCad Sheets. The structure types consisted of swing bridges, slab bridges, and bascule bridges. Sarah Elsawah's
	responsibilities were as follows:
	• Performing load rating of bridges using BrR, RC-Pier and Mathcad.
	<ul> <li>Producing in-depth reports to present load rating overview, results, and schematics.</li> </ul>
	• OC of load rating models and reports for other engineers to ensure accuracy and consistency throughout the project.
06/18-08/18	H.009859.5: Load Rating of 18 Bridges, Statewide, LA
	The project involved the load rating of 18 existing load-posted bridges consisting of swing spans, concrete box girders, truss
	spans, and continuous steel plate girders to determine if the posting could be removed. This scope includes collecting and
	compiling all pertinent information, load rating the bridges using standard analysis, performing an in-depth field
	investigation, analyzing and rating deficient structures, and providing a detailed evaluation report. Sarah Elsawah' project
	tasks involved the following:
	• Performing load rating of bridges using BrR, RC-Pier, Mathcad, and Midas. Then producing in-depth reports to present
	load rating overview, results, and schematics.
	• QC of load rating models and reports for other engineers to ensure accuracy and consistency throughout the project.



Firm employed by: S	SDR Engineering Inc					
Name Andres (Andy) Rodirguez, ME, EI		Years of relevant experience with this employer	5			
Title Engineer l	Intern II	Years of relevant experience with other employer(s)	0			
Degree(s) / Years / S	Specialization	ME / 2020 / Civil Engineering (Structural Focus)				
		BS / 2018 / Civil Engineering				
Active registration n	umber / state / expiration date	EI.0034329 / Louisiana / 3-31-2024				
Year registered	2019 Discipline	Civil Engineering-Structures				
Contract role(s) / bri	ef description of responsibilities	Pre-professional Staff Engineer				
Mr. Rodriguez is a	pre-professional engineer with 5 years	s of experience in bridge engineering and in-depth bridge ins	spection. His current work			
consists of load rational	ing, bridge detailing and design of ar	ncillary structures, bridge inspection, quantity/cost estimate j	preparation, conduct Non-			
Destructive Testing,	and evaluation of load testing data. Fur	rthermore, he has successfully completed and obtained certification	ation from the FHWA/NHI			
Safety Inspection of	In-Service Bridges course.					
Experience dates	Experience and qualifications releva	ant to the proposed contract, i.e., "designed drainage," "des	signed girders", "designed			
(mm/yy–mm/yy)	intersection", etc. Experience dates s	should cover the time specified in the applicable MPR(s).				
7/24–Present	H.009730.5 TO#3: US-80 Texas Str	reet over Red River Bridge, Shreveport, LA				
	The bridge consists of 884' main tru	uss span, (6) 103' approach deck truss spans, (1) 81' steel gir	der span, and (35) 24'-51'			
	reinforced concrete deck girder span	as. The scope was to perform a routine, in-depth, and fracture	e critical inspection of the			
	bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge					
	Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. As an inspector, Andy Rodriguez was responsible for					
	following tasks: Assist the in-depth inspection; coordinated and procured services for the manlift and police details for traffic co					
	upload and review InspectX inspection report.					
5/24–Present	H.009730.5 TO#3: I-20 over Missis	sippi River Bridge, Delta, LA				
	The bridge consists of 1.716' main the	russ span. (3) 426' approach truss spans. (3) 127' steel girder	spans, (3) 170' two-girder			
	system spans, (1) 360' composite ste	el girder span, and (101) 60' & 80' prestressed concrete girde	er spans. The scope was to			
	perform a routine, in-depth, and frac	cture critical inspection of the bridge and create an inspection	on report in InspectX. The			
	inspection was in conformance with	AASHTO Manual for Bridge Evaluation, the NBIS, and LA	ADOTD Bridge Inspection			
	Manual. As an inspector, Andy Rodr	iguez was responsible for the following tasks: Assist the in-de	epth inspection; coordinated			
	and procured services for the snooper truck, manlift, and police details for traffic control: upload and review InspectX i					
	report.					
2/24 5/24	H 009730 5 TO#2. I A 27 Bridge of	vor ICWW Cibbstown I A				
	The bridge consists of $(1)$ 750' 3 sp	an continuous two-girder system span (40) 70' & 95' prestres	ssed concrete girder spans			
	and $(7)$ 20' concrete slab spans. The	scope was to perform a routine in-denth and fracture critical	al inspection of the bridge			
	create an inspection report and SNR <sup>1</sup>	I report in Inspect X perform load rating analysis and develop	n repair plans for deficient			
	members. The inspection was in conf	Formance with AASHTO Manual for Bridge Evaluation the N	BIS and LADOTD Bridge			
	Inspection Manual. As an inspector, Andy Rodriguez was responsible for the following tasks: Assist the in-depth inspection;					



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	upload and review InspectX inspection report and SNBI report; conducted and prepared load rating report; and assist in developing repair/strengthening plans.
8/23-11/23	<b>H.009730.5 TO#1: LA 3213 over Mississippi River Bridge, Gramercy, LA</b> The bridge consists of 3,012' main truss span, (1) 628' 3 span continuous two-girder system span, (1) 901' 3 span continuous two-girder system span, (33) 106' & 130' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridges and create an inspection report create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. As an inspector, Andy Rodriguez was responsible for the following tasks: Assist the in-depth inspection of the fracture critical members of the lower chord and floor system of the truss and steel approach spans and inspection of the concrete approach spans; upload and review InspectX inspection reports.
07/22-06/23	<b>H.009859.5: Load Rating of 114 Bridges, Statewide, LA</b> The scope of work was to analyze and load rate 114 existing bridge structures. The load rating was performed using AASHTOWare Bridge Rating Software. The load rating consisted of concrete slab spans, steel spans, concrete girder spans, complex spans, pile bents, and hammer head piers. Andy Rodriguez's responsibilities were as follows: Review the as-built drawings of each bridge to determine the appropriate load rating method and assumptions for the analysis; perform load rating of bridges using BrR, LEAP, and Mathcad; producing in-depth reports to present load rating overview, results, and schematics; complex bridges responsible for included four truss bridges (Recall No.'s 058710, 009000, 500590, & 058750) and a continuous curved steel girder bridge supported by hammerhead piers (Recall No. 001422) load rated using STM.
01/23-06/23	<b>H.015352.5: US-190 over US 61 Repair, Baton Rouge, LA</b> The scope of work included load testing the sister bridges in conjunction with general rehabilitation and strengthening of deficient members to increase inventory above 1.0 for HL-93 as part of an initiative to handle detoured traffic related to the I- 10 widening in Baton Rouge, LA. The sister bridges were built in 1940 and supported by deck girders determined to require posting by conventional analysis. Andy Rodriguez's responsibilities were as follows: Assisted in the field for the load test of the representative bridge and prepared load test report; designed the CFRP system to increase flexural capacity to achieve target inventory load rating; designed the replacement elastomeric bearing pads.
03/19-08/19	<b>H.009859.5: Load Rating of 617 Bridges, Statewide, LA</b> The scope of work was to analyze and load rate 617 existing off-system bridge structures. The load rating was performed using AASHTOWare Bridge Rating Software. The load rating consisted of concrete slab spans, steel spans, concrete girder spans, pile bents, and hammer head piers. Andy Rodriguez's responsibilities were as follows: Perform load rating of concrete bridges and simply supported and continuous steel bridges; perform in-depth field inspection & collect field measurements of bridges with missing plans; collect rebar data of concrete structures with missing plans using Ground Penetrating Radar (GPR).



Firm emp	ployed by:	SDR Engineering Inc	, i i i i i i i i i i i i i i i i i i i			
Name	Mohamm	ad Tahat, PhD, EIT.		Years of relevant experience with this employer	1	
Title	Structural	Bridge Engineer		Years of relevant experience with other employer(s)	0	
Degree(s	) / Years / S	Specialization		PhD / 2023 / Civil Engineering		
-		-		MS / 2019 / Civil Engineering		
				BS / 2015 / Civil Engineering		
Active re	egistration r	number / state / expiration	on date	EI.0035627 / Louisiana / 03-31-2026		
Year reg	istered	2023	Discipline	Civil Engineering-Structures		
Contract	role(s) / bri	ef description of respon	nsibilities	Structural Bridge Engineer, bridge inspection and testing		
Mohamn	nad Tahat is	s a structural engineer v	with one year of	experience focusing on bridge design, load rating, and inspec	tion. He	e worked on bridge
inspectio	ons, bridge	instrumentation load te	sting and analys	sis, bridge jacking, and rehabilitation projects. He is also invo	olved in	projects including
load ratii	ng evaluatio	on and reporting. He has	s experience in I	load rating analysis of concrete bridges, steel bridges, and truss	s bridge	×S.
Experie	ence dates	Experience and quali	fications releva	ant to the proposed contract, i.e., "designed drainage," "des	signed g	girders", "designed
(mm/yy	/–mm/yy)	intersection", etc. Ex	perience dates s	should cover the time specified in the applicable MPR(s).		
7/24–	Present	<b>H.009730.5 TO#3: US-80 Texas Street over Red River Bridge, Shreveport, LA</b> The bridge consists of 884' main truss span, (6) 103' approach deck truss spans, (1) 81' steel girder span, and (35) 24'-5 reinforced concrete deck girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of t bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Brid Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. As the Bridge Engineer, Mohammad Tahat is responsible the following tasks: Inspect bridge elements, calculate quantities, and upload InspectX inspection report.				n, and (35) 24'-51 Il inspection of the Manual for Bridge at is responsible for
5/24–	Present	H.009730.5 TO#3: I- The bridge consists o system spans, (1) 360 perform a routine, in- inspection was in cor Manual. As the Bridg quantities, and upload	<b>20 over Missis</b> f 1,716' main tr composite ste depth, and frac formance with e Engineer, Mo InspectX inspe	<b>sippi River Bridge, Vicksburg, MS</b> russ span, (3) 426' approach truss spans, (3) 127' steel girder rel girder span, and (101) 60' & 80' prestressed concrete girder cture critical inspection of the bridge and create an inspectio AASHTO Manual for Bridge Evaluation, the NBIS, and LA phammad Tahat is responsible for the following tasks: Inspect ection report.	spans, ( er spans on repor ADOTD bridge	(3) 170' two-girder . The scope was to t in InspectX. The Bridge Inspection elements, calculate
8/23-	-11/23	H.009730.5 TO#1: L The bridge consists of two-girder system spa fracture critical inspect was in conformance w the Bridge Engineer, I	A 3213 over M f 3,012' main tr in, (33) 106' & ction of the bridg with AASHTO Mohammad Tal	<b>Lississippi River Bridge, Gramercy, LA</b> uss span, (1) 628' 3 span continuous two-girder system span, ( 130' prestressed concrete girder spans. The scope was to perfor ges and create an inspection report create an inspection report in Manual for Bridge Evaluation, the NBIS, and LADOTD Brid hat is responsible for inspection of bridge deck.	(1) 901' rm a rou n Inspec lge Insp	' 3 span continuous utine, in-depth, and ctX. The inspection pection Manual. As
8/23-	Present	H.009859.5 TO#1: L	oad Rating of	45 Bridges		



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	Load rated of concrete, steel, and railroad flat car bridges. Most of the bridges require refined 3-D finite element modeling
	and/or special analysis to obtain the proper rating. Mohammad Tahat's responsibilities were to build 3D finite element model
	using Midas, build BrR models, and develop load rating reports.
8/23–Present	Job Number 44-17310: Bridge Testing, Statewide, LA
	The four bridges are posted for a load lesser than Louisiana State Legal Loads. This project consisted of load tests for these
	bridges. Load tests combined with detailed three-dimensional Finite Element Analysis revealed that these bridges can carry
	higher loads than those estimated by design codes (MBE and AASHTO and BDEM). Mohammad Tahat's responsibilities
	and tasks were:
	• Identifying the bridge members to be tested
	• Modeling the bridge with detailed three-dimensional Finite Element Analysis (3-D model) using MIDAS software
	• Analyzing the field data and predicting the behavior of the deficit member.
	• Prepare the load testing report.

Name       Bil Arab Al Busaidi, El       Years of relevant experience with this employer       2         Title       Engineer Intern       Years of relevant experience with other employer(s)       0         Degree(s) / Years / Specialization       MS / 2022 / Civil Engineering       0         Active registration number / state / expiration date       E1.0035457/ Louisiana / 09-30-2025       0         Year registered       2023       Discipline       Civil Engineer         Contract role(s) / brief description of responsibilities       Structural/Bridge Engineer       0         Bil Arab Al Busaidi has two years of experience in bridge engineering. He has assisted in load rating and evaluation, load testing, and bridge inspection projects. His expertise is load rating of complex bridges and load test and evaluation of bridges.         Experience dates       Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and (mm/yy) mm/yy)         concrete rehabilitation, "Non-destructive Testing", "Project Management".         5/24-Present       Ho09730.5 TO#3: L20 over Mississipi River Bridge, Vicksburg, MS         The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans, The scope was to perform a routine, in-depth, and fracture critical inspection report in Inspection report in Inspection Manual.         Mr. Bil Arab'
Title       Engineer Intern       Years of relevant experience with other employer(s)       0         Degree(s) / Years / Specialization       MS / 2022 / Civil Engineering       0         Active registration number / state / expiration date       EL0035457/ Louisiana / 09-30-2025       0         Year registered       2023       Discipline       Civil Engineer       0         Contract role(s) / brief description of responsibilities       Structural/Bridge Engineer       0       0         Bil Arab Al Busaidi has two years of experience in bridge engineering. He has assisted in load rating and evaluation, load testing, and bridge inspection projects. His expertise is load rating of complex bridges and load test and evaluation of bridges.       Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and (mm/yy-mm/yy)       concrete rehabilitation, "Non-destructive Testing", "Project Management".         5/24-Present       H.009730.5 TO#3: 1-20 over Mississippi River Bridge, Vicksburg, MS       The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in Inspect.         Mr. Bil Arab's responsibilities and tasks were:          Organized old inspection notes to be used in the field.         Nr. Bil Arab's responsibilities and tasks were:
Degree(s) / Years / Specialization       MS / 2022 / Civil Engineering         Active registration number / state / expiration date       EL0035457/ Louisiana / 09-30-2025         Year registered       2023       Discipline       Civil Engineer         Contract role(s) / brief description of responsibilities       Structural/Bridge Engineer       Image: Contract role(s) / brief description of responsibilities       Structural/Bridge Engineer         Bil Arab Al Busaidi has two years of experience in bridge engineering. He has assisted in load rating and evaluation, load testing, and bridge inspection projects. His expertise is load rating of complex bridges and load test and evaluation of bridges.         Experience dates (mm/yy-mm/yy)       Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and concrete rehabilitation, "Non-destructive Testing", "Project Management".         5/24-Present       H.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS         The bridge consists of 1,716 main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.         Mr. Bil Arab's responsibilities and tasks were: <ul> <li>Organized old inspection notes to be used in the field.</li> <li>He</li></ul>
Active registration number / state / expiration date       EI.0035457/ Louisiana / 09-30-2025         Year registered       2023       Discipline       Civil Engineer         Contract role(s) / brief description of responsibilities       Structural/Bridge Engineer       Image: Contract role in bridge engineering. He has assisted in load rating and evaluation, load testing, and bridge inspection projects. His expertise is load rating of complex bridges and load test and evaluation of bridges.         Experience dates       Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and contract (mm/yy-mm/yy)         5/24-Present       H.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS         The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.         Mr. Bil Arab's responsibilities and tasks were: <ul> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection report.</li> </ul> 2/24-5/24       H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA
Year registered       2023       Discipline       Civil Engineer         Contract role(s) / brief description of responsibilities       Structural/Bridge Engineer       Structural/Bridge Engineer         Bil Arab Al Busaidi has two years of experience in bridge engineering. He has assisted in load rating and evaluation, load testing, and bridge inspection projects. His expertise is load rating of complex bridges and load test and evaluation of bridges.         Experience dates (mm/yy-mm/yy)       Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and concrete rehabilitation, "Non-destructive Testing", "Project Management".         5/24-Present       H.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS         The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.         Mr. Bil Arab's responsibilities and tasks were: <ul> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> </ul> 2/24-5/24     H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA
Contract role(s) / brief description of responsibilities       Structural/Bridge Engineer         Bil Arab Al Busaidi has two years of experience in bridge engineering. He has assisted in load rating and evaluation, load testing, and bridge inspection projects. His experitse is load rating of complex bridges and load test and evaluation of bridges.         Experience dates (mm/yy-mm/yy)       Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and concrete rehabilitation, "Non-destructive Testing", "Project Management".         5/24–Present       H.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS         The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.         Mr. Bil Arab's responsibilities and tasks were: <ul> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> </ul> 2/24–5/24     H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA
Bil Arab Al Busaidi has two years of experience in bridge engineering. He has assisted in load rating and evaluation, load testing, and bridge inspection projects. His experise is load rating of complex bridges and load test and evaluation of bridges.Experience dates (mm/yy-mm/yy)Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and concrete rehabilitation, "Non-destructive Testing", "Project Management".5/24-PresentH.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. Mr. Bil Arab's responsibilities and tasks were: Organized old inspection notes to be used in the field.2/24-5/24H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 cnan continuous two girder system span, (40) 70', & 95' prestressed concrete girder spans, and (10) 70', & 95' prestressed concrete girder spans, and
projects. His expertise is load rating of complex bridges and load test and evaluation of bridges.Experience dates (mm/yy-mm/yy)Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and concrete rehabilitation, "Non-destructive Testing", "Project Management".5/24–PresentH.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. Mr. Bil Arab's responsibilities and tasks were: Organized old inspection notes to be used in the field.2/24–5/24H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 span continuous two-girder system span, (40) 70' & 95' prestressed concrete girder spans, and
Experience dates (mm/yy-mm/yy)Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and concrete rehabilitation, "Non-destructive Testing", "Project Management".5/24-Present <b>H.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS</b> The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. Mr. Bil Arab's responsibilities and tasks were: Organized old inspection notes to be used in the field. Helped with bridge inspection. Worked on updating the inspection report.2/24-5/24 <b>H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA</b> The bridge consist of (1) 750' 3 span continuous two-girder system span. (40) 70' & 95' prestressed concrete girder spans, and (40) 70' & 95' prestressed c
(mm/yy-mm/yy)concrete rehabilitation, "Non-destructive Testing", "Project Management".5/24-PresentH.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. Mr. Bil Arab's responsibilities and tasks were: <ul><li>Organized old inspection notes to be used in the field.</li><li>Helped with bridge inspection.</li><li>Worked on updating the inspection report.</li></ul> <li>2/24-5/24</li> <li>2/24-5/24</li> <li>H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' &amp; 95' prestressed concrete girder spans. and</li>
5/24-PresentH.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. Mr. Bil Arab's responsibilities and tasks were:• Organized old inspection notes to be used in the field. • Helped with bridge inspection. • Worked on updating the inspection report.2/24-5/24H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 span continuous two-girder system span, (40) 70' & 95' prestressed concrete girder spans, and
The bridge consists of 1,716' main truss span, (3) 426' approach truss spans, (3) 127' steel girder spans, (3) 170' two-girder system spans, (1) 360' composite steel girder span, and (101) 60' & 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual. Mr. Bil Arab's responsibilities and tasks were:• Organized old inspection notes to be used in the field. • Helped with bridge inspection. • Worked on updating the inspection report.2/24–5/24H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' & 95' prestressed concrete girder spans. and
<ul> <li>spans, (1) 360' composite steel girder span, and (101) 60' &amp; 80' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.         <ul> <li><u>Mr. Bil Arab's responsibilities and tasks were:</u></li> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> </ul> </li> <li>2/24–5/24 H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA         <ul> <li>The bridge consists of (1) 750', 3 span continuous two-girder system span. (40) 70', &amp; 95', prestressed concrete girder spans. and</li> </ul> </li> </ul>
<ul> <li>routine, in-depth, and fracture critical inspection of the bridge and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.</li> <li><u>Mr. Bil Arab's responsibilities and tasks were:</u> <ul> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> </ul> </li> <li>2/24–5/24</li> <li>H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA         <ul> <li>The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' &amp; 95' prestressed concrete girder spans. and</li> </ul> </li> </ul>
<ul> <li>conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.</li> <li><u>Mr. Bil Arab's responsibilities and tasks were:</u> <ul> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> </ul> </li> <li>2/24–5/24         <ul> <li>H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA</li> <li>The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' &amp; 95' prestressed concrete girder spans. and</li> </ul> </li> </ul>
<ul> <li>Mr. Bil Arab's responsibilities and tasks were:         <ul> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> </ul> </li> <li>2/24–5/24 H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA         <ul> <li>The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' &amp; 95' prestressed concrete girder spans. and</li> </ul> </li> </ul>
<ul> <li>Organized old inspection notes to be used in the field.</li> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> <li>2/24–5/24</li> <li>H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA</li> <li>The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' &amp; 95' prestressed concrete girder spans. and</li> </ul>
<ul> <li>Helped with bridge inspection.</li> <li>Worked on updating the inspection report.</li> <li>2/24–5/24</li> <li>H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' &amp; 95' prestressed concrete girder spans. and</li> </ul>
<ul> <li>Worked on updating the inspection report.</li> <li>2/24–5/24</li> <li>H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA</li> <li>The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' &amp; 95' prestressed concrete girder spans. and</li> </ul>
2/24-5/24 H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 span continuous two-girder system span. (40) 70' & 95' prestressed concrete girder spans, and
The bridge consists of (1) $750^{\circ}$ 3 snap continuous two-airder system snap (70) $70^{\circ}$ & 95° prestressed concrete airder snaps and
The orige consists of (1) 750 5 span continuous two-grader system span, (40) 70 & 75 presuessed conference grader spans, and
(7) 20° concrete slab spans. The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge, create an
inspection report and SNBI report in InspectX, perform load rating analysis, and develop repair plans for deficient members. The
Inspection was in conformance with AASH IO Manual for Bridge Evaluation, the NBIS, and LADOID Bridge Inspection Manual.
<u>Mr. Bit Arab S responsibilities and tasks were:</u>
• Organized old inspection notes to be used in the field.
• Helped with bridge inspection.
• Worked on updating the inspection report.
6/25-11/25 <b>R.009750.5 TO#1: LA 5215 Over Mississippi River Dridge, Gramercy, LA</b> The bridge consists of 2 012' main trugg gran (1) 628' 2 gran continuous two girder system gran (1) 001' 2 gran continuous two
girder system span. (32) 106' & 130' prestressed concrete girder spans. The scope was to perform a routing, in donth, and fracture
gruer system span, (55) 100 & 150 presuessed concrete gruer spans. The scope was to perform a routine, in-deput, and fracture critical inspection of the bridges and create an inspection report create an inspection report in Inspect. The inspection was in
conformance with AASHTO Manual for Bridge Evaluation, the NRIS and I ADOTD Bridge Inspection Manual
Mr. Bil Arab's responsibilities and tasks were:



	Helped with bridge inspection.			
	• Worked on updating the inspection report.			
4/23-3/24	H.015409.5: Rehabilitation of I-10 Bridge over Mississippi River			
	This project consisted of analysis and load rating of critical spans. Also, it included producing rehab plans and report, and load			
	rating report.			
	Mr. Bil Arab's responsibilities and tasks were:			
	• Reviewed documents and plans of the bridges.			
	• Performed load rating of bridges' superstructure and substructure using BrR, LEAP Bridge Concrete, and Mathcad.			
	• Produced load rating reports to present results and schematics.			
07/22-Present	Bridge Load Rating Projects, Statewide, LA			
	This project consisted of the analysis and load rating of bridges statewide. Superstructure included cast-in-place slab, precast slab			
	unit, concrete deck girder, prestressed concrete girder, steel plate girder, various culverts, steel swing, moveable, deck truss, and			
	cantilever truss. Substructures included timber, concrete, and steel bent caps, hammerheads, inverted-t caps, and timber and steel			
	piles. Mr. Bil Arab was involved with the following projects:			
	• H.009859.5: Load Rating of 114 Bridges (07/22- 07/23)			
	• H.009859.5: Load Rating and Influence Line of 104 Bridges (03/23- 07/23)			
	<ul> <li>Load Rating and Information Collection of 45 Bridges (07/23 – 04/24)</li> </ul>			
	<ul> <li>Load Rating and Information Collection of 86 Bridges (06/24 – Present)</li> </ul>			
	Mr. Bil Arab's responsibilities and tasks were:			
	• Reviewed documents and plans of the bridges.			
	• Performed load rating of bridges' superstructure and substructure using BrR, LEAP Bridge Concrete, and Mathcad.			
	• Produced load rating reports to present results, schematics, and rehabilitation suggestions for posted bridges.			
	• Performed quality check of load rating models and reports for other engineers to ensure accuracy and consistency			
	throughout the project.			
	• Final Reviewed all models and reports to ensure all results are correct and ready for submittals.			



Firm employed by:	SDR Engineering Inc	A SDR		
Name Parnian	Abdi, MS, E.I.	Years of relevant experience with this employer	2	
Title Engineer	Intern II	Years of relevant experience with other employer(s)	0	
Degree(s) / Years /	Specialization	MS / 2021 / Civil Engineering		
		BS / 2019 / Civil Engineering		
Active registration	number / state / expiration date	EI.0035314 / Louisiana / 11-07-2022		
Year registered	2022 Discipline	Civil Engineering, Land Surveying		
Contract role(s) / brief description of responsibilities       Engineer Intern, bridge load rating				
Parnian Abdi is an	engineer with over 2 years of experie	nce focusing on load rating, bridge inspection, and load testing.	She ha	s contributed to many
bridge inspection a	nd load rating projects and reporting	of different bridge structures, engineering plan preparations, an	d quan	tity/cost estimates.
Experience dates	Experience and qualifications rele	vant to the proposed contract, i.e., "Bridge Inspection", "condi	tion as	sessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destr	uctive Testing", "Project Management".		
7/24–Present	7/24–Present H.009730.5 TO#3: US-80 Texas Street over Red River Bridge, Shreveport, LA			
	The bridge consists of an 884' main truss span, (6) 103' approach deck truss spans, (1) 81' steel girder span, and (35) 24'-51'			
	reinforced concrete deck girder spans. The scope of the project was to perform an in-depth routine, and fracture-critical			
	inspection as well as create an inspection report for InspectX. Parnian was responsible for:			
• In-depth review of the as-built plans				
Reviewing the inspection report quantities				
5/24–Present H.009730.5 TO#3: I-20 over Mississippi River Bridge, Vicksburg, MS				
The scope of the project was to perform an in-depth routine, and fracture-critical inspection as well as create an inspection report for InspectX. The inspection was in correspondence with the AASHTO Manual for Bridge Evaluation, the NBIS, an				
			uation, the NBIS, and	
	LADOTD Bridge Inspection Man	al. Parnian was responsible for:		
	Compiling and review of the second seco	e field inspection notes		
2/24-5/24	2/24–5/24 H.009730.5 TO#2: LA 27 Bridge over ICWW, Gibbstown, LA The bridge consists of (1) 750' 3 span continuous two-girder system span, (40) 70' & 95' prestressed concrete girder spans,			
				icrete girder spans,
	and (7) 20' concrete slab spans. The	e scope was to perform a routine, in-depth, and fracture critical	inspec	tion of the bridge,
create an inspection report and SNBI report in InspectX, perform load rating analysis, and develop repair plans for c			plans for deficient	
	members. The inspection was in c	onformance with AASHTO Manual for Bridge Evaluation, the I	VBIS, a	and LADOTD Bridge
	Inspection Manual. As the Lead E	ngineer, Parnian was responsible for:		
	<ul> <li>Organizing the field inspect</li> </ul>	tion notes and photos for InspectX upload		



Page **29** of **229** 

08/23-02/24	H.009859.5: Load Rating of 45 Bridges, Statewide, LA
	The scope of the project was to evaluate and load rate 45 bridge structures located in the state of Louisiana. The load rating
	was performed on a variety of bridge structures, including concrete slab spans, steel spans, prestressed concrete girder spans,
	complex spans, and pile bents. Parnian's responsibilities were:
	• Review of as-built drawings or standard plans of the bridge structure.
	• Performing load rating of bridges using AASHTOware BrR, LEAP, and Mathcad.
	• Preparing in-depth reports to present load rating overview, results, and schematics.
8/23-11/23	H.009730.5 TO#1: LA 3213 over Mississippi River Bridge, Gramercy, LA
	The bridge consists of 3,012' main truss span, (1) 628' 3 span continuous two-girder system span, (1) 901' 3 span continuous
	two-girder system span, (33) 106' & 130' prestressed concrete girder spans. The scope was to perform a routine, in-depth, and
	fracture critical inspection of the bridges and create an inspection report create an inspection report in InspectX. The
	inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection
	Manual. As the Lead Engineer, Parnian's responsibilities were:
	• In-depth review of as-built plans
	Calculating the quantities of the structural elements for the inspection report
05/23-08/23	H.015409: Rehabilitation of I-10 Bridge Over Mississippi River, LA
	The scope of the project was to review the as-built plans and inspection reports provided by LADOTD, conduct a site visit to
	verify and quantify the deteriorations, perform 3D Finite Element Analysis for spans with web cracking to determine the local
	stress concentration, and provide repair recommendation. In this project Parnian's responsibilities were assisting with:
	• The load rating of deteriorated steel spans using AASHTOware BrR.
	Preparing the rehabilitation plans including the plan and profiles using MicroStation.
07/22-06/23	H.009859.5: Load Rating of 114 Bridges, Statewide, LA
	The scope of the project was to evaluate and load rate 114 bridge structures located in the state of Louisiana. The load rating
	consisted of concrete slab spans, steel spans, prestressed concrete girder spans, complex spans, and pile bents. Parnian's
	responsibilities were:
	• Review of as-built drawings or standard plans of the bridge structure.
	<ul> <li>Performing load rating of bridges using AASHTOware BrR, LEAP, and Mathcad.</li> </ul>
	Preparing in-depth reports to present load rating overview, results, and schematics.
02/22-07/22	H.009859: Load Rating of 36 Bridges, Statewide, LA
	The scope of the project included the analysis and load rating of 36 bridges statewide per AASHTO and LADOTD codes.
	Parnian's responsibilities were:
	<ul> <li>Performing load rating of bridges using AASHTOware BrR, LEAP, and Mathcad.</li> </ul>
	Preparing in-depth reports to present load rating overview, results, and schematics.



Firm employed by: WSP USA Inc. WS						
Name	Max Na	assar	•	Years of relevant experience with this employer	6	
Title Senior Vice President			Years of relevant experience with other employer(s)	35		
Degree(s) / Years / Specialization			BA, 1976, Psychology		100	
Active registration number / state / expiration date		ration date	N/A		12	
Year reg	istered	N/A	Discipline	Management		
Contract	role(s) /	brief description of res	sponsibilities	Principal-in-Charge		
Max is a native of Jefferson Parish, Louisiana and has spent 30 years in executive level positions in Fortune 500 Companies in both the						
manufacturing/industrial sector and architectural engineering consulting services sector. Over the past 20 years, he has overseen a multiplicity of						
infrastru	infrastructure projects in the southeast United States, and Central America, with a value in the billions. Many of these projects have been in southeast					

manufacturing/industrial sector and architectural engineering consulting services sector. Over the past 20 years, he has overseen a multiplicity of infrastructure projects in the southeast United States, and Central America, with a value in the billions. Many of these projects have been in southeast Louisiana and have been performed for a variety of public and private clients including Louisiana Department of Transportation and Development, The Mississippi Department of Transportation, The Louisiana Department of Natural Resources, The New Orleans Regional Planning Commission, The New Orleans Regional Transit Authority, and others. Max's international experience includes port and harbor consulting at Puerto Cortes in Honduras, and construction oversight of the Port Connector Roadway in Honduras and Guatemala. He has successfully led negotiations and mediations for a variety of private clients.

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".
09/22-10/23	MDOT, US 82 Greenville Cable-Stayed Bridge over Mississippi River, MS, Project Principal.
	WSP conducted a thorough safety inspection of the Greenville Bridge, Including: Routine NBI Inspection, Element-level Inspection, Repair
	Assessment: Identifying repair needs, Fracture-critical Inspection: Focused on critical edge girders and floorbeams, Hydrographic Survey:
	Mapping the river channel, Deck Elevation Survey, Hands-on Visual Inspection: Examining stay cables and anchorages, In-depth Cable
	System Inspection: Measuring cable force in 112 cables, and ultrasonic testing of 28 anchorages and Cleaning and Greasing Caps: Preventing
	corrosion at 28 locations. WSP utilized rope access techniques to access the exterior of the pylons with eight certified professionals, including
	two SPRAT Level III technicians. WSP utilized Drones, particularly the Skydio S2+, to inspect the cable sections beyond rope access reach.
	Stay-cables underwent ultrasonic testing within 10 feet of each anchorage. Cable tension was assessed through vibration methods using
	piezoelectric accelerometers. Each cable underwent three tests. This comprehensive inspection ensured the US 82 Bridge's safety and
11/01 00/00	structural integrity, adhering to standards, using specialized equipment, and involving a highly skilled team.
11/21-08/23	MDOT, US98 over the Homochitto River in Franklin County, MS (Phase B Design). Project Principal.
	Six-span, 935-foot prestressed Florida I-Beam bridge with post-tensions spliced girder main spans of 165'-230'-165'. Bridge includes cast-
	in-place bents on drilled shaft and steel pipe pile foundations. WSP provided Phase B final bridge design services and prepared contract
	plans and specifications the new six span, 935-foot bridge over the Homochitto River. The main superstructure unit is a 560-foot, three span
	continuous post-tensioned splice concrete girders using 78" Florida I-Beams, hunched over the main interior bents. The three approach
	spans are 125' -0" each with 54" Florida I-Beam superstructure. Substructure is reinforced concrete post and beam interior bents with 72"
	diameter drilled shafts and reinforced concrete end bent caps on 24" diameter steel pipe piles. Foundation options were investigated, and
	selected foundations were optimized through
	coordination between WSP structural engineers and MDOT geotechnical engineer.
06/20–Ongoing	LADOTD, LA 23 Belle Chasse Bridge and Tunnel P3, Plaquemines Parish, LA, Project Principal for this project which included
	assistance and support to the LADOTD in Contract Administration of the P3 Comprehensive Agreement and Technical Provisions as well as


	Reviews of Project Management Plans. Reviews included Demolition and Abandonment Baseline Inspection of Vertical Bridge and Element
	Condition Report, Review of Toll Management Plan including design and installation procedures, testing plan, manuals, documentation and
	FAT results and review of Toll Management Plan. The project also included Design Support Services and Project Oversight and Acceptance
	as related to the Vertical Lift Bridge Demolition or Maintenance and for the Toll Collection System.
06/19–Ongoing	NCDOT Design-Build Bridge Replacement, Structure #1: I-485 over Westinghouse Blvd., Mecklenburg County, NC, Principal in
	responsible charge for local bridge staff designing this bridge replacement and widening. Staff assignments include modeling, analysis, and
	design of the prestressed bridge along with preparing bridge final design plans, as well as quality control of other prepared plans.
06/21–Ongoing	Program Management, Port of South Louisiana, Board of Commissioners Port of South Louisiana, St. Charles, St. James and St.
	John Parishes, LA, Project Principal.
	The Port of South Louisiana (The Port) is a major bulk and grain exportation facility and touts itself as the "largest tonnage port district in the
	western hemisphere". The Port Jurisdiction encompasses 54 Mississippi River Miles midway between New Orleans, Louisiana and Baton
	Rouge, Louisiana and offers excellent intermodal opportunities via Mississippi River deep draft, East-West and North-South Interstate
	Highways, three Class 1 Rail Lines, and air via an existing executive airport. The Program Management assignment includes but is not limited
	to oversight of the Master and Strategic Planning efforts including implementation, Grants Application and Management, Procurement
	Support including Assessment of Consultant Capabilities, Alternative Delivery and Public Private Partnerships, Design Management and
	Construction Administration through the life of the contract. The Program also includes the creation of a Project Controls system for the Port.
06/17-01/20	Program and Construction Management, North Terminal Development, Louis Armstrong New Orleans International Airport, New
	<b>Orleans, LA,</b> Project Principal for this Program which included program management, procurement strategy development; managing the
	environmental assessment and design development processes; supporting the New Orleans Aviation Board in securing funding for the project;
	and construction management. These services were provided for the New Orleans Aviation Board throughout the 8-year, \$1.03 billion
	program. WSP managed and administered all contracted activities, including planning, design, financing, and construction. The CM staff
	coordinated all design reviews, contractor submittals, RFIs, field changes, Change Orders, AHJ Inspections, and processed monthly invoices,
	assessing progress against schedule through daily inspections and progress recording through daily photographs. WSP provided all third-party
	QC testing services. The final Document Control system at closeout includes an organized structure consisting of nearly 1,000,000 files, and
	over 4 gigabytes of information.
04/20-Present	LADOTD, Contract for Innovative Procurement and Alternative Delivery Support Services, LA: Project Principal, the project includes
	provision of engineering, financial, management and administrative advice and services to assist with Innovative Project Delivery Methods
	in connection with administering the procurement process of Design Build, Construction Management at Risk, and/or Public Private
	Partnerships (P3) projects. The current effort includes leading the procurement of the Calcasieu Bridge in Lake Charles, Louisiana. To be
	included in the effort is a Level 2 Toll Study. The current Calcasieu Bridge is one of the most critical projects in Louisiana's Transportation
	System and has been identified as the most detrimental to economic development.
10/19-Present	LADOTD Level 1 Toll Feasibility Study for a new Mississippi River Bridge between LA 1 and LA 30 (Project I.D. No. Number 101,
	a Priority B Megaproject in the Louisiana Statewide Transportation Plan): Project Principal, the project includes enhancing the Capital
	Region Planning Commission (CRPC) Travel Demand Model (TDM to include a toll diversion model in order to be able to use the model to
	evaluate demand for the 3rd Crossing alternatives under different tolling scenarios. Additionally, WSP will generate estimates of annualized
	gross toll revenue based on the demand as well as prepare a conceptual plan to implement tolling including public outreach, economic impacts,
	toll infrastructures, institutional requirements, revenue risk, etc.
06/17–Present	LADOTD, IDIQ Contract for Electrical and Mechanical Engineering Services, Statewide, LA, Project Principal for this Task Order
	based engineering services contract which supports efforts on mechanical and electrical services related to movable bridges, roadways, pump
	stations and other mechanical and electrical needs.



Firm em	ployed by	y: WSP USA Inc. 🕅 🤇	2			
Name	Michae	l Craig, PE, SE	•	Years of relevant experience with this employer	15	
Title	Southea	st In-Service Bridge	e Dept. Manager/	Years of relevant experience with other employer(s)	12	
	Project	Manager				
Degree(s	s) / Years	/ Specialization		MS / 1999 / Structural Engineering – Bridge Inspection, Repair	r and	
				Design		Jack
				BS / 1997 / Civil Engineering		1 feet
Active re	egistration	n number / state / expi	ration date	PE.41964 / LA / 03-31-2026 (also licensed in MS; TX; GA;	; FL;	No.
				SC; NC; TN; VA; MD; NE; PR)		
Year reg	istered	2017 (LA)	Discipline	Civil Engineering		IN ATEN
Contract role(s) / brief description of responsibilities Proje			sponsibilities	Project Manager – Meets all requirements for MPR 4. Prov	vides	
oversite of all aspects of the project incl				oversite of all aspects of the project including inspection, tes	ting,	l
				repair plans and coordination		1

Over the course of the past two and a half decades, Michael has dedicated his career to the field of bridge inspection and evaluation engineering service contracts. During his career, Mr. Craig has conducted inspections, or supervised the inspection, of an impressive portfolio of over 5,000 structures. His expertise extends to load rating analysis, having performed, or managed the load rating over 3,000 bridges, primarily completed in BrR. He has also been involved in load testing of over 160 bridges and conducting material testing and non-destructive testing (NDT) on over 520 bridges. Notably, Michael has taken on leadership roles in some of the most significant bridge inspection and load rating projects across the Southeastern United States. These projects include the SCDOT Bridge Load Rating project, MDOT Greenville Cable-Stay Bridge Inspection and Testing, NCDOT Statewide Bridge Inspection and Load Rating contract, Georgia Cable-Stay Inspection, Repair and Load Rating contract, and he has provided valuable assistance in managing Texas fracture critical and routine inspection contracts, as well as the Florida Sunshine Skyway Bridge inspection contract. Michael Craig has earned a reputation for successfully completing large-scale, multi-bridge, and statewide bridge inspection and load rating contracts. He holds the title of a registered Professional Engineer in the state of Louisiana, and his academic background includes a master's degree in Structural Engineering with a specific focus on bridge design. In his management approach for load rating projects, which has proven effective in multiple statewide endeavors, Mr. Craig emphasizes the importance of a cohesive team structure, meticulous pre-planning and staffing, optimization of load rating and load posting avoidance, rigorous progress tracking, and a robust quality assurance/quality control (QA/QC) process. Relevant Training: Safety Inspection of In-Service Bridges, 2001 (NHI-130055); Safety Inspect of Fracture-critical Inspection Techniques for Steel Bridges, 2015 (NHI-130078); Bridge Inspection Refresher Training, 2023 (NHI-130053); Railroad Roadway Worker Protection 2023; Bridge Maintenance Training, 2013 (NHI-134029); Tunnel Safety Inspection, 2023 (NHI-130110); Confined Space, 2009; Bridge Inspection Nondestructive Evaluation Seminar (BINS), 2008 (NHI-130099A); Bridge Coatings Level 1, 2012; FHWA Inspection and Maintenance of Ancillary Highway Structures, 2016 (NHI 130087); Aerial Training, 2017; OSHA 30-hour Hazard Recognition Training for the Construction Industry, 2017; Licensed Drone Pilot, 2021

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".
09/22-01/23	MDOT, US 82 Greenville Cable-Stayed Bridge over Mississippi River, Mississippi: In his role as Project Manager, Michael has overseen
	the task-order contract that encompassed a range of critical bridge evaluation activities including routine inspection, element level inspection,
	fracture critical inspection of main spans superstructures, nondestructive testing and ultrasonic testing of anchorages, vibration testing and
	analysis of stay cables, and repair recommendations.



07/18-12/22	SCDOT, Bridge Inspection and Load Rating, South Carolina: Project Manager of this contract, which consists of bridge inspection and
	determination of the load capacity ratings utilizing BrR and CSI bridge for 2,558 structures including truss, segmental, curved steel girder,
	movable and significantly retrofitted structures. WSP reviewed the plans, inspection reports, previous load ratings and all other available
	relevant bridge documents. The load ratings were completed utilizing the information provided by SCDOT and supplemented with
	information from our field inspections. All load ratings were completed with BrR or CSI Bridge. WSP also utilized drones as an inspection
	tool to help identify specific areas of bridges where a "hands-on" inspection is required. This resulted in reduced time required for traffic
	control and access equipment, providing a significant cost savings to SCDOT. In addition, WSP performed 160 load tests involving
	instrumenting the bridges with strain gauges and driving known loads across the bridge, to assist SCDOT with advanced load posting
	avoidance measures. The results of the test were utilized to create corrected effective structural models to increase and remove load postings
	from bridges across the state. These results were extrapolated out, to not only remove postings on the bridges tested, but also on similar
	bridges in SCDOT's inventory. WSP efforts saved the State tens of millions of dollars.
06/01–Ongoing	NCDOT Structures Bridge Inspection Limited Services Contract, North Carolina: Team Leader, Project Manager and QC Manager.
	Michael has been continuously involved with the NCDOT bridge inspection and load rating program for 24 years. He has performed field
	inspections, analysis, and load ratings; designed bridge replacements, evaluated the physical condition for repairs; corrosion condition
	evaluations, health monitoring, nondestructive testing including UT, DP, and MP, drone Inspections and recommended preservation and
	maintenance needs. To date he has completed over 4,000 inspections and 2000 load ratings, including many of the state's longest structures,
	curved steel structures, movable bridge, segmental boxes, and fracture critical trusses.
06/16–Ongoing	GDOT, Engineering Services for Cable-Stayed Structures, Georgia: In his role as Project Manager, Michael has overseen the task-order
	contract that encompassed a range of critical bridge evaluation activities. These include a specialized member inspection of the Sidney Lanier
	Bridge in 2016, focusing on assessing exposed strands with varying degrees of corrosion. Additionally, there were in-depth National Bridge
	Inspection (NBI) and emergency post-hurricane inspections of the Talmadge Memorial Bridge in 2017 and 2020. His tasks also included the
	instrumentation and testing of both cable stays bridges to determine the existing force in each cable. Michael's leadership extended to two
	separate rehabilitation design contracts, for the Sidney Lanier Talmadge bridges, executed in 2021. The initial rehabilitation project for the
	Sidney Lanier Bridge primarily addressed issues related to excessive cable vibration, which included repairing cable stays with breached
	protective sheathing and corroded strands. Subsequently, a second rehabilitation project was carried out on the Sidney Lanier, entailing the
	installation of external dampers on all 1/6 stays. In 2022, Michael spearheaded the load rating efforts for both the Sidney Lanier and the
	Talmadge Signature Cable-Stay Bridges, utilizing a full 3D FEM MIDAS Model of the structures.
06/21-06/23	DC Metro, WMATA Rail Bridge Inspections and Load Ratings, DC: In the capacity of a Project Manager, Michael was involved in this
	significant project related to the DC Metro's WMATA Rail Bridge Inspections and Load Ratings. This endeavor was conducted in
	collaboration with Gannet Flemming Engineering. The primary objective was to improve outcomes by developing and refining WMATA's
	asset management procedures. To achieve this overarching goal, WSP performed routine inspections, and load rating analyses to determine
	the load rating of these structures. Bridge load ratings were completed in BrR and CSI Bridge, and include truss structures, curved steel box
06/16 06/22	structures, and segmental concrete box structures.
00/10-00/22	<b>TADOT NBIS Bridge Inspection and Load Kating</b> , Statewide Texas: Michael was responsible for coordinating stall and resources
	the subject load posting subjections and road ratings of various structures. Additionally, he played a key fore in assisting with
	nesting. The reports generated as part of these assessments were instrumental in making informed decisions regarding load limits and
	posings. The reports generated as part of the infrastructure. The team also successfully completed more than 2462 NDIS routing bridge
	inspections for TyDOT along with over two hundred load ratings. The range of inspections and load ratings encompassed rainforced concrete
	slobe steal floor system superstructures, steal rolled and plote girders, and prostressed concrete girders for both simple and continuous spans
	I stabs, steer moor system superstructures, steer rolled and prate griders, and prestressed concrete griders for both simple and continuous spans.



Firm em	ployed by	y: WSP USA Inc. 👭 🖏	1			
Name	Hatem	Seliem, PhD, PE, PM	P	Years of relevant experience with this employer	2	
Title	Vice Pre	esident, Structural/Brid	dge Engineer	Years of relevant experience with other employer(s)	18	
Degree(	s) / Years	/ Specialization		PhD / 2007 / Civil Engineering (Structural)		
_		-		MS / 2002 / Structural Engineering		
				BS / 2000 / Civil Engineering		A A A
Active r	egistration	n number / state / expir	ration date	PE.39759 / LA / 9-30-2025 (also licensed in DE; FL; MS; TX;	GA;	
				SC; NC; VA; MD)		
Year reg	gistered	2015 (LA)	Discipline	Civil Engineering		
Contract	role(s)/	brief description of res	sponsibilities	Senior Structural Engineer		
Hatem h	Hatem has 20 years of experience in structural engineering with special emphasis on design and behavior of reinforced and prestressed concre			prestressed concrete		
structure	es and brid	lges. He served as the l	ead design engineer	on several large-scale projects. Further, he is a Certified Project	Mana	gement Professional
(PMP)® and served as project manager on large-scale projects. He was the lead designer of reinforced concrete and prestressed concrete bridger			concrete bridges and			
structures varying from simple slab spans to box concrete bridges, including multidiscipline coordination. Further, has strong experience for						
retrofitting structures and bridges using Fiber Reinforced Polymers (FRP) materials. He has in-depth knowledge of nationa				al and	international design	
codes in	codes including AASHTO, ACI, AISC, PCI, IBC, Eurocode, ECP, and SBC.					

Hatem has been working on Louisiana projects for the past 10 years including design, load rating, evaluation, and rehabilitation of bridge structures encompassing simple slab span to complex bridges. He is a certified Traffic Control Technician (TCT) and Traffic Control Supervisor (TCS).

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".

05/23–10/23 **GDOT, Sidney Lanier Cable-Stayed Bridge over Brunswick River, Georgia:** Design Engineer, Hatem carried out the structural analysis of the cable-stayed spans to jack the bridge for replacing the bearing pads at the two towers. Accordingly, a detailed Finite Element model was developed to analyze the bridge under full-service loads while jacking the bridge. Further, Hatem designed the jacking system and designed the structural components of the jacking assembly. Further he participated in developing the special provisions for the bearings replacement.

09/22–01/23 **MDOT, US 82 Greenville Cable-Stayed Bridge over Mississippi River, Mississippi:** Design Engineer responsible for the structural analysis of the cable-stayed spans. Furthermore, Hatem carried out the vibration analysis of the stay cables to determine their current tension forces based on the field measured natural frequencies of the cables. The vibration analysis and dynamic test results were compiled in a report and submitted as part of the in-depth inspection report of the bridge.

10/19–9/22 LADOTD, MacArthur Interchange Completion, Phase II, Louisiana: Bridge Engineer of Record responsible for the structural design of the superstructure and substructure, deck drainage design, and construction cost estimate. Further Hatem was the Project Manager to coordinate with subconsultants and LADOTD Project Manager. The project constitutes Providing two new, on-ramp and off-ramp connections between the eastbound of the elevated West Bank Expressway (US 90-Z) and Frontage Road, demolish the existing off-ramp, and widening of the US 90-Z bridge structure to accommodate the new ramps.

09/20–06/21 **LADOTD, Load Rating of 396 Bridges, Louisiana:** Team leader responsible for the load rating analysis and critical review of Finite Element models and structural analysis. This project involved the load rating of 396 existing off-system bridge structures by the Load and Resistance Factor Rating method (LRFR). Bridge types included prestressed concrete girder bridges, steel girder bridges, precast



	and CIP slab bridges, concrete culverts, swing bridges, and timber bridges. Three-dimensional finite element modeling is used as
	necessary for the complex bridges.
02/20-11/20	LADOTD, Evaluation of Bridge Deficiencies-Concrete Piles Repair, Louisiana: Led the research team, developed the final report,
	developed repair plans. Deteriorated concrete piles exhibit different signs of distress, depending on exposure environments, stress level,
	and construction quality. The scope of this work was to research and identify effective repair systems and/or methods to be used for
	routine and typical maintenance, of RC and PPC piles for above water and underwater applications.
05/19-12/19	LADOTD, Non-Destructive Evaluation and Load Testing of Seven Posted Bridges, Louisiana: Reviewed and validated finite
	element analysis results. Provided approval of instrumentation planning, review/validation of diagnostic load testing results, and review
	of final reports and commencement of results. The scope of work was to evaluate seven bridges, five of which are movable bridges,
	that are posted for a load lesser than the Legal Loads and/or Special Hauling Vehicles. The evaluation was carried out utilizing load
	rating analysis and load testing coupled with detailed 3-D Finite Element Analysis with the aim of removing current load posting.
06/19-03/20	LADOTD, I-20 over Lakeshore Drive and KCS RR, Caddo Parish, Louisiana: Provided review of existing documents including
	as-built plans, load rating reports, and inspection; QC/QA review of the structural analysis and design of rehabilitation; and Construction
	cost estimate. Provided Stage 0 Design (Feasibility Study) for four bridge structures of I-20 crossing over Lakeshore Drive and KCS
	Railroad in Shreveport, LA. Design of rehabilitation to improve the bridges conditions, service life, and load rating was carried out.
	Different rehabilitation alternates were designed and detailed.
03/19–09/19	LADOTD, Evaluation and Load Rating of 27 Complex Off-System Bridges, Louisiana: Team leader responsible for the load rating
	analysis and critical review of Finite Element models and structural analysis. Included evaluation and load rating of 27 complex off-
	system bridges. The bridge types included, steel I-beam, plate girder swing spans, plate girder continuous spans, plate girder bascule
	spans, low truss swing spans, plate girder swing spans and steel box girder.
04/18-04/19	LADOTD, LA 182 Over Atchafalaya River (Berwick Bay), Louisiana: Provided QC/QA review of rehab design including FRP,
	jacking design for bearings replacement; QC/QA review of construction plans; developed the Specifications of Non-Standard items.
	The simple through truss bridge carries LA 182 over the Atchafalaya River has a total length of 3,746 ft. The approach spans consist of
	RC slab spans, RC T-beam spans, and two deck truss spans. The navigational spans consist of three through truss spans. Scope of work
	included evaluation of the existing bridge, rehabilitation design; developing construction plans; perform diagnostic load testing on RC
	T-beam approach spans; and load rating analysis of the rehabilitated bridge.
05/16-04/18	LADOTD, US 80 Red River Bridge Inspection, Load Rating, and Rehabilitation, Louisiana: Provided structural analysis of the
	main span trusses using refined analysis, inspection team leader conducting hands-on inspection and ultrasonic testing of steel pins; and
	QC/QA review activities: load rating analysis; evaluation report; design of truss members rehabilitation; design of substructure
	rehabilitation; and construction plans. The bridge built in 1934 is a historic bridge carrying US 80 over the Red River at Shreveport
	with a total length of 2,895 ft. The approach spans consist of RC T-beam spans, steel girders, and steel deck trusses. The main spans
	are three-span steel truss with a total length of 884 feet. Scope of work included in-depth inspection of the entire bridge structure;
	evaluation of the structural strength; load rating of the deficient structure; rehabilitation design; plans development; and construction
00/10 05/15	support.
08/13-05/15	LADOTD, US II Lake Pontchartrain, Louisiana: Provided structural analysis of the arched RC T-beam spans using refined analysis
	to account for the arching effect; inspection team member conducting hands-on inspection; QC/QA review activities: The historic bridge
	(built in 1928) carries US-11 over Lake Pontchartrain, which consists of 700 reinforced concrete spans and two steel movable spans for
	a total length of 24,922 ft.



Firm employed by: WSP USA Inc. WS						
Name	Lloyd (	Mark) Pearson, PE		Years of relevant experience with this employer	3	
Title	QA/QC	Engineer		Years of relevant experience with other employer(s)	42	
Degree(s) / Years / Specialization				ME / 1979 / Structural Engineering		and the second s
				BS / 1977 / Structural Engineering		hores
Active registration number / state / expiration date			ration date	PE.39629 / LA / 9-30-2025 (also licensed in AL; MS; FL; GA;	NC;	
				SC; VA)		
Year reg	istered	2015 (LA)	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities			sponsibilities	OC/OA Engineer		

Mark is a bridge inspection and preservation manager, senior bridge engineer and project manager. He has functioned as task lead, engineer-of-record, design engineer, and QA/QC reviewer and manager on a variety of bridge replacement, widening, inspection, load rating and rehabilitation tasks in Alabama, North Carolina, South Carolina, Florida, Georgia, Tennessee and Virginia over a 40+ year career. He has been quality control manager for several design-build projects and pursuits in NC and FL and has provided independent peer reviews for complex bridges in FL. He is currently task manager for post-tensioned spliced girder bridge in Mississippi replacing steel through-trusses. Recent tasks have included quality control and quality assurance reviews of bridge load ratings in NC, SC and VA (using AASHTOware BrR) and reviews of bridge rehabilitation and repair plans in NC and SC. Mark also managed QA/QC reviews for up to five roadway widening projects in Division 6 for NCDOT in 2017-2019. Relevant Training: Concrete Preservation Alliance, 2021 Seminar Series on Concrete Bridge Preservation Using Overlays, 2020, On-line; NSBA Steel Bridge Forum, Raleigh, 2019; NS and CSX Railroad Roadway Worker Protection - Contractor Safety Certification, Raleigh, 2019; PCI Bridge Design Manual Seminar, Raleigh, 2004; FHWA Curved Steel I-Girder Workshop, San Antonio, 2004; FHWA & ALDOT Prefabricated Bridge Elements Workshop, Montgomery, 2004.

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".
09/22-01/23	MDOT, US 82 Greenville Cable-Stayed Bridge over Brunswick River, Mississippi: QA/QC Engineer and Task Manager, Mark
	was responsible for coordinating with the client and coordinating with traffic control subconsultant. Further, he was in charge of the
	QA/QC review of the inspection findings, repair recommendations, and the inspection report
11/21-08/23	MDOT, US98 over the Homochitto River in Franklin County, MS (Phase B Design). Project Manager.
	Six-span, 935-foot prestressed Florida I-Beam bridge with post-tensions spliced girder main spans of 165'-230'-165'. Bridge includes
	cast-in-place bents on drilled shaft and steel pipe pile foundations. WSP provided Phase B final bridge design services and prepared
	contract plans and specifications the new six span, 935-foot bridge over the Homochitto River. The main superstructure unit is a 560-
	foot, three span continuous post-tensioned splice concrete girders using 78" Florida I-Beams, hunched over the main interior bents.
	The three approach spans are 125' -0" each with 54" Florida I-Beam superstructure. Substructure is reinforced concrete post and
	beam interior bents with 72" diameter drilled shafts and reinforced concrete end bent caps on 24" diameter steel pipe piles.
	Foundation options were investigated, and selected foundations were optimized through
	coordination between WSP structural engineers and MDOT geotechnical engineer.
07/18-12/22	SCDOT, Bridge Inspection and Load Rating, South Carolina: Senior Load Rater/QC Manager on this contract, which consisted of
	bridge inspection and determination of the load capacity ratings utilizing BrR and CSI bridge for 2,558 structures including truss,
	segmental, curved steel girder, movable and significantly retrofitted structures. WSP reviewed the plans, inspection reports, previous



	load ratings and all other available relevant bridge documents. The load ratings were completed utilizing the information provided by
	SCDOT and supplemented with information from our field inspections. All load ratings were completed with BrR or CSI Bridge. WSP
	also utilized drones as an inspection tool to help identify specific areas of bridges where a "hands-on" inspection is required. This
	resulted in reduced time required for traffic control and access equipment, providing a significant cost savings to SCDOT. In addition,
	WSP performed and Mark QC'd 160 load tests involving instrumenting the bridges with strain gauges and driving known loads across
	the bridge, to assist SCDOT with advanced load posting avoidance measures. The results of the test were utilized to create corrected
	effective structural models to increase and remove load postings from bridges across the state. These results were extrapolated out, to
	not only remove postings on the bridges tested, but also on similar bridges in SCDOT's inventory. WSP efforts saved the State tens of
	millions of dollars.
05/17-03/19	City of Oxford, Alabama, Leon Smith Parkway Bridge Widenings over Choccolocco Creek, in Calhoun County: Engineer-of-
	Record for widening design of a four @ 100-foot span bridge and a five @ 100-foot span bridge utilizing prestressed concrete bulb-tees
	as sub to the prime design firm, GMC, Inc. Work included checking designs and plans sheets and directly supervising the design. Project
	was reviewed by ALDOT on behalf of the Town of Oxford and partly state funded. (Construction 2021).
05/16-07/18	City of Raleigh, NC, B-5556 Replacement of Bridge No. 490 on Lake Dam Road (SR 1427), City of Raleigh Public Works, North
	Carolina: Project Manager for bridge replacement project with Categorical Exclusion (CE), surveys, hydraulic (FEMA) modeling,
	utility design/coordination and permitting. Engineer-of Record for design of the 100 foot, two-span precast cored slab bridge
	replacement. Work included checking the plans and calculations, supervising the design and providing engineering support services.
	(Construction 2018)
04/16-08/16	CFX (FDOT) Ramp G Bridge in SR 417 Boggy Creek Interchange, Load Rating (Bridge 750804), Central Florida Expressway,
	Orlando, Florida: Engineer-of-Record for structural load rating of four-span, curved, twin steel box girders spanning 201.75ft-
	246.92ft-201.75ft-246.92ft.
02/09–7/14	Florida DOT - District 4, I-595 Express Lanes (Design-Build) between I-75 and I-95, Broward County, Florida: Bridge Design
	Task Leader and Engineer of Record. Mark was responsible for the final structure designs for 20 bridges in the design–build phase of a
	P3 toll project. Designs included 15 highway bridges and five bicycle and pedestrian bridges. Roles included preparing preliminary
	designs, directly supervising and checking final plans and calculations, writing special provisions, preparing estimates and providing
	bridge ratings in BrR and construction phase engineering support services. Bridges included curved girders with integral caps.
02/13-12/13	NCDOT Rail Division, Project P-5201, Morrisville Parkway underpass of Norfolk Southern, Structure Design, Morrisville,
	Wake County, North Carolina: Structures task manager and engineer-of-record for a new four-span, curved, ballast deck railroad
	bridge over Morrisville Parkway. Structure featured drilled shaft piers, steel pile abutment foundations, temporary tie-back soldier pile
	shoring wall and steel plate girders and rolled beams. Roles included preliminary design, checking final calculations and plans, directly
	supervising the design, writing special provisions and preparing estimates. (Design 2013; Construction 2016).
04/09–07/10	<b>Tennessee Steel Truss Bridge Ratings:</b> Engineer-of-Record for member rating analysis of three steel truss bridges in Tennessee: Old
	SR25/Cumberland River with 316-foot main span through truss and deck truss approaches; SR375/German Creek with 282 feet main
	span through-truss; and SR 67/Watauga River with 492 feet main span deck truss. Role included supervising and checking the manual
	calculations and VIRTIS/BrR analysis.



Firm em	Firm employed by: WSP USA Inc. 🕅 🖏 📲							
Name	Arunava Saha, PE		•	Years of relevant experience with this employer	3			
Title	Vice Pr	esident/Georgia Struct	ures Leader	Years of relevant experience with other employer(s)	30			
Degree(	s) / Years	/ Specialization		MS / 1995 / Civil Engineering		100		
				BS / 1989 / Civil Engineering		25		
Active r	egistration	n number / state / expir	ration date	PE.38334 / LA / 3-31-2024 (also licensed in GA; SC; NC;	MS;			
				KY; NV)				
Year reg	gistered	2013 (LA)	Discipline	Civil Engineering				
Contract	t role(s) /	brief description of res	sponsibilities	Load Rater - Meets all requirements for MPR 2.				
Arun ha	s more th	an 30 years of experie	nce in the structura	l engineering field and holds a master's degree in civil engineer	ring. I	His structural design		
experien	nce includ	es prestressed and post	t-tensioned concrete	e, structural steel bridges, seismic design, box culverts, and tieba	ick ret	aining walls. Arun's		
bridge d	esign exp	erience includes constr	ruction falsework a	nd erection engineering, highly skewed and curved bridges, lon	g-spa	n plate girders, post-		
tensione	d spliced	box girders, and truss	es. His responsibilit	ties have included preliminary/final/ rehabilitation design, tech	nical (	design reviews, load		
rating / l	BrR, analy	vses, and management	of plan production.	He has also developed LOADRATE software using Visual Bas	sic Ut	ilized by GDOT and		
their cor	nsultants t	o perform load ratings	across the state of	Georgia.				
Experie	nce dates	Experience and qua	lifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	n asse	essment", "steel and		
(mm/yy	-mm/yy)	) concrete rehabilitation, "Non-destructive Testing", "Project Management".						
7/18-	-12/22	SCDOT, Bridge In	SCDOT, Bridge Inspection and Load Rating, South Carolina: Senior Load rater for the contract, which consists of bridge					
		inspection and deter	rmination of the log	ad capacity ratings utilizing BrR and CSI bridge for 2,558 st	tructu	res including truss,		
		segmental, curved s	teel girder, movab	le and significantly retrofitted structures. WSP reviewed the	plans.	, inspection reports,		
		previous load ratings	s and all other availa	able relevant bridge documents. The load ratings were complete	d utili	zing the information		
		provided by SCDOT	and supplemented	with information from our field inspections. All load ratings we	ere con	mpleted with BrR or		
		CSI Bridge. WSP als	so utilized drones as	s an inspection tool to help identify specific areas of bridges wh	ere a '	"hands In addition,		
		WSP performed 160	load tests involvin	g instrumenting the bridges with strain gauges and driving know	vn loa	ds across the bridge,		
		to assist SCDOT wit	h advanced load po	sting avoidance measures. The results of the test were utilized to	) creat	e corrected effective		
		structural models to	increase and remov	ye load postings from bridges across the state. These results we	re ext	rapolated out, to not		
		only remove posting	s on the bridges tes	ted, but also on similar bridges in SCDOT's inventory. WSP e	tforts	saved the State tens		
00/10	00/17	of millions of dollars	S.					
02/13	-08/15	LADOTD, US 90 o	ver LA 318 Design	-Build, St. Mary Parish, Louisiana: Bridge task manager who	ose res	sponsibilities		
		included attendance	at all design-related	I meetings (internal team and DOTD), resolution of design issu	es, co	ordination of project		
		team, QA/QC design	n calculations and p	lans, and management of schedule and budget for the bridge tas	sk. Th	e US 90 over LA		
		318 bridges were co	nstructed as twin br	adges for east on "inspection is required. This resulted in reduce	ed tim	e required for		
		traffic control and ac	ccess equipment, pr	oviding a significant cost savings to SCDOT and westbound tra	1111C. F	Lach structure was		
		188/ feet long with	seventeen 111-foot	spans, with LADOID precast, prestressed concrete "LG-54" g	irders.	The superstructure		
		consists of a simple	span over LA 318, 1	tlanked by four two-span continuous units on the east and west	sides.	Stantec was the		
		prime design consult	tant and collaborate	d with the Gilchrist Construction design-build team.				



06/16–Ongoing	<b>GDOT, Engineering Services for Cable-Stayed Structures, Georgia:</b> In his role as deputy Project Manager, Arun assisted with rehabilitation design of the cable stay dampening system. Arun's leadership extended to two separate rehabilitation design contracts, for the Sidney Lanier Talmadge bridges, executed in 2021. The initial rehabilitation project for the Sidney Lanier Bridge
	primarily addressed issues related to excessive cable vibration, which included repairing cable stays with breached protective sheathing and corrected strands. Subsequently, a second rebabilitation project was carried out on the Sidney Lanier, entailing the
	installation of external dampers on all 176 stays. In 2022 Arun assisted with the <b>load rating</b> efforts for both the Sidney Lanier
	and the Talmadge Signature Cable-Stay Bridges utilizing a full <b>3D FEM MIDAS Model</b> of the structures
02/13-08/15	LADOTD, LA 511: Jimmie Davis Bridge Rehabilitation, Bossier Parish, Louisiana: Overall project manager whose
02/10 00/10	responsibilities included maintaining schedule and budget: quality management: coordination with project team, sub-consultants,
	and client; design, plan productions, and deliverables. This project is located in Bossier Parish and crosses the Red River. The
	existing bridge is a 16-span structure, totaling approximately 2,823 feet in length. The bridge is on State Route LA 511 and is
	composed of three main steel truss simple spans: 354 feet, 402.5 feet, and 354 feet long respectively. The truss spans are flanked
	on both ends by three-span continuous steel deck girders, totaling 610 feet each and spanning the batture at each end. Simple steel
	girder spans of 70 feet each complete the structure, with five spans at the west end and two spans at the east end of the bridge.
	Stantec Consulting researched previous repair and inspection documents along with performing in-depth condition verification
	inspection using rope access method. Based on the findings of the research and site visit, Stantec generated repair strategies and
	presented the scope of services to LaDOID. Upon approval, prepared construction plans for renabilitation and performed load
	rating based on as-renabilitated condition. Structural renabilitation included full deck replacement, structural repair of truss
	iacking scheme of truss spans, pin and hanger replacement
02/13-08/15	<b>LADOTD. Retainer Contract for Bridge Preservation. Statewide, Louisiana:</b> Project manager for this \$6-million on-call
02,10 00,10	contract, which includes a full array of services, such as bridge design, rehabilitation, bridge hydraulics, roadway design,
	geotechnical investigation, and surveying. LaDOTD selected Stantec Consulting Ltd. to provide bridge task order services
	throughout the state. To date, the focus of the contract has been to provide design and construction documents for the new widening
	and rehabilitation of bridges throughout the various districts in Louisiana.
02/13-08/15	LADOTD, Retainer Contract for Bridge Load Rating, Statewide, Louisiana: Project manager for this \$3-million contract.
	LADOTD selected Stantec Consulting Ltd. to provide bridge load rating services throughout the state. Work began in 2014 and
	was completed in two years. This contract included load rating of more than 600 bridges. Bridge types included concrete,
	prestressed concrete, steel, and truss bridges, with lengths ranging from 100 feet to 29,000 feet.
02/13-08/15	LADOTD, Bridge Scour Project, Statewide, Louisiana: Project manager of this approximate \$1-million contract. The project
	involves analysis of scour critical bridges throughout the state, including finite element analysis using data gathered from field
	inspection and providing recommendation reports.



Name Casey Howard PE Vears of relevant experience with this employer 11	
Tears of felevant experience with this employer 11	
TitleProject Manager/Lead Bridge EngineerYears of relevant experience with other employer(s)0	
Degree(s) / Years / Specialization BS / 2013 / Civil Engineering	
Active registration number / state / expiration date PE.42913 / LA / 3-31-2025 (also licensed in GA, MS, NC, SC, TX,	
VA	
Year registered     2018 (LA)     Discipline     Civil Engineering	
Contract role(s) / brief description of responsibilities Senior Load Rating Engineer – Meets all requirements for MPR 5.	
Casey is a Federal Highway Administration-certified bridge inspector and a structural engineer. His experience includes inspection and re	oort
preparation for bridges and culverts for numerous states the across the Southeast. Casey also has experience in the load rating and analysis of states the across the Southeast.	eel,
timber, prestressed American Association of State Highway and Transportation Officials concrete girder, reinforced concrete deck girders,	and
prestressed concrete cored slab and box beam bridges for the North Carolina Department of Transportation.	
Relevant Training: FHWA Safety Inspection of In-Service Bridges, 2014 (NHI 130055); FHWA Prerequisite, 2013 (NHI 130101A;) ASNT Ultras	onic
Testing Level I, 2015; ASNT Ultrasonic Testing Level II General Exam, 2015; Fracture-Critical Inspection Techniques for Steel Bridges, 2016 ()	IHI
130078); Bridge Coatings Level 1, 2014 (BCC 12219); FHWA Bridge Maintenance Training, 2013 (NHI 134029); FHWA Introduction to Elem	lent
Level Bridge Inspection, 2014; SPRAT Level I Rope Access Technician, 2015; SPRAT Level II Rope Access Technician, 2017; FHWA Tur	inel
Safety Inspection, 2016 (NHI 130110); Confined Space Entry Training, 2017; American Red Cross Adult First Aid/CPR/AED; Bridge Inspec	ion
Refresher Training, 2018 (NHI 130053); FHWA Inspection and Maintenance of Ancillary Highway; Structures, 2016 (NHI 130087); Aerial Train	ng,
2017. LADOTD Traffic Engineering Training Course.	
Experience dates Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel	and
(mm/yy-mm/yy) concrete rehabilitation, "Non-destructive Testing", "Project Management".	
09/22-01/23 MDOT, US 82 Greenville Cable-Stayed Bridge over Mississippi River, Mississippi: As Bridge Inspection Leader	and
Inspection Engineer of Record, he supervised the inspection team, developed the inspection report, and development of the re	pair
recommendations and quantities.	
07/18–12/22 SCDOT, Bridge Inspection and Load Rating, South Carolina: Deputy Project Manager of this contract, which consists of	
bridge inspection and determination of the load capacity ratings utilizing BrR and CSI bridge for 2,558 structures including	
truss, segmental, curved steel girder, movable and significantly retrolited structures. wSP reviewed the plans, inspection	
reports, previous load ratings and all other available relevant bridge documents. The load ratings were completed utilizing the	;
information provided by SCDOT and supplemented with information from our field inspections. All load ratings were	
where a "hands on" inspection is required. This resulted in reduced time required for traffic control and access equipment	
where a manus-on inspection is required. This resulted in reduced time required for traffic control and access equipment, providing a significant cost savings to SCDOT. In addition, WSD performed 160 load tests involving instrumenting the bridge	20
with strain gauges and driving known loads across the bridge to assist SCDOT with advanced load posting avoidance measured	-22 -22
The results of the test were utilized to create corrected effective structural models to increase and remove load postings from	05.
bridges across the state. These results were extrapolated out, to not only remove postings on the bridges tested, but also on	
similar bridges in SCDOT's inventory WSP efforts saved the State tens of millions of dollars	



03/16-2022	TXDOT NBIS Inspections and Load Ratings, TxDOT, Statewide Texas: Casey performed comprehensive inspections and
	load ratings of various structures. Additionally, he played a key role in assisting with the culvert load posting avoidance program,
	which involved rigorous load testing and analysis to remove thousands of unnecessary load postings. The reports generated as
	part of these assessments were instrumental in making informed decisions regarding load limits and ensuring the structural
	integrity and safety of the infrastructure. The team also successfully completed more than 3463 NBIS routine bridge inspections
	for TxDOT, along with over two hundred load ratings. The range of inspections and <b>load ratings</b> encompassed reinforced concrete
	slabs, steel floor system superstructures, steel rolled and plate girders, and prestressed concrete girders for both simple and
	continuous spans.
06/16–Ongoing	GDOT, Engineering Services for Cable-Stayed Structures, Georgia: In his role as Deputy Project Manager, Casey has
	overseen the task-order contract that encompassed a range of critical bridge evaluation activities. These include a specialized
	member inspection of the Sidney Lanier Bridge in 2016, focusing on assessing exposed strands with varying degrees of corrosion.
	Additionally, there were in-depth National Bridge Inspection (NBI) and emergency post-hurricane inspections of the Talmadge
	Memorial Bridge in 2017 and 2020. His tasks also included the instrumentation and testing of both cable stays bridges to determine
	the existing force in each cable. Casey assisted with rehabilitation design of the cable stay dampening system. Michael's leadership
	extended to two separate rehabilitation design contracts, for the Sidney Lanier Talmadge bridges, executed in 2021. The initial
	rehabilitation project for the Sidney Lanier Bridge primarily addressed issues related to excessive cable vibration, which included
	repairing cable stays with breached protective sheathing and corroded strands. Subsequently, a second rehabilitation project was
	carried out on the Sidney Lanier, entailing the installation of external dampers on all 176 stays. In 2022, Casey Assisted with the
	load rating efforts for both the Sidney Lanier and the Talmadge Signature Cable-Stay Bridges, utilizing a full 3D FEM MIDAS
	Model of the structures.
06/21-06/23	DC Metro, WMATA Rail Bridge Inspections and Load Ratings, DC: In the capacity of a deputy Project Manager, Casey was
	involved in this significant project related to the DC Metro's WMATA Rail Bridge Inspections and Load Ratings. This endeavor
	was conducted in collaboration with Gannet Flemming Engineering. The primary objective was to improve outcomes by
	developing and refining WMATA's asset management procedures. To achieve this overarching goal, WSP performed routine
	inspections, and load rating analyses to determine the load rating of these structures. Bridge load ratings were completed in BrR
	and CSI Bridge, and include truss structures, curved steel box structures, and segmental concrete box structures. A key aspect of
	the project involved prioritizing repairs. This prioritization process is integral to the current and future bridge asset management
	and capital program development.
2012–Ongoing	NCDOT Structures Bridge Inspection Limited Services Contract, North Carolina: Team Leader, and QC Manager. Casey
	has been involved with the NCDOT bridge inspection program for 9 years. He has performed field inspections, analysis and
	ratings; evaluated the physical condition; and recommended preservation and maintenance needs. Casey has also led the design
	for numerous bridge repair and preservation projects under this contract including: hydro-demolition and latex-modified concrete
	overlays, joint replacement, beam end repairs, timber and concrete pile repairs, galvanic protection of prestressed girders, cathodic
	and sacrificial anode protection of bent caps, bearing replacement and prestressed pile jacketing with sacrificial anodes. To date
	he has completed over 1000 load ratings utilizing, Mathcad, Excel and BrR; and 2,000 inspections, including many of the state's
	longest structures, segmental boxes, and fracture critical trusses.



Firm em	ployed by	: WSP USA Inc. 🕅 🖏	3				
Name	Name Matthew Sullivan, PE		•	Years of relevant experience with this employer	15		
Title	Project Engineer/Team Leader			Years of relevant experience with other employer(s)	1		
Degree(	s) / Years	/ Specialization		BS / 2007 / Civil Engineering	500		
Active registration number / state / expiration date			ration date	PE.42490 / LA / 9-30-2024 (also licensed in NH; MA; CT; RI;	, PA;		
				NY; NJ; DE, MD, OH, TX)			
Year reg	gistered	2018 (LA)	Discipline	Civil Engineering			
Contract	t role(s) / t	orief description of res	ponsibilities	Bridge Inspection Team Leader – Meets all requirements for N	MPR		
				5.			
Matthew	s experie	nce includes valuable	field and office bac	kgrounds in bridge design, load ratings and inspection. At WSP	, Matthew has served as a		
team lea	der specia.	lizing in cable inspect	ion techniques on n	umerous long span suspension bridges in the New York and Phi	iladelphia metro areas and		
in the st	ates of De	elaware and Rhode Isl	and. He is well ver	sed in the procedures, policies, and standards required to perfe	orm inspections of bridge		
cable co	mponents	and is also experience	d in coordinating w	ith various agency personnel, subcontractors and vendors. He ha	as also served as lead team		
leader of	n WSP's i	nspections of the New	vport Pell and Moun	nt Hope Suspension Bridges and the Jamestown-Verrazzano Br	ridge for the Rhode Island		
Turnpik	e & Bridge	e Authority, as well as	the Delaware Mem	orial Bridge for the Delaware River & Bay Authority. In addition	n, Matthew has developed		
the skill	s required	to perform highway a	and bridge design a	and ratings, as well as complete contract document preparation	. He is well versed in the		
procedu	res, policie	es, and standards requi	ired to perform desi	gn, ratings and inspections.			
Relevan	t Training	: Safety Inspection of	In-Service Bridges	, 2011 (NHI-130055); Safety Inspect of Fracture-critical Inspec	ction Techniques for Steel		
Bridges,	2014 (NH	HI 130078); Bridge In	spection Refresher	Training, 2018 (NHI-130053); Tunnel Safety Inspection, 2017	7 (NHI 130110); SPRAT-		
Level II	Rope Acc	ess Technician, 2018;	; Inspection and Ma	intenance of Ancillary Highway Structures, 2015 (NHI 130087	'); OSHA 10-hour Hazard		
Recogni	tion Train	ing for the Construction	on; Licensed Drone	Pilot, 2021			
Experie	nce dates	Experience and qual	lifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n assessment", "steel and		
(mm/yy	-mm/yy)	concrete rehabilitatio	on, "Non-destructiv	e Testing", "Project Management".			
_ 06	/16	TXDOT NBIS Bri	idge Inspection a	nd Load Rating, Statewide Texas: Matt served as team	leader and assisted with		
Rese	lected	comprehensive inspe	ections and load rat	ings of various structures. Additionally, he played a key role in	assisting with the culver		
2018-0	Ongoing	load posting avoidar	nce program, which	involved rigorous load testing and analysis to remove thousa	inds of unnecessary load		
		<b>postings</b> . The reports	s generated as part of	of these assessments were instrumental in making informed decis	sions regarding load limits		
		and ensuring the stru	ictural integrity and	safety of the infrastructure. The team also successfully comple	ted more than 3463 NBIS		
		routine bridge inspe	ctions for TxDOT,	along with over two hundred load ratings. The range of ins	pections and load ratings		
	encompassed reinforced concrete slabs, steel floor system superstructures, steel rolled and plate girders, and prestressed concr						
0.4/1.4	girders for both simple and continuous spans.						
06/16-0	Ungoing	GDOT, Engineerin	g Services for Cab	ie-Stayed Structures, Georgia: In his role as Project Team Le	ader, Matt assisted on the		
task-order contract that encompassed a r			nat encompassed a	range of critical bridge evaluation activities. These include a spe	ecialized member		
		inspection of the Sid	ney Lanier Bridge	in 2016, focusing on assessing exposed strands with varying deg	grees of corrosion.		
		Additionally, there w	vere in-depth Natio	hal Bridge Inspection (NBI) and emergency post-hurricane insp	ections of the Talmadge		
		Memorial Bridge in	2017 and 2020. His	tasks also included the instrumentation and testing of both cab.	le stays bridges to		
		determine the existing force in each cable. Matt assisted on the rehabilitation design of the cable stay dampening system. Matt					



	assisted on to two separate rehabilitation design contracts, for the Sidney Lanier Talmadge bridges, executed in 2021. The initial							
	rehabilitation project for the Sidney Lanier Bridge primarily addressed issues related to excessive cable vibration, which							
	included repairing cable stays with breached protective sheathing and corroded strands. Subsequently, a second rehabilitation							
	project was carried out on the Sidney Lanier, entailing the installation of external dampers on all 176 stays. In 2022, Matt							
	assisted with the load rating efforts for both the Sidney Lanier and the Talmadge Signature Cable-Stay Bridges, utilizing a full							
	3D FEM MIDAS Model of the structures .							
06/16-08/17	SCDOT, Bridge Inspection and Load Rating, South Carolina: Senior Load Rater on this contract, which consists of bridge							
	inspection and determination of the load capacity ratings utilizing BrR and CSI bridge for 2,558 structures including truss,							
	segmental, curved steel girder, movable and significantly retrofitted structures. WSP reviewed the plans, inspection reports,							
	previous load ratings and all other available relevant bridge documents. The load ratings were completed utilizing the information							
	provided by SCDOT and supplemented with information from our field inspections. All load ratings were completed with BrR or							
	CSI Bridge. WSP also utilized drones as an inspection tool to help identify specific areas of bridges where a "hands-on" inspection							
	is required. This resulted in reduced time required for traffic control and access equipment, providing a significant cost savings to							
	SCDOT. In addition, Matt assisted with the <b>160 load tests</b> involving instrumenting the bridges with strain gauges and driving							
	known loads across the bridge, to assist SCDOT with advanced load posting avoidance measures. The results of the test were							
	utilized to create corrected effective structural models to increase and remove load postings from bridges across the state. These							
	results were extrapolated out, to not only remove postings on the bridges tested, but also on similar bridges in SCDOT's inventory.							
	WSP efforts saved the State tens of millions of dollars.							
02/11-06/15 &	Newport Pell Bridge Biennial Inspection, Rhode Island Turnpike and Bridge Authority: Team Leader for the 2018 and 2020							
06/18-08/22	Inspections of the Newport Pell Bridge and Team Leader for the 2011 to 2015 Annual Inspections of the Newport Pell Bridge							
	which also include associated sign and lighting structures throughout RITBA property. Matt's responsibilities included leading							
	field inspections, report preparation including both a Narrative style report for RITBA and a RIDOT BrM style report per NBIS							
	requirements. Mr. Sullivan utilized rope access for inspection of the main cable anchorages and 100% hands-on inspection of							
	suspender ropes. He has also coordinated the use of drones to inspect various hard-to-access elements of the bridge.							
06/16–Ongoing	MassDOT Statewide Complex Bridge Inspection Services, Massachusetts: Team Leader for this 5-year contract (renewed in							
Reselected in	2020) with MassDOT on complex bridge structures throughout Massachusetts. Matt is responsible for determining the inspection							
2020	and report writing effort required, organizing field work, including vendors, state personnel and police as required and creating							
	detailed inspection reports that include prioritized repair recommendations. Matt has utilized various types of rope access							
05/15 0	techniques on several of these complex structures including rope drops, swing scatfolding and aide climbing.							
05/15–Ongoing	Delaware River & Bay Authority, GEC On-Call Inspection Contract: Lead Team Leader and more recently as Project							
	Manager on this GEC contract for the inspection of the Delaware Memorial Bridge Structures #1 & #2, twin 10,800-foot-long							
	structures that include suspension bridge sections consisting of 2,150-foot-long main spans. Annual inspections also include							
	nundreds of signs, light poles, and high mast towers throughout the DRBA property. These ancillary structures are inspected and							
	re-inventoried regulariv. Responsibilities include complete oversignt of all field activities and report preparation including a							
	Narrative style report for use by the DRBA as well as submission of Element Level and SI&A data to DelDOT and NJDOT per							



Firm emp	ployed by	: WSP USA Inc. 🕅 🗞	2			
Name	e Gilberto "Gil" Rosado, PE Years of relevant experience with this employer 2		2			
Title	tle Vice President, Senior Bridge Inspector Years of relevant experience with other employer(s) 22			22		
Degree(s) / Years / Specialization			MS / 2005 / Civil Engineering		00	
				BS / 2001 / Civil Engineering		
Active registration number / state / expiration date		ration date	PE.46753 / LA / 9-30-2024 (also licensed in FL; DC, DE; MD;	SC;		
			NC; PA; VA)			
Year regi	istered	2022 (LA)	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities			ponsibilities	Bridge Inspection Leader – Meets all requirements for MPR 4		
Gil has v	ast experi	ience with bridge asser	t management pract	ices. He inspected, supervised, and evaluated over 5,500 transpo	ortatio	on system structures

Gil has vast experience with bridge asset management practices. He inspected, supervised, and evaluated over 5,500 transportation system structures, including bridges, culverts, retaining walls and an additional 4,000 ancillary structures across various regions and districts for numerous Departments of Transportation (DOT) clients. Rosado's leadership has been pivotal in ensuring these critical transportation infrastructures maintain their integrity and comply with stringent safety standards. He was instrumental in assisting with the development of a Condition-Based Inspection Frequency Program, leveraging advanced NDT techniques for structural integrity assessments and optimizing maintenance efforts to ensure safety.

Relevant Training: FHWA-NHI-130053 Safety Inspection Refresher (January 2022); FHWA-NHI-130078 Fracture Critical Inspection Techniques							
for Steel Bridges (February 2014); FHWA-NHI-130087 Inspection & Maintenance of Ancillary Highway Structures (December 2014); FHWA							
Element Level Bri	dge Inspection (August 2014); FHWA-NHI-130055 Safety Inspection of In-Service Bridges (May 2008); UAS Drone Pilot						
Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and						
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".						
06/23–Ongoing	PRHTA, Tren Urbano Elevated Guideway Inspection, Puerto Rico: Contributed significantly to a pioneering infrastructure						
	evaluation project for Tren Urbano's Elevated Guideway System in Puerto Rico. Supported the design and rollout of a Condition-						
	Based Inspection Frequency Program (CBIFP), compliant with the National Bridge Inspection Standards (NBIS). This novel						
	strategy, focused on condition-based inspection intervals, was crucial in optimizing maintenance resource utilization and						
	upholding exceptional safety standards. Assisted in overseeing the inspection and analysis of compromised post-tension (PT)						
	tendons, employing cutting-edge Non-Destructive Testing (NDT) techniques for comprehensive structural integrity assessments.						
	My contributions were key to formulating effective repair strategies, enhancing the system's durability and safety.						
02/23-12/23	FDOT, Florida Rail Corridors Bridge Management Program (2023): Gil participated in the crafting of the Florida Rail						
	Corridors Bridge Management Program (FRC BMP), setting a benchmark for bridge management practices across Florida's rail						
	agencies. Further, he Contributed to establishing a framework that defines minimum standards for bridge management,						
	highlighting the essential nature of regular inspections, load ratings, and maintenance. This program, embedded in federal						
	regulations and best practices, delineates detailed protocols for maintaining the safety and integrity of railroad bridges, crucial						
	for protecting state infrastructure investments.						
10/22-06/24	WMATA, Rail Bridge Inspections and Load Ratings, Washinton DC: As part of the WSP team, Gil was instrumental in						
	refining WMATA's Rail Bridge Inspections and Load Ratings project in Washington, D.C. My role included enhancing asset						
	management practices, particularly in inspection processes and condition monitoring, to foster superior infrastructure management						



	outcomes. I contributed to report reviews, attended weekly project meetings, and liaised with clients to ensure the delivery of						
	high-quality work products and studies.						
06/19-01/22	VDOT, Safety Inspections of Highway Structures & Bridges and Support Structures for Traffic Control Devices, North						
	Virginia District: As Quality Assurance Manager and later Project Manager, Gil was integral to upholding the quality of bridge						
	inspections, reports, and inspection procedures. Engaged regularly with multiple VDOT Districts, collaborating on revisions and						
	enhancements to inspection reports, particularly focusing on structurally deficient bridges. Facilitated the development of Letters						
	of Agreement (LOAs), managed in-house inspection teams, and coordinated with subconsultants, ensuring monthly progress,						
	scheduling inspections, and performing quality assurance of element-level inspections for thousands of structures.						
10/14-03/19	Safety Inspections of Highway Structures and Bridge, Region IV, VDOT Northern Virginia District, VA: Managed all tasks						
	under the contract as Field Operations Manager, providing oversight for more than 2,000 structures and directly conducting						
	element-level routine safety inspections of over 450 structures. My role involved planning and executing inspections of complex						
	bridge structures, coordinating traffic control setups to maintain safety, and liaising with the Regional Traffic Operations Control						
	Center for seamless operation.						
04/15-01/19	Arlington County, Safety Inspection of Bridge, Culverts, and Pedestrian Structures for Arlington County, VA:						
	As Assistant Project Manager, he assessed, coordinated, and executed inspections for Arlington County and City of Alexandria's						
	structural inventory. This included bridges, culverts, and pedestrian structures, employing a variety of inspection equipment and						
	methodologies to ensure thorough evaluations and adherence to safety standards.						
06/11-02/14	VDOT, Safety Inspections of Highway Bridges and Support Structures for Traffic Control Devices (2011-2014), Staunton						
	& Culpeper Districts, VA: As team leader Gil conducted detailed safety inspections and evaluations of bridges, incorporating						
	confined space entry procedures, and coordinating with the Regional Traffic Control Center to ensure comprehensive and safe						
	inspections under stringent conditions.						
02/12-09/12	Montgomery Couty, Bridge Scour Analysis for Poplar Rd. over Tivoli Lake Tributary, VA: As Design Engineer, conducted						
	a thorough scour analysis for a critical infrastructure project, developing recommendations to mitigate scour and ensure the long-						
	term stability of the bridge structure.						

Firm employed by	Firm employed by: WSP USA Inc. 🖤 🕅					
Name Joshua	Fisher	Years of relevant experience with this employer	8			
Title Vice Pre	esident, Structural/Bridge Engineer	Years of relevant experience with other employer(s)	10			
Degree(s) / Years / Specialization		A.S. / 2006 / Architectural & Engineering Design				
Active registration number / state / expiration date		N/A	( and )			
Year registered	N/A Discipline	Civil Engineering				
Contract role(s) / b	brief description of responsibilities	Bridge Coating Inspector – Meets all requirements for MPR 6	б.			
Loch Fisher has 8	voors of experience as a construction insp	exter in North Carolina and tan years of avperiones as a qualit	y control technician in the			
road construction	industry. His duties have included sche	duling overseeing production placement collecting and tes	ting samples of specified			
materials: construction	ction take off for bridge repair projects	during, overseeing production, pracement, concering, and tes	sing samples of specified			
Relevant Training	· AMPP Certified Coating Inspector with	Bridge Endorsement: OSHA Confined Space entry 8-hour: OS	SHA 10-hour Construction			
Safety and Health	. Awith Certified Coating hispector with	bruge Endorsement, OSTA Commed Space entry 6-nour, Oc	STIA TO-nour Construction			
Experience dates	Experience and qualifications relevant	to the proposed contract <i>i.e.</i> "Bridge Inspection" "condition	n assessment" "steel and			
(mm/vv-mm/vv)	concrete rehabilitation. "Non-destructiv	e Testing", "Project Management".				
06/24-07/24	Hell Creek Bridge, Russell County-	Kansas: Mr. Fisher served as a non-destructive technician	on site to conduct field			
00/21 07/21	investigation of the Hell Creek Bridge lo	cated in Russell County, KS. This utilizes a range of non-destr	uctive evaluation methods			
	including Ground Penetrating Radar (GPR) Covermeter and Ultrasonic image testing to determine unknown dimensions such					
	as the thickness of concrete elements and	d the depth and spacing of reinforcing steel bars within arches a	nd other primary structural			
	components.	1 1 5 5	1 5			
05/24-07/24	Three Arch Bridges, Loudon County-	Virginia: Mr. Fisher served as a non-destructive technician on	site to conduct field			
	investigation of three Arch Bridges loca	ted in Loudon County, Va. This utilizes a range of nondestruc	tive evaluation methods			
	including Ground Penetrating Radar (G	PR), Covermeter, and Ultrasonic image testing, to determine ur	nknown dimensions such			
	as the thickness of concrete elements an	d the depth and spacing of reinforcing steel bars within arches	and other primary			
	structural components.		1			
04/22-10/22	Cary Town Hall Bridge Repainting, G	City of Cary-North Carolina: Mr. Fisher served as coating ins	spector on site for blasting			
	and painting procedures of the Cary T	own Hall Bridge in the Town of Cary. The procedures inclu	ude sand blasting and the			
	application of primer, mid coating, stri	pe coating, and final coating. Mr. Fisher has also verified an	d reviewed different tests			
	performed during the coating procedure					
06/19-05/21	SCDOT Bridge Load Rating and Eva	luation, South Carolina: Mr. Fisher served as a field operatio	on manager; He organized,			
	scheduled, and oversaw completion of nondestructive testing, material sampling and testing on structures throughout the state					
	being completed by field personnel and	subcontractors.				
06/17-02/21	City of Charlotte Bridges Painting, Ci	ity of Charlotte-North Carolina: Mr. Fisher assisted in the pro	oject take off and served as			
	a coating inspector on site for blasting an	nd painting procedures of multiple bridges in the city of Charlot	te. The procedures include			
	sand blasting and the application of prin	her, mid coating, stripe coating, and final coating. Mr. Fisher ha	as also verified, performed			
	and reviewed different tests performed during the coating procedure.					



06/15-02/21	<b>City of Charlotte Bridges Repair, City of Charlotte-North Carolina</b> : Mr. Fisher assisted in the project take off and served as an inspector on site for the different maintenance repairs that were performed to many bridges around the city of Charlotte; this work includes joint replacement, structural steel replacement, concrete repairs to caps, columns, decks, and curbs. Mr. Fisher assisted in the inspection of a five deck overlay projects that included hydro-demolition and replacement with latex modified concrete.
04/18-10/18	<b>Liberty Bridge Painting, City of Greenville-South Carolina</b> : Mr. Fisher assisted in the project take off and served as coating inspector on site for blasting and painting procedures of the liberty bridges in the city of Greenville. The procedures include sand blasting and the application of primer, mid coating, stripe coating, and final coating. Mr. Fisher has also verified and reviewed different tests performed during the coating procedure.
08/18-12/23	<b>City of Raleigh Bridges Repair, City of Raleigh-North Carolina:</b> Mr. Fisher assisted in the project take off and served as an inspector on site for the different maintenance repairs that were performed to four bridges around the city of Raleigh; this work includes joint replacement, concrete repairs to caps, columns, decks, and partial replacement and tensioning of deteriorated prestressing strands in cored slabs.
05/17-08/17	<b>Cedar Street Bridge Repairs, City of Asheville-North Carolina</b> : Mr. Fisher served as a construction inspector for bridge repairs on a (3) span, steel girder bridge in Asheville, NC. Repairs included cleaning and painting of the steel girders and bearings, replacement of web and bottom flange at (3) locations, installation of asphalt plug joints, guardrail installation and concrete repairs to the substructure.

Firm employed by: WSP USA Inc. 🖤 🖏 👔						
Name	Noemy Roman, PE		Years of relevant experience with this employer	5		
Title         Movable Bridges Structures Lead         Years of			Years of relevant experience with other employer(s)	16		
Degree(s) / Years / Specialization			BS / 2002 / Civil Engineering			
Active registration number / state / expiration date		ration date	PE LA (43748) - 03/31/2026; OH (71916) - 12/31/2023	3; IN		
			(10809550) - 07/31/2024; MI $(6201055744) - 10/10/2024;$	; KY		
			(32039) – 06/30/2024; WV (22059) – 12/31/2024; FL (8695	51) –		
			02/28/2025; SC (37774) – 06/30/2024		A BE	
Year reg	istered 2019 (LA)	Discipline	Civil Engineering			
Contract role(s) / brief description of responsibilities			Senior Load Rating Engineer – Meets all requirements for MI	PR 4.	/armada 1	

Noemy is a Lead Structural Engineer and Bridge Inspector with over 21 years of experience with an emphasis on bridge rehabilitation, design, analysis, inspection, evaluation, retrofit plan work and alternative studies. She has served on several complex projects which include movable bridges, and high level, difficult access structures, confined space, and historic structures. She has experience with unique vertical lift bridges, bascules, truss bridges, a bobtail (asymmetrical) swing bridge, steel box pier caps, various prestressed concrete superstructures, the peer review of bridge plans, and has served as QA/QC for numerous bridge design and inspection projects. In addition, she has extensive experience in retaining walls, culverts, preliminary engineering, cost estimation, report preparation, structural analysis using hand calculations and by various software packages (MDX, LARSA, STAAD, MIDAS), plan preparation, construction specification, and construction supervision of steel retrofits. She has also helped to write the scope of services for Design Build jobs and has worked on several design build teams and on VECPs.

Relevant Training: FHWA/NHI-130107C Maintenance of Movable Bridges January 2020, Bridge Inspection Refresher Training – FHWA/NHI, February 2019, S-BRITE Center of Purdue University, October 5, 2016 - Inspecting Steel Bridges for Fatigue, Fracture Critical Inspection Techniques for Steel Bridges-FHWA/NHI No. 130078, May 3, 2016, Safety Bridge Inspection for In-Service Bridges – FHWA/NHI, March 2008, OSHA 10 Hour Completion – Construction Safety and Health July 15, 2015 – 21-004445159, BasicPlus CPR, First Aid for Adults, December 22, 2016 – Registry Number 35764

Experience dates<br/>(mm/yy-mm/yy)Experience and qualifications relevant to the proposed contract, *i.e.*, "Bridge Inspection", "condition assessment", "steel and<br/>concrete rehabilitation, "Non-destructive Testing", "Project Management".01/23-CurrentAmtrak Vertical Lift Bridge No. IL 466.20 over S. Branch of Chicago River, Amtrak, Chicago Illinois: Deputy Project<br/>Manager and design lead for the inspection, crack repair and miscellaneous retrofit work for Bridge IL 466.20, a 1915 span-drive<br/>vertical lift bridge with a 272.83ft main lift span and two 53.5ft tower spans and short approach spans. The bridge carries two<br/>tracks for Amtrak and Class I freight. The track supporting framing steel exhibits cracking at the tower and lift skewed end supports<br/>(>45°) due to differential settlement of stringers, poor web coping details at the approaches and floating bearings at the abutments.<br/>The scope included an expedited set of plans for the floating bearings and unstiffened miter bolster, and another set to provide<br/>temporary stiffening to the stringers at the skewed ends. She is currently performing construction services for this project. In<br/>addition, we are performing a long-term study for permanent retrofit of the stringer ends at the skewed supports by analyzing the<br/>skew and connection details that lead to out of plane bending and fatigue cracks. Conceptual improvements and their costs are<br/>being compiled for future budgetary planning by Amtrak.



10/18-12/20	Webster Avenue Bascule Bridge over the North Branch of the Chicago River (City of Chicago DOT), Chicago, Illinois:
RFIs:2/2021	Structural Engineer for the rehabilitation of the 1916 through "pony" truss, double leaf Webster Avenue Trunnion Bascule
	Bridge over the North Branch of the Chicago River. The bridge is 287 feet long and 60 feet wide and is currently non-operable.
	The bridge is in poor condition due to advanced deterioration of various steel members. Noemy was involved in helping with the
	Phase II plan production and designing the lower lateral bracing and strut replacements, the rehabilitation of the anchor columns,
	the pier protection fender system and the live load span anchor system, as well as various other details and reviewing the work
	of other team members. Bridge is currently under construction, and Ms. Roman is helping with RFI's and designing or
	reviewing modifications due to latent conditions uncovered by demolition.
10/20-5/21	Chicago DOT - Modification of Lake Shore Drive Bascule Bridge over the Chicago River, Chicago, Illinois: Reviewer for
	this project involved adding a 20-foot multi-user path on the east side of the bridge on the lower deck. The Lake Shore Drive
	Bascule Bridge over the Main Branch of the Chicago River is a double-leaf, twin level, trunnion type Bascule Bridge. The bridge
	is approximately 108 feet (33 meters) wide and approximately 356 feet (109 meters) long and was constructed in 1937. The project
	required two new separate, articulated sidewalk bascules linked to the main bridge bascules, such that the sidewalk leaves open
	with the larger bridge. Each sidewalk leaf is 24.36ft wide, 26.91ft long from trunnion to toe, and is asymmetrical loaded since the
	leaf is attached by one post and link arm at the inboard girder only.
08/22-06/23	Fremont Bridge and Ballard Bridge, Bascules Phase II – Seismic Improvements, Seattle DOT, Washington: Structural
	Design Engineer for select retrofit components of the Ballard Bridge and advising on the Fremont Bascule Bridge. Retrofit design
	is based on the recommended retrofit system identified in Phase I, and further updates for AASHTO code updates and refined
	analysis. Both bridges are double-leaf, trunnion, steel truss bascule bridges with opening span lengths of 242 feet and 218 feet,
	respectively. Both bridges are over 100 years old but are of historical and operational significance to the City of Seattle.
6/19–12/20	Center Street Rim Bearing Swing Bridge over the Cuyahoga River (City of Cleveland), Cleveland, Ohio: Structural Designer
	and Inspector for the 2021 rehabilitation of the 245'-0" three span, rim bearing, bobtail swing bridge, originally built in 1901. The
	project included an inspection that formed the basis of the rehabilitation, ultrasonic testing of the pins, review of previous load
	rating to update for losses found and to determine the extent of repairs/replacement, cost estimation and renabilitation plans and
	specifications. Included with the repair work is the neat straightening of selected eyebar members damaged from vehicle collision
12/10 0/20	and a new traine ranning system to protect them, new river span stringers, new end hoorbeams, and new deck grating and sidewarks.
12/19-9/20	Innois DOI - Cass Street Rolling Lift Bridge over the Des Plaines River, Jonet, Innois: Design Engineer for the emergency
	the floor beams. The alignst requires as little diametion to both values and paviaginal traffic, with all repairs work performed
	without removing deals namely or replacing stringers. My Demon developed the suggested temperature support sequencing and
	the new web reinforcing connections. In addition, she developed the plane, details, quantities, and specifications for the renairs on
	an expedited schedule
	ן מו לאולטווכע ארולעוול.



Firm employed by: WSP USA Inc. 🖤 🕅							
Name	Mustap	ha Ibrahim, PhD, Pl	E, SE	Years of relevant experience with this employer	7		
Title	Structur	al Engineer, Comp	olex & Movable	Years of relevant experience with other employer(s)	2		
	Bridges						
Degree(s	s) / Years	/ Specialization		PhD / 2016 / Structural/Materials Engineering			
				BS / 2010 / Civil Engineering			
Active re	egistration	number / state / expi	ration date	SE IL (SE081.008550) 11/30/2024; PE WI (47075-6) 07/31/2	2024		
Year reg	istered	2020 (IL), 2019	Discipline	Civil Engineering			
		(WI)					
Contract	role(s) / ł	orief description of res	sponsibilities	Movable Bridges Support			
Mustaph	a has exp	erience in design, ana	lysis, and plan prepa	aration of movable and fixed structures for highway, railway, a	nd ped	estrian bridges. His	
professio	onal backg	ground encompasses h	nighway, railway, ai	nd pedestrian bridge projects. His role involves comprehensive	struct	ural modeling, load	
rating, ar	nd seismic	analysis, with a speci	alization in movable	e bridge designs, load rating, and rehabilitations. Since becoming	g a part	t of WSP, Mustapha	
has signi	ificantly c	contributed to various	multifaceted proje	cts. Mustapha served as lead structural analysis modeler for s	everal	complex structures	
including	g, the Seat	ttle DOT Ballard and	Fremont Bascule Bi	ridges and the Carroll Lee Cropper trussed arched bridge.			
						• • • •	
Relevant	Training	: FHWA-NHI-130056	5 Safety Inspection of	of In-Service Bridges, FHWA Seismic Design and Evaluation of	of Bridg	ges, 2020	
Experier	ice dates	Experience and qua	diffications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n asses	ssment", "steel and	
(mm/yy-	-mm/yy)	concrete rehabilitati	on, "Non-destructiv	e Testing", "Project Management".	441 - XX	7	
01/	23	Seismic Improvem	ents for Fremont B	bridge and Ballard Bridge, Bascule and Movable Spans, Sea	ttle, w	asnington:	
		The project consists	of conducting final	design afforts of salast retrofit components of the Ballard and	Frome	nt Pascula Pridage	
		from the recommen	ded retrofit system	identified in Phase I. Both bridges are double leaf trunnion	rieniu staal tr	nit Dascule bridges	
		with opening span 1	angths of 242 feet	and 218 feat respectively. Both bridges are over 100 years of	d but a	uss baseule bliuges	
		operational significa	ance to the City of $S$	eattle Mr. Ibrahim served as the lead structural modeler for h	a but a	dges and performed	
		the structural retrofu	ts for the main base	the leaf truss components anchor/fixed span components and the	ie mecl	hanical components	
		including the trunning	on bearings and cent	ter locks	le meer	iumear components	
09/	/20	Carroll Lee Cropp	er Bridge over the	Ohio River – Load Rating: Lead Structural Modeler.			
		The Carroll Lee Cro	opper Bridge is a thr	ee-continuous long truss span bridge carrying four lanes of traff	fic bety	ween Ohio and	
	Kentucky over the Ohio River. The bridge was constructed in 1977. The outer spans of the bridge are truss shaped and have a					aped and have a	
	span length of 503.75 ft. The middle span is a truss-shaped arch with suspension cables and tie beams with a span length of 750					span length of 750	
	ft. The total width of the bridge from center to center of the truss is 68 ft. Mr. Ibrahim, performed a full 3D finite element					nite element	
		analysis for the entit	re bridge and condu	cted load rating analysis for all the major components of the bri	dge in	cluding primary	
	truss members, arch ties, hangers, gusset plates, and floorbeams.						
04/	/20	Chicago DOT – W	Vebster Avenue Ba	scule Bridge Rehabilitation over North Branch of Chicag	o Rive	er, CDOT, City of	
		Chicago, Illinois: Structural Engineer.					



	The structure is a double leaf trunnion with an overall length of 287 feet and a deck width of 60 feet. It was constructed in 1915.
	WSP Movable bridge team prepared construction contract documents including but not limited to the final plans, specifications,
	and estimates for full rehabilitation of the bridge. Mr. Ibrahim performed analysis and prepared plan details for the bascule span
	floorbeams and bascule bridge enclosure walls.
12/19	Michigan DOT – Grosse Ile Parkway Swing Bridge over the Trenton Channel – Substructure Long-Term Rehabilitation
	Alternative Analysis, Grosse Ile, Michigan, Emergency Repair for Piers: Structural Engineer.
	The Grosse Ile Movable Bridge over the Trenton Channel of the Detroit River (Bridge No. 382) consists of ten fixed approach
	spans and a through truss swing bridge serving the two main spans over the navigational channel. The bridge is approximately 32
	feet wide and 1345.88 feet long. The swing span is fully operational. Recent underwater inspections from 2017 and 2019 have
	identified significant deterioration on the timber cribs supporting Piers 2, 4, 6, 8, 9, and 10. The timber crib foundations were
	originally built around 1873 and the piers were built around 1931 resulting in a service life of 146 years and 88 years, respectively.
	Both the timber cribs and piers exhibit advanced deterioration. One of the main concerns relates to the large voids discovered in
	the underwater inspection at the upstream end of the timber cribs resulting in an unsupported pier footing. In response, WSP
	evaluated several alternatives for the rehabilitation of the timber cribs and piers with consideration to constructability, impact to
	traffic (e.g. detours, bridge closures), durability, maintenance, impact on future superstructure rehabilitation, strength,
	environmental impact, hydraulic risk, and overall cost of the rehabilitation. Three different alternatives were found to be feasible:
	(1) Pier Replacement which straddles or connects above and over the existing piers (referred to as Straddle Bent in this
	Alternative); (2) Substructure Strengthening with Micropiles; (3) Substructure Strengthening with Concrete Encasement. Mr.
	Ibrahim performed the analysis and preliminary plan preparations for the three alternatives.
2018	Chicago DOT Lake Shore Drive Bascule Bridge over the Chicago River Phase II, Chicago, Illinois (2017 – 2018): Structural
	Engineer.
	The Lake Shore Drive Bascule Bridge over the Main Branch of the Chicago River is a double-leaf, twin level, trunnion type
	Bascule Bridge. The bridge is approximately 108 feet wide and approximately 356 feet long, consists of four bridge houses, and
	it was constructed in 1937. The sidewalk, originally located on the upper level of the structure, was reconstructed on the
	intermediate level of the bridge. The project included full rehabilitation of the bridge as well as widening of the east sidewalk of
	the bridge. Mustapha's role included designing the Bridge House Expansion to accommodate the widening of the bridge, balancing
	the bridge, designing, and conducting full finite element modeling for the Heel Lock support of the entire bascule leaf.
2017	IDOT Load Rating of Ruby St. Bridge over the Des Plaines River in Joliet, Illinois: Structural Engineer.
	Ruby St bridge is a double leaf trunnion bascule bridge with a total length of 369 feet and out-to-out width of 66 feet. Mustapha
	performed load rating for all the bridge components for the purpose of rehabilitating the bridge.
2017	IDOT Load Rating of Jackson St. Bridge over the Des Plaines River in Joliet, Illinois: Structural Engineer.
	Jackson St Bascule Bridge is a Rolling Scherzer with an overall length of 375 feet and out-to-out width of 52 feet. Mustapha
	performed load rating for all the bridge components for the purpose of rehabilitating the bridge.



Firm em	ployed by	y: WSP USA Inc. 👭 🖏	1			
Name	Jude Bonsu, PE			Years of relevant experience with this employer	16.5	
Title	Sr. Lead Engineer			Years of relevant experience with other employer(s)	0	
Degree(s) / Years / Specialization				BE / 2006 / Mechanical Engineering		Ten 1
Active registration number / state / expiration date			ration date	PE LA 44561 / 9-30-2025		
Year reg	registered 2014 (LA) Discipline			Mechanical Engineering		
Contract role(s) / brief description of responsibilities			ponsibilities	Mechanical Engineer		

Jude Bonsu is a senior mechanical engineer for WSP who has assisted with the rehabilitation design and inspection of numerous movable bridges. He has also assisted with the inspection of several fixed bridges and other miscellaneous structures. He is also familiar with many professional software packages, including AutoCAD 2008, MicroStation, Mathcad, Matlab, I-DEAS12, Auto Desk Inventor 7, FORTRAN, Subway Environment Simulation (SES), and Microsoft Excel, Word and PowerPoint. He has also worked within many Windows-based operating systems, including NT, 2000, XP, 98 and 95.

Relevant Training: FHWA-NHI-130110 Tunnel Safety Inspection; FHWA-NHI-130053 Bridge Inspection Refresher Training

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and				
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".				
2015-2024	Movable Bridge Inspections: Jude has led mechanical inspections for over 50 movable road and rail bridges of all types – Vertical Lift,				
	Bascules and Swing bridges through throughout the Country and Canada. Prepared an inspection report listing deficiencies and				
	recommendations for repair with associated cost estimates for each bridge. Some of the railroad and lift bridges include:				
	P&W Swing Railroad Bridge over Connecticut River, CT				
	MTA Metro-North, Harlem River Lift Bridge, NY				
	Path Railroad Lift Bridge over Hackemsack River, NJ				
	RFK Harlem River Lift Span, NY				
	Parkway Gill Hodges Memorial Bridge, NY				
	I-280 over the Passaic River Bridge (Stickel Bridge), NJ				
	Rt 1&9T Bridge over the Hackensack River, NJ				
	Rt 1&9T Bridge over the Paaasic River,NJ				
	NJ Route 7 (Belleville Bridge) over Passaic River, NJ				
	NJ Rt 7 (Wittpenn) over the Hackensack River, NJ				
	NJ Route 88 over Point Pleasant Canal Bridge				
	NJ Route 13 (Bridge Avenue) over Point Pleasant Canal Bridge, NJ				
	NJ Rt 130 over Raccoon Creek, NJ				
	Burlington-Bristol Bridge over Deaware River, NJ				
02/21-05/21	LADOTD, Belle Chasse and Harvey Tunnels Inspection (LADOTD), LA: Mechanical Team leader for the 2021 routine inspection of				
	the tunnel mechanical elements - including but not limited to the tunnel ventilation, drainage, HVAC, fire protection systems. Prepared				
	inspection report documenting inspection findings.				



07/21-12/21	PANYNJ, George Washington Bridge (GWB) Lower-Level Tunnel NJ Approach, NJ: Mechanical Team leader for the 2021 routine
	inspection of the tunnel mechanical elements – including but not limited to the tunnel ventilation, drainage, HVAC, fire protection systems.
	Prepared inspection report documenting inspection findings.
06/07-10/08	PANYNJ, Lincoln Tunnel Buildings and Miscellaneous Structures—PANYNJ Facility Condition Surveys Call-In (2006-2008), NY,
	NJ: Inspector who assisted with the inspection of ventilation buildings, portal structures, administration and toll booth buildings, emergency
	garages, retaining walls and other miscellaneous structures pertinent to the Lincoln Tunnel. All structural components, including structural
	slabs, framing, suspended ceilings, stairwells, roofing components, building façades, retaining wall stone façades, utility support systems and
	exhaust stacks (via rigging and vertical drops) were inspected and assessed.
10/19–Ongoing	Triboro Bridge & Tunnel Authority, Queens Midtown Tunnel, New York, NY: Resident Engineer providing construction management
	and inspection services for the replacement of drainage and stripper pumps and development of HMI screens for remote monitoring drainage
	pumping and hydrocarbon systems in the various pump rooms for this vehicular, two tube, 6400 feet tunnel under the east river connecting
	the Boroughs of Manhattan and Queens. Responsible for managing all construction activities and performing all office documentation and
	related work for the project. The drainage and stripper pumps are in the pump rooms at the tunnel portals, mid tunnel and ventilation buildings.
	The work also includes installation of new hydrocarbon sensors in the pump room and sump pit and integration of the system for remote
	monitoring.
03/19-4/20	Chicago DOT, Webster Avenue Bascule Bridge, Cook County, IL: Performed rehabilitation and replacement design for selective
	mechanical components for these movable bridges which include but not limited to development of PS&E for new sump pump, associated
	supports, lifting cables, piping and associated valves, automatic water level and alarm controls associated wiring and control panels, local
	pump control panel. Provisions were made in the contract documents for dewatering and complete cleaning of the sump pit prior to installation
	I at now nump and accounted components. Vewewed nump performance test date and engroved shop dreawings
00/00 0 :	or new pump and associated components. Reviewed pump performance test data and approved shop drawings.
08/08–Ongoing	The New York City School Construction Authority (SCA), Building Condition Assessment Survey for The New York City School
08/08–Ongoing	The New York City School Construction Authority (SCA), Building Condition Assessment Survey for The New York City School Construction Authority (SCA), New York, NY: Part of a team of engineers as the mechanical inspector to provide annual building condition
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Firm en	nployed by	/: WSP USA Inc. 🕅 🤇	S  1			
Name	Robert	Robert "Robb" Algazi, PE		Years of relevant experience with this employer	5	
Title	Lead M	echanical Engineer		Years of relevant experience with other employer(s)	6	
Degree	(s) / Years	/ Specialization		BS / 2019 / Aerospace Engineering		
Active	registration	n number / state / exp	iration date	PE.44505 / LA / 9-30-2024 (also licensed in FL, OH, NY, NJ	, MI,	
				SC, WA, IL, MA, MD, DE)		
Year re	gistered	2020 (LA)	Discipline	Mechanical Engineering		
Contrac	t role(s) /	brief description of re	sponsibilities	Mechanical Engineer		
Robert .	Algazi is a	Lead Mechanical En	gineer currently wit	h WSP, specializing in movable bridges. He is a licensed profess	sional engineer in	12 states
and has	s over 11	years of experience	in the design, rel	nabilitation, new construction, replacement, value engineerin	g, multi-disciplin	ne design
coordin	ation, con	struction inspection,	biennial inspection	s, emergency repairs, and maintenance repairs for over 100 m	novable bridges a	across the
nation a	and interna	tionally. Robert is ex	perienced working	on Trunnion Bascule, Scherzer Bascule, Strauss Bascule, Span	and Tower Drive	e Vertical
Lifts, a	nd Swing	Bridge machinery s	ystems including s	pan operating machinery, span supporting machinery, span l	ocking machiner	y, bridge
balanci	ng and bala	ance testing, utilizing	electro-mechanical	gear train and hydraulic systems.		
Experie	ence dates	Experience and qua	alifications relevant	t to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	on assessment", "	'steel and
(mm/yy	/–mm/yy)	concrete rehabilitati	ion, "Non-destructiv	ve Testing", "Project Management".		
03/24-	Ongoing	NJDOT, Rt. 71 over Shark River Emergency Span Drive Machinery Repairs; Belmar, NJ, Lead Mechanical Engineer				
		responsible for the	emergency response	se, inspection, testing, and repair design. An incident rendered	I this double leaf	trunnion
		bascule bridge's span drive machinery inoperable and requiring extensive repairs. WSP's team performed immediate field				nate field
		investigations to determine the damage and extend of the repairs required. The bridge channel is the only way in and out				1 out of a
		major marina; therefore, WSP immediately developed a method to lift the inoperable leaf with a crane and restrain it in the ope				
05/00	<u> </u>	position to allow to	r boating traffic to j	pass.		
05/23-	Ongoing	Cape May County	, 96 <sup>th</sup> Street Bridge	e Replacement; Stone Harbor, NJ, Lead Mechanical Engine	er responsible for	r the
		design, calculations	s, plans preparation,	specifications, and interdisciplinary coordination for the replac	ement of the histo	oric 96st
		Street Bridge in Caj	pe May, New Jersey	y. The existing Rall type bascule bridge will be replaced by a tru	innion double lea	if bascule
		ortuge. Each span is	s powered by redun	to meet all historic preservation requirements for the new brid	is coordinating	Мом
		County		to meet an instone preservation requirements for the new orldg	ge. Chent. Cape N	viay
06/23	Ongoing	<b>FDOT District 5</b> (	<sup>T</sup> hrista McAulffa F	Pridge Rehabilitation: Cana Canavaral FL Load Machanica	I Engineer respo	nsible for
00/23-	ongoing	the bascule bridge	valuation inspection	n report and the rehabilitation design calculations specification	a Engineer Tespo one and cost estir	mote The
		evaluation's goal is	to determine the c	and the relation design, calculations, specification	mponents and id	entify the
		needs for renairs an	d replacement. The	scope for rehabilitation include replacement of the existing spa	an drive motor m	achinery
		and auxiliary brake	s as well as an in-d	enth NDT testing of the existing trunnion assemblies		actificty,
06/23_	Ongoing	Miami-Dade Cour	$\frac{1}{100} \text{ mer as an m-u}{100}$	Miami FL. Mechanical Engineer leading the design calculat	ions plan prepare	ation and
00/23-	Ongoing	technical special pro	ovisions for bascule	bridge rehabilitation. Scope includes rehabilitation to the span	drive machinery	span lock
		assemblies, live loa	d shoe assemblies	and trunnion assemblies. Additionally, strain gage testing will l	be performed by V	WSP as a
		part of the design p	hase. Client: Miami	-Dade County	se performed by	uou



03/20–Ongoing	Maryland Movable Bridge Inspections, MD, Senior Mechanical Engineer responsible for leading the inspection of several
	movable bridges for the Maryland Department of Transportation. Inspections include observation of machinery and operation as
	well as applicable measurements of machinery components. Findings were compiled into reports that included recommendations.
	Client: MDOT.
10/20-06/21	CSX New River Bridge Emergency Repair, FL, Mechanical Engineer responsible for the design of the emergency coupling
	replacement for the CSX New River Bascule Bridge in Fort Lauderdale Florida. Project included investigations into the cause of
	the failure and designing a replacement to correct the existing failure on an accelerated schedule. The design was completed during
	an accelerated due to the emergency. Utilized a unique single pinion operation scheme to minimize bridge outage periods which
	would impact railroad traffic and navigational traffic. Maintaining operation throughout the emergency repairs saved \$2 million
	in railroad disruption fees. Client: FDOT
11/18–Ongoing	Massachusetts Movable Bridge Mechanical/Electrical Inspections; MA, Mechanical engineer responsible for leading the
	inspection of several movable bridges for the Massachusetts Department of Transportation. Inspections include observation of
	machinery and operation as well as applicable measurements of machinery components. Findings were compiled into reports that
	included recommendations. Client: MassDOT.
06/19-12/23	Center Street Swing Bridge; Cleveland, OH, Mechanical Engineer responsible for the mechanical rehabilitation of the bob-
	tail swing bridge. This bobtail swing bridge was originally built in 1901 with the most recent rehabilitation occurring in 2009. The
	bridge consists of a 225'-0" swing span supported by a 28 ft diameter slewing ring bearing. The goal of the project is to repair and
	replace deficient structural, mechanical, and electrical components to extend the life of the bridge. Efforts include field inspection
	of existing bridge condition, rehabilitating select operating machinery, span balance ring bearings, and performing balance
	adjustments. Client: City of Cleveland DOT.
10/19-10/20	PATH Hackensack River Vertical Lift Bridge Mechanical/Electrical Inspection; Jersey City, NJ, Mechanical Engineer
	responsible for leading the inspection of the PATH Hackensack River Vertical Lift Bridge for Port Authority of NY & NJ.
	Inspections include observation of machinery and operation as well as applicable measurements of machinery components.
	Inspection included NDT Testing of the tower sheaves which required significant coordination between railway and inspection
	team. Findings were compiled into reports that included recommendations. Client: The Port Authority of NY & NJ.



Firm emp	ployed by	: WSP USA Inc. 👭 🖇	2			
Name	Kevin V	Valsh, PE		Years of relevant experience with this employer	9	
Title	Assistan	t Vice President, Elect	trical Engineer	Years of relevant experience with other employer(s)	8	
Degree(s) / Years / Specialization				BS / Electrical Engineering / University of Massachus	setts-	
			Dartmouth / 2007			
Active re	egistration	number / state / expir	ation date	PE LA 44049 / 3-31-26		
Year regi	istered	2019	Discipline	Electrical		
Contract	role(s) / t	orief description of res	ponsibilities	Electrical Engineer		
Kevin is	an experie	enced electrical engine	eer on a diverse ran	ge of projects including highways, bridges (fixed and movable)	), intelligent transportation	
systems (	(ITS), tran	nsit stations, air traffic	control centers, co	mmercial/mixed use facilities, warehouse buildings, industrial	maintenance facilities and	
higher ed	lucation fa	acilities. As an electrica	al engineer, he has b	been responsible for the electrical design of lighting systems, ITS	S power systems, industrial	
control s	ystems (fe	or movable bridges), l	ow voltage power	distribution, lighting, small power, lightning protection, fire al	arm, telecommunications,	
security,	standby a	nd emergency power s	ystems. Kevin has	also been responsible for the development of electrical load, equ	ipment sizing, and voltage	
drop calc	culations,	as well as lighting pho-	otometric analysis,	short circuit, selective coordination, and arc flash risk assessment	nent studies using various	
software	application	ons.				
Experien	nce dates	Experience and qual	ifications relevant	to the proposed contract, i.e., "Bridge Inspection", "conditio	n assessment", "steel and	
(mm/yy-	-mm/yy)	concrete rehabilitatio	concrete rehabilitation, "Non-destructive Testing", "Project Management".			
06/20-l	Present	LADOTD, Harvey	<b>Tunnel Electrical</b>	Inspection and Rehabilitation, Belle Chase, LA   Electrical 1	Engineer/Electrical Task	
		Manager for this pro	oject which consist	s of replacing the main power distribution system to support a	full upgrade of the tunnel	
		ventilation and drain	age systems as well	l as ancillary systems such as SCADA, fire alarm and gas moni	toring systems.	
07/18-	-12/22	FDOT, Pensacola B	ay Bridge Replace	ement Design-Build, Pensacola, FL   Engineer-of-Record for	r the ITS electrical design	
		bridge, maintenance	lighting design, and	d assisted in the design of the roadway and aesthetic lighting po	ower distribution system.	
		WSP is providing design services to replace the 3.7-mile existing bridge with twin structures featuring wishbone-tied arch main				
		spans and lowered I(	)-toot-wide shared-	use paths. Detailed piers, color-changing light-emitting diode l	ighting, decorative	
		railings, and surface	finishes will furthe	r enhance the architectural theme of the bridges. The project is	replacing the signalized	
		Interchange at U.S. 9	8 and 1/th Avenue	with a direct connection from U.S. 98 to the Pensacola Bay Fr	ont Parkway and	
01/16	10/10	Interstate 110. Impro	vements are also b	eing made to the Gulf Breeze wayside Park.		
01/16-	-10/19	FDOT, Interstate 9	5 Express Lanes	Phase 3A-2 Design-Build, Broward/Palm Beach Counties, J	FL   Engineer-of-Record	
		responsible for the lig	gnting and 115 elec	trical design. Performed various calculations and electrical systematic with the second s	em modeling such as short	
		circuit studies, select	ive coordination ar	alysis, and arc flash fisk assessments. WSP is providing enginetry of a submersion of the second sec	neering design services on	
		this eight-mile design	1-build project to ex	tend express lanes on interstate 95 and install an intelligent tran	isportation system and toll	
		systems. The project	includes widening	ingn-occupancy venicle rates and converting them to manage	ged lanes, resulting in two	
		includes milling ross	in each direction. I	he project also includes new improvements to the Atlantic Bot	le sound herrier wells tell	
		aontrice signing and	l novomont morkin	a signalization lighting rown matering utility releasion on	d landscapping Structures	
		include a new nedest	rian bridge new res	g, signalization, lighting, ramp metering, utility relocation, and maker bridge at Atlantic Boulevard, and bridge widening at nine or	a ranuscaping. Suructures	
		railroad and multiple	e roads in a heavily	urbanized area	ossings, including a callal,	

SDR Engineering Inc



## Page **57** of **229**

11/19–Present	FDOT, North Bridge Replacement Design, Broward County, FL   Lead Electrical Engineer.
	WSP is providing design services for the replacement of the existing bascule bridge over the intercostal waterway with a high
	elevation fixed bridge. The project also includes mill and resurfacing of Federal Highway from Sunny Lane to north of Juanita
	Avenue, mill and resurface of County Road 605 (Old Dixie Highway) from Sunny Lane to north of Juanita Avenue and
	constructing new roadways for the extension of Sunny Lane and Juanita Avenue between Federal Highway and Old Dixie
	Highway. The existing signalized intersection of State Road A1A and Old Dixie Highway will be removed. A new signalized
	intersection at Federal Highway and Juanita Avenue will be added. Turn lane modifications were also implemented to U.S. Route
	1 (northbound and southbound) to accommodate Janita Avenue to the east.
06/17-06/20	FDOT, State Road 60 Intelligent Transportation System and Lighting Design-Build, Hillsborough County, FL   Engineer-
	of-Record responsible for the lighting and ITS electrical design within the Hillsborough County portion of the project. WSP
	served as the lead design firm for the design and construction of intelligent transportation systems, signalizations, and lighting
	facilities on the State Road 60 (Courtney Campbell Causeway) corridor from McMullen Booth Road to west of Bayport Drive.
	Project work includes installation of luminaires, closed-circuit television, microwave vehicle detection sensor, and an arterial
	dynamic message sign subsystems. The project requires extensive stakeholder coordination between local agencies, utility agency
	owners, and adjacent ongoing Florida Department of Transportation projects. The firm developed a project system engineering
	management plan, project intelligent transportation system architecture, requirements traceability verification matrix, and perform
	its facility management data collection.
02/17-10/20	its facility management data collection.         FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> <li>FDOT, Interstate 95 Phase 3B - 1 Design-Build, Broward/Palm Beach Counties, FL   Engineer-of-Record responsible for</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> <li>FDOT, Interstate 95 Phase 3B - 1 Design-Build, Broward/Palm Beach Counties, FL   Engineer-of-Record responsible for the lighting system design. Kevin performed lighting circuit calculations, designed lighting power systems, and performed lighting</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> <li>FDOT, Interstate 95 Phase 3B - 1 Design-Build, Broward/Palm Beach Counties, FL   Engineer-of-Record responsible for the lighting system design. Kevin performed lighting circuit calculations, designed lighting power systems, and performed lighting photometric analysis. WSP provided design services on this Interstate 95 design-build project. The project provided additional</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> <li>FDOT, Interstate 95 Phase 3B - 1 Design-Build, Broward/Palm Beach Counties, FL   Engineer-of-Record responsible for the lighting system design. Kevin performed lighting circuit calculations, designed lighting power systems, and performed lighting photometric analysis. WSP provided design services on this Interstate 95 design-build project. The project provided additional capacity, resulting in improved operational conditions, more reliable travel times and reduced user delay. Project improvements</li> </ul>
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02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> <li>FDOT, Interstate 95 Phase 3B - 1 Design-Build, Broward/Palm Beach Counties, FL   Engineer-of-Record responsible for the lighting system design. Kevin performed lighting circuit calculations, designed lighting power systems, and performed lighting photometric analysis. WSP provided design services on this Interstate 95 design-build project. The project improvements included guardrails; barrier walls; attenuators; shoulder gutters; drainage; bridge widenings; bridge replacement; bridge maintenance repairs; temporary and permanent retaining walls; noise walls; sign structures; portable traffic monitoring sites; toll</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> <li>FDOT, Interstate 95 Phase 3B - 1 Design-Build, Broward/Palm Beach Counties, FL   Engineer-of-Record responsible for the lighting system design. Kevin performed lighting circuit calculations, designed lighting power systems, and performed lighting photometric analysis. WSP provided design services on this Interstate 95 design-build project. The project provided additional capacity, resulting in improved operational conditions, more reliable travel times and reduced user delay. Project improvements included guardrails; barrier walls; attenuators; shoulder gutters; drainage; bridge widenings; bridge replacement; bridge maintenance repairs; temporary and permanent retaining walls; noise walls; sign structures; portable traffic monitoring sites; toll gantry and associated infrastructure including toll equipment building; intelligent transportation systems; signing and pavement</li> </ul>
02/17-10/20	<ul> <li>its facility management data collection.</li> <li>FDOT, Interstate 10/Interstate 95 Interchange Design-Build, Duval County, FL   Electrical Engineer.</li> <li>WSP, as subconsultant, performed structural design work for the Interstate 95 interchange at Interstate 10, and preliminary design of the Fuller Warren Bridge and shared-use path over the St. Johns River. The project includes the design of ancillary structures attached to the Fuller Warren Bridge, preparation of hydraulic design recommendations, independent peer review, and other associated tasks.</li> <li>FDOT, Interstate 95 Phase 3B - 1 Design-Build, Broward/Palm Beach Counties, FL   Engineer-of-Record responsible for the lighting system design. Kevin performed lighting circuit calculations, designed lighting power systems, and performed lighting photometric analysis. WSP provided design services on this Interstate 95 design-build project. The project provided additional capacity, resulting in improved operational conditions, more reliable travel times and reduced user delay. Project improvements included guardrails; barrier walls; attenuators; shoulder gutters; drainage; bridge widenings; bridge replacement; bridge maintenance repairs; temporary and permanent retaining walls; noise walls; sign structures; portable traffic monitoring sites; toll gantry and associated infrastructure including toll equipment building; intelligent transportation systems; signing and pavement markings; express lane markers; lighting; ramp (metering) signals; utility relocation; landscape relocation; and any additional</li> </ul>



Firm employed by	: WSP USA Inc. 🕅 🖏 📲			
Name Jose Ca	nales, PE	Years of relevant experience with this employer 1		
Title Vice Pre	esident, Electrical Engineer	Years of relevant experience with other employer(s) 17		
Degree(s) / Years / Specialization		MS / 2011 / Management of Technology		
		BS / 2007 / Electrical Engineering		
Active registration	number / state / expiration date	PE LA 44179 / 9-30-2024 (also licensed in FL, NY, NJ, MI, MD,		
		VA, USVI, OR)		
Year registered	2020 (LA) Discipline	Electrical		
Contract role(s) / b	prief description of responsibilities	Electrical Engineer		
Jose is an electrica	al engineer with movable bridge, roadway	lighting, forensic electrical engineering, and renewal energy systems experience. He has		
expertise in value	engineering studies, project administration	on and management, multidiscipline design coordination, field supervision, and systems		
commissioning an	d is familiar with project execution and de	sign criteria having worked on movable bridge projects since 2007. These movable bridge		
projects include va	alue engineering, rehabilitation, replacement	ent, maintenance repairs, and operation inspection and maintenance manuals.		
Experience dates	Experience and qualifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and		
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive	e Testing", "Project Management".		
08/21–Ongoing	L Draw One Bridge Replacement, Ma	ssachusetts Bay Transportation Authority (MBTA), Boston, MA, Electrical Designer		
	in charge of providing electrical and con	trol systems design for three new vertical lift railroad bridges that will replace the existing		
	two vertical lift bridges currently carrying trains owned by MBTA. Electrical work involves new programmable logic controller			
	(PLC) system, all control console components, Motor Control Center, Motors, Drives. Provided design drawings, calculations,			
01/04 0	electrical equipment sizing for this ongoing project.			
01/24–Ongoing	Barge Canal (SR 3 Christa McAuliffe	b) Bridge Renabilitation, Brevard County, FL, Engineer-of-Record.		
	four leaf becaule bridge corruing four le	sign for the new electrical and control systems at the SK 5 Christa McAumre Bridge, a		
	new Palay based PI C monitoring syste	all control console components, motor control center, motors, and drives. Jose		
	provided design drawings, calculations	electrical equipment sizing for this project		
10/20-12/23	Mianus River Railroad Bridge Rehab	ilitation Cos Cob CT Engineer-of-Record		
10/20 12/25	Provided electrical design for the renla	cement of the electrical and control systems for the Mianus River Bridge a double leaf		
	bascule bridge carrying four tracks Ele	ectrical work involves replacing a relay-based system with new PLC system all control		
	console components, motor control cent	ter, motors, and drives. Jose provided design drawings, calculations, electrical equipment		
	sizing for this project.			
10/20-12/23	Saugatuk River Railroad Bridge Reha	abilitation, Westport, CT, Engineer-of-Record.		
	Jose provided electrical design for the r	replacement of the electrical and control systems at the Saugatuk River Bridge, a double		
	leaf bascule bridge carrying four railroad	d tracks. Electrical work involves the replacement of a relay-based system with new PLC		
	system, all control console components	, motor control center, motors, and drives. Jose provided design drawings, calculations,		
	electrical equipment sizing for this project	ect. (10/20 – 12/23)		
01/24-ongoing	96th Street Bridge Replacement, Cap	e May, NJ, Engineer-of-Record.		



	Jose is currently providing electrical design for the new electrical and control systems at the 96th Street Bridge over Great Channel,
	a double leaf bascule bridge carrying two lanes of traffic. Electrical work involves the replacement of a relay-based system with
	new PLC system, all control console components, motor control center, motors, and drives. Jose provided design drawings,
	calculations, electrical equipment sizing for this project.
07/20-10/20	New Jersey Department of Transportation (NJDOT) Wittpenn Bridge Replacement, Kearny, NJ: Jose provided
	construction engineering inspection (CEI) services for the construction of the new Wittpenn Bridge. This replacement vertical lift
	bridge, which carries Route 7 over the Hackensack River between Kearny and Jersey City, doubles the previous bridge's vertical
	clearance. Jose provided daily oversight of the electrical contractor and reviewed requests for information (RFIs), submittals, and
	change orders.
06/24	Mass DOT, Alfred St Bridge, Boston, MA: Jose provided movable bridge electrical power and control system inspection.
04/24	FDOT, 22nd Ave Bridge: Jose provided movable bridge electrical power and control system inspection.
11/23	<b>CTDOT, Yellow Mill Bridge:</b> Jose provided movable bridge electrical power and control system inspection.
04/23	<b>FDOT, Boca Inlet</b> (A1A) Bridge, Boca Raton, FL: Jose provided movable bridge electrical power and control system inspection.
04/23	FDOT, Anna Maria Island Bridge, Anna Maria Island, FL: Jose provided movable bridge electrical power and control
	system inspection.
04/23	<b>FDOT, Taylor Creek Draw Bridge:</b> Jose provided movable bridge electrical power and control system inspection.
09/21	<b>CTDOT, Ferry St Bridge:</b> Jose provided movable bridge electrical power and control system inspection.
09/21	CTDOT, Grand Ave Bridge: Jose provided movable bridge electrical power and control system inspection.
09/21	CTDOT, Chapel St Bridge: Jose provided movable bridge electrical power and control system inspection.
09/21	<b>CTDOT, Tomlinson Bridge:</b> Jose provided e movable bridge electrical power and control system inspection.



Firm employed by: WSP USA Inc. 🖤 🖏					
Jeremy	Herndon		Years of relevant experience with this employer	1	
Senior Engineering Technician ASNT III MT,			Years of relevant experience with other employer(s)	27	
PT, VT & UT					Test -
Degree(s) / Years / Specialization			BS / 1993 / Business Administration		
Active registration number / state / expiration date		ation date	N/A		NAV
Year registered N/A Discipline		Discipline	N/A		2 Mar 11/2 SA
Contract role(s) / brief description of responsibilities			NDT Level III – Meets all requirements for MPR7.		And of the second
	ployed byJeremySenior 1PT, VTS) / Yearsegistrationisteredrole(s) / 1	ployed by: WSP USA Inc. WS         Jeremy Herndon         Senior Engineering Technicia         PT, VT & UT         S) / Years / Specialization         egistration number / state / expiristered         N/A         role(s) / brief description of res	ployed by: WSP USA Inc. Image: Special provided in the system of the sy	ployed by: WSP USA Inc.         Jeremy Herndon       Years of relevant experience with this employer         Senior Engineering Technician ASNT III MT, PT, VT & UT       Years of relevant experience with other employer(s)         s) / Years / Specialization       BS / 1993 / Business Administration         egistration number / state / expiration date       N/A         istered       N/A       Discipline         role(s) / brief description of responsibilities       NDT Level III – Meets all requirements for MPR7.	ployed by: WSP USA Inc.         Jeremy Herndon       Years of relevant experience with this employer       1         Senior Engineering Technician ASNT III MT, PT, VT & UT       Years of relevant experience with other employer(s)       27         s) / Years / Specialization       BS / 1993 / Business Administration       27         egistration number / state / expiration date       N/A       N/A         istered       N/A       Discipline       N/A         role(s) / brief description of responsibilities       NDT Level III – Meets all requirements for MPR7.

Mr. Herndon is an AWS Certified Welding Inspector, an ASNT Level III in Magnetic Particle Testing, Liquid Dye Penetrant Testing, Ultrasonic Testing and Visual Testing, an ANST Level II in Phased Array Ultrasonic Testing and Radiographic Film Interpretation, an ICC Structural Steel and Bolting Special Inspector and Structural Welding Special Inspector and AMPP Basic Coatings Inspector. He has 27 years of experience in various types of construction materials testing and inspection. His primary expertise is in Quality Assurance and non-destructive testing of structural steel fabrication and erection, including methods of ultrasonic, magnetic particle, and liquid dye penetrant testing of welded assemblies. He has extensive experience performing quality assurance duties associated with shop fabrication and field erection of structural steel bridges and buildings. These duties include overseeing the fabricator's quality control personnel and inspecting materials, welding, visual and non-destructive inspection of welds, coatings application inspection, high strength bolt installation monitoring and inspection, plans and specifications interpretation, and collecting, checking, and preparation of material test report certifications for permanent file. He has experience as a CWI, QA Inspector, High Strength Bolting Inspector, and NDT Inspector at fabrication facilities and field inspection services at the project site for numerous projects.

Relevant Training: ASNT Ultrasonic Testing Level III #226306; ASNT Ultrasonic Testing Level II; ASNT Magnetic Particle Testing Level III #226306; ASNT Magnetic Particle Testing Level II; ASNT Liquid Dye Penetrant Testing Level III #226306; ASNT Liquid Dye Penetrant Testing Level III #226306; ASNT Visual Inspection Level III #226306; AWS Certified Welding Inspector CWI #07081191; ICC Structural Steel and Bolting Special Inspector #8034386; ICC Structural Welding Special Inspector #8034386; NACE Coating Inspector Level I #69245

Experience dates | Experience and qualifications relevant to the proposed contract, *i.e.*, "Bridge Inspection", "condition assessment", "steel and (mm/yy-mm/yy) | concrete rehabilitation, "Non-destructive Testing", "Project Management".

01/23–Present FDOT State Materials Office, 6740-23-7037/6740-16-3024, T2891 MLK & I-95 Intersection Improvements, Duval County, FL (10/2023 to Present).

Jeremy provided inspections of shop fabrication and consultation to FDOT and its Engineering consultants on resolving any steel fabrication issues. This project consists of fabrication of 64 girders for two bridges. Fabrication of these structures was performed at Tampa Steel Erectors located in Tampa, FL. WSP performed inspections of delivered material, and during the welding, nondestructive testing, shop assembly, and blasting to ensure compliance with Contract Plans, AWS D1.5 Bridge Welding Code, and AWS D1.1 Structural Welding Code–Steel.

2023 **City of Tuscaloosa AL. Jack Warner Parkway Pedestrian Bridge.** The construction project is designed to accommodate foot traffic over Jack Warner Parkway from the Tuscaloosa Amphitheater to parking areas. Jeromey provided inspection of field erected pedestrian bridges and consultation to City of Tuscaloosa and its



Engineering consultants on resolving any steel fabrication and erection issues. This project consists of three pedestrian bridges, associated abutments, and parking areas. Fabrication of these structures was performed by Pioneer Bridges located in Fort Payne, AL, erection was performed by Brion Hardin Construction. Performed inspections of bolted connections and erection of bridges to ensure compliance with Contract Plans.         2011       Alabama Bridge Builders, Inc., Performed visual and non-destructive testing for repairs to damaged bridge girders. Performed visual and magnetic particle testing of each of the repaired bridge girders following repairs made by Plane On, Inc.         2015       2015       Cores Bolte #4.         • Moody Swamp Bridge, Tuscaloosa, AL       • Moody Swamp Bridge, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL       • Moody Swamp Bridge, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL       • Moody Swamp Bridge, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL       • Moody Swamp Bridge, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL       • Moody Swamp Bridge, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL       • Moody Swamp Bridge, Tuscaloosa, AL         • Structural Velding Code-Steel and ACI 318 Building Code Requirements for Structural concrete       Iniversity of Alabama, Tuscaloosa, AL: Provided non-destructive testing, ondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPJ Section 1, ASME BJ1. Power Piping, ASME BJ1. Powers Piping, ASME BJ1. Powers Structural Concrete         2007-2023 <t< th=""><th></th><th></th></t<>		
<ul> <li>associated abutments, and parking areas. Fabrication of these structures was performed by Pioneer Bridges located in Fort Payne, AL, erection was performed by Brion Hardin Construction. Performed inspections of bolted connections and erection of bridges to ensure compliance with Contract Plans.</li> <li>2011 Alabama Bridge Builders, Inc., Performed visual and non-destructive testing for repairs to damaged bridge girders. Performed visual and magnetic particle testing of each of the repaired bridge girders following repairs made by Flame On, Inc.         <ul> <li>120/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL</li> <li>Greensbroro Avenue Overpass, Tuscaloosa, AL</li> <li>Moody Swamp Bridge, Tuscaloosa, AL</li> </ul> </li> <li>2015–2016 WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4. The scope of the project included demolition of the existing power boiler, rehabilitation the existing, ated ited assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code. Steel and ACI 318 Building Code Requirements for Structural Concrete</li> </ul> <li>2007–2023 University of Alabama, Tuscaloosa, AL: Persidential Acting Code Concrete, masonry and structural steel during the construction of various construction projects including: Bryant Denny Stadium Media Center Expansion</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Perguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwier Hall / Parking Deck</li> <li>2017-2023 ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, w</li>		Engineering consultants on resolving any steel fabrication and erection issues. This project consists of three pedestrian bridges,
<ul> <li>Payne, AL, crection was performed by Brion Hardin Construction. Performed inspections of bolted connections and erection of bridges to ensure compliance with Contract Plans.</li> <li>2011</li> <li>Alabama Bridge Builders, Inc., Performed visual and non-destructive testing for repairs to damaged bridge girders. Performed visual and magnetic particle testing of each of the repaired bridge girders following repairs made by Flame On, Inc.         <ul> <li>120/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL</li> <li>Greensboro Avenue Overpass, Tuscaloosa, AL</li> <li>Greensboro Avenue Overpass, Tuscaloosa, AL</li> </ul> </li> <li>2015–2016</li> <li>WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4, The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the env power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME B31.1 Power Piping, ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including:         <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tuwiler Hall / Parking Deck</li> </ul> </li> <li>2017–2023</li> <li>Z017–2023</li> <li>Z018 Ed, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing,</li></ul>		associated abutments, and parking areas. Fabrication of these structures was performed by Pioneer Bridges located in Fort
2011       Alabama Bridge Builders, Inc., Performed visual and non-destructive testing for repairs to damaged bridge girders. Performed visual and magnetic particle testing of each of the repaired bridge girders following repairs made by Flame On, Inc. <ul> <li>IZ0/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL.</li> <li>Greensboro Avenue Overpass, Tuscaloosa, AL.</li> <li>Moody Swamp Bridge, Tuscaloosa, AL.</li> <li>WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4.</li> <li>The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors, Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code-Steel and ACI 318 Building Code Requirements for Structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including:         <ul> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Bryant Denny</li></ul></li></ul>		Payne, AL, erection was performed by Brion Hardin Construction. Performed inspections of bolted connections and erection of
2011       Alabama Bridge Builders, Inc.,         Performed visual and non-destructive testing for repairs to damaged bridge girders. Performed visual and magnetic particle testing of each of the repaired bridge girders following repairs made by Flame On, Inc.         120/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL         • Greensboro Avenue Overpass, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL         • The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BV Section I, ASME B31.1 Power B31.3 Process Piping, AWS D1.1 Structural Welding Code-Steel and ACI 318 Building Code Requirements for Structural concrete         2007-2023       University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including:         • Bryant Denny Stadium Renovation       • Bryant Denny Stadium Renovation         • Bryant Denny Stadium Media Center Expansion       • Tutwiler Hall / Parking Deek         2017-2023       Ellis Steel, West Point, MS: I seremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cl		bridges to ensure compliance with Contract Plans.
Performed visual and non-destructive testing for repairs to damaged bridge girders. Performed visual and magnetic particle testing of each of the repaired bridge girders following repairs made by Flame On, Inc.         I20/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL         Greensboro Avenue Overpass, Tuscaloosa, AL         2015–2016         WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4.         The scope of the project included demolition of the ewis power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section 1, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code-Steel and ACI 318 Building Code Requirements for Structural Concrete         2007-2023       University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including: <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> <li>2017-2023</li> <li>Ellis Steel, Werel Fort, MS: Jeremy performed routine shop ins</li>	2011	Alabama Bridge Builders, Inc.,
testing of each of the repaired bridge girders following repairs made by Flame On, Inc.         • 120/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL         • Greensboro Avenue Overpass, Tuscaloosa, AL         • Moody Swamp Bridge, Tuscaloosa, AL         • WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4.         The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section 1, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code-Steel and ACI 318 Building Code Requirements for Structural concrete         2007–2023       University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural and ASME B31.9 hydronic on various construction projects including:         • Bryant Denny Stadium Renovation       • Bryant Denny Stadium Renovation         • Presidential Residence Hall and Student Center       • Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall         • Tutwiler Hal / Parking Deck       2017–2023         2017–2023       Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code–Stee		Performed visual and non-destructive testing for repairs to damaged bridge girders. Performed visual and magnetic particle
<ul> <li>120/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL</li> <li>Greensboro Avenue Overpass, Tuscaloosa, AL</li> <li>Moody Swamp Bridge, Tuscaloosa, AL</li> <li>2015–2016</li> <li>WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4. The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code-Steel and ACI 318 Building Code Requirements for Structural Concrete</li> <li>2007–2023</li> <li>University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including:         <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hal / Parking Deck</li> </ul> </li> <li>2017–2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code-Steel.</li> <li>2021–2023</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting s</li></ul>		testing of each of the repaired bridge girders following repairs made by Flame On, Inc.
<ul> <li>Greensboro Avenue Overpass, Tuscaloosa, AL</li> <li>Moody Swamp Bridge, Tuscaloosa, AL</li> <li>2015–2016</li> <li>WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4.</li> <li>The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code–Steel and ACI 318 Building Code Requirements for Structural Concrete</li> <li>2007–2023</li> <li>University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural and ASME B31.9 hydronic of various construction projects including:         <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> </li> <li>2017–2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code–Steel.</li> <li>2021–2023</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written pra</li></ul>		• 120/59 Southbound Bridge over Lock 9 Road, Tuscaloosa, AL
<ul> <li>Moody Swamp Bridge, Tuscaloosa, AL</li> <li>2015–2016</li> <li>WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4. The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code–Steel and ACI 318 Building Code Requirements for Structural concrete</li> <li>2007–2023</li> <li>University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including:         <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tuwier Hall / Parking Deck</li> </ul> </li> <li>2017–2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code–Steel.</li> <li>2021–2023</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic particle testing and liquid dye penetrant testing methods.&lt;</li></ul>		Greensboro Avenue Overpass, Tuscaloosa, AL
<ul> <li>2015–2016 WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement of Power Boiler #4.         <ul> <li>The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code–Steel and ACI 318 Building Code Requirements for Structural Concrete</li> </ul> </li> <li>2007–2023 University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including:         <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> </li> <li>2017–2023 Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code–Steel.</li> </ul> <li>2017–2023 ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic par</li>		Moody Swamp Bridge, Tuscaloosa, AL
of Power Boiler #4.         The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code–Steel and ACI 318 Building Code Requirements for Structural Concrete         2007-2023       University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including: <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> <li>2017-2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code–Steel.</li> <li>2021-2023</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic particle testing and liquid dye penetrant testing methods.</li>	2015–2016	WestRock, Demopolis, AL: Power Boiler #4 Replacement Provided third party quality assurance during the replacement
The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation, expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code–Steel and ACI 318 Building Code Requirements for Structural Concrete         2007–2023       University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including: <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> <li>2017–2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code–Steel.</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic particle testing and liquid dye penetrant testing methods.</li> <li>2019–2023</li>		of Power Boiler #4.
<ul> <li>expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors. Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code–Steel and ACI 318 Building Code Requirements for Structural Concrete</li> <li>2007–2023</li> <li>University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including:         <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> </li> <li>2017–2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code–Steel.</li> <li>2021–2023</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic particle testing and liquid dye penetrant testing methods.</li> <li>2019–2023</li> <li>ASNT Level III Consultant, Nucor Skyline, Juka MS: Provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for the ultrasonic testing</li></ul>		The scope of the project included demolition of the existing power boiler, rehabilitation the existing steel structure and foundation,
Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code-Steel and ACI 318 Building Code Requirements for Structural Concrete         2007–2023       University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including: <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> <li>2017–2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code-Steel.</li> <li>2021–2023</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic particle testing and liquid dye penetrant testing methods.</li> <li>2019–2023</li> <li>ASNT Level III Consultant, Nucor Skyline, Juka MS: Provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for the ultrasonic testing methods.</li> <li>201</li>		expansion of the steel structure, installation of the new power boiler associated tanks, vessels, piping, equipment, and conveyors.
compliance with Contract Plans, ASME BPV Section I, ASME B31.1 Power Piping, ASME B31.3 Process Piping, AWS D1.1 Structural Welding Code-Steel and ACI 318 Building Code Requirements for Structural Concrete         2007-2023       University of Alabama, Tuscaloosa, AL: Provided non-destructive testing of structural and ASME B31.9 hydronic piping welds as well as ICC Special Inspections of reinforced concrete, masonry and structural steel during the construction of various construction projects including: <ul> <li>Bryant Denny Stadium Renovation</li> <li>Bryant Denny Stadium Media Center Expansion</li> <li>Presidential Residence Hall and Student Center</li> <li>Ferguson Center Expansion, Fresh Food Dining Hall, Sid McDonald Hall</li> <li>Tutwiler Hall / Parking Deck</li> </ul> <li>2017-2023</li> <li>Ellis Steel, West Point, MS: Jeremy performed routine shop inspections of delivered material, welding, nondestructive testing, shop assembly, cleaning and coating to ensure compliance with Contract Plans, and AWS D1.1 Structural Welding Code-Steel.</li> <li>2021-2023</li> <li>ASNT Level III Consultant, Structural Steel Services, Merdian MS: Jeremy provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic particle testing and liquid dye penetrant testing methods.</li> <li>2019-2023</li> <li>ASNT Level III Consultant, Nucor Skyline, Iuka MS: Provided ASNT Level III Consulting services in accordance with ASNT SNT-TC-1A. Provided written practice, written procedures and technician training for ultrasonic testing, magnetic particle testing and liquid dye penetrant testing methods.</li> <li>2019-2023</li>		Jeremy performed inspections of delivered material, during the welding, nondestructive testing, and field assembly to ensure
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Firm emp	Firm employed by: WSP USA Inc. 🖤 🖏					
Name	Kevin Ca	arpenter		Years of relevant experience with this employer	30	
Title	Principal	ASNT Level III	& Engineering	Years of relevant experience with other employer(s)	13	
	Consultant				State State	
Degree(s) / Years / Specialization				BA / 2010 / Org Management		100
Active registration number / state / expiration date				N/A		and the second
Year regi	istered	N/A	Discipline	Civil Engineering		
Contract role(s) / brief description of responsibilities				NDT Level III – Meets all requirements for MPR 7.		AVAILABLE IN THE OWNER
A Quality Engineering Consultant and Senior ASNT NDT Level III, Mr. Carpenter has over 30 years of experience in Quality Assurance Consulting						

A Quality Engineering Consultant and Senior ASNT NDT Level III, Mr. Carpenter has over 30 years of experience in Quality Assurance Consulting & third-party inspections. He has been deployed on long term assignments performing third party audits and monitoring fabrication operations in China, Taiwan, South Korea, Japan, Canada, Brazil, Italy, Mexico and Poland. The following are high profile/signature projects where he has performed QA inspections and Senior ASNT NDT level III consulting: QA operations at the Aegis Missile Defense System Facilities, (NATO Poland), Diablo Power Nuclear Plant in California, Seismic Retro-Fit Bridge Projects in California, the New Bay Bridge Project (for Oakland/SF Bay area) in Shanghai, China, Transmission Power Pole Structures in Indiana, Texas and California, the Oculus project in Italy, and the One World Trade Center in New York City. He has developed PAUT procedures and performs Advance Ultrasonic Phased Array

Testing on Dissimilar Weld Metal Welds for power plants (SRP, Arizona) and newly fabricated bridge girders (FDOT, Florida), utilizing Annex K of the AWS D1.5-2015 Bridge Code. Contributed to PAUT research with AWS and FDOT for the AWS D1.5-2020 edition. Prior experiences include performing NDT inspections on Nuclear, Chemical and Oil Refineries as an ASNT level II in UT, MT, RT and PT.

Relevant Training: ASNT Ultrasonic Testing Level III #118302; ASNT Radiographic Testing Level III #118302; ASNT Magnetic Particle Testing Level III #118302; ASNT Liquid Dye Penetrant Testing Level III #118302; AWS Certified Welding Inspector CWI #98120531; AWS Certified Radiographic Film Interpreter #1804002N; Wood. Certified Advanced Ultrasonic Phased Array (PAUT) Level II Wood. Certified SNT-TC-1A Level II: UT, MT, PT, RT, PAUT; Prestressed Concrete Inspection PCI Level II #15496

ACI Concrete Field-Testing Technician - Grade I, #1048855

Experience dates	Experience and qualifications relevant to the proposed contract, i.e., "Bridge Inspection", "condition assessment", "steel and				
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".				
01/14-Present	QA Consultant, California Department of Transportation (Caltrans): Serves as ASNT Level III, Task Leader and QA				
	Inspector on contract. Conducts QA inspections and Oversight Inspections on projects throughout the California and the world.				
	Performs QA inspections of structural steel bridge girders, overhead sign structures, signal and lighting poles, high strengt				
	fasteners, reinforcement splicing, PCI inspection of concrete precast girders and anchor bolt assemblies. Performs coatings				
	inspection for 3 coat systems, blasted to SSPC-SP10 NACE near white metal blast cleaning to achieve an angular surface profile				
	of 1.5 mils. Witnesses soluble salt testing, monitored environmental conditions, humidity, dew point and temperatures. Monitors				
	coating application and adhesion testing and verified mil thickness measurements.				
10/13-Present	QA Consultant, Bay Area Rapid Transit (BART): Seismic Upgrade Projects. Performing third party QA inspections in				
	fabrication shops in Korea, China and at project sites. Perform reviews of the WQCP, additional submittals, QC welding reports,				
	NDT reports, material and supporting documents. Perform final QA inspections of welding and coatings in China and Korea				



07/17	PAUT QA Research Project, Gary, Indiana October 2017 for Florida DOT & PAUT QA Research Project, Wausau,				
	Wisconsin for Florida DOT Location Veritas Steel in Wausau: Performed Phased Array Ultrasonic Testing (PAUT) on Bridge				
	Girder CJP welds on Flange and web welds after Radiography inspection was performed. Research in comparing PAUT to				
	Radiography was being performed to help in developing and evaluating future PAUT procedures for Annex K of AWS D1.5.				
	Kevin was invited by Florida dot (FDOT) to participated in a FDOT sponsored round house discussion to bring to noted results				
	and issues observed by the research group to AWS for consideration for the 2020 edition of AWS D1.5.				
06/14-06/17	PAUT QA Inspector, Salt River Project Coronado Station Unit-2 Annual Outage, Owner: SRP / Coronado Generating				
during outages	Station.				
	Developed Phased Array Ultrasonic Testing Procedures (PAUT), directed PAUT Technicians, reviewed reports, developed				
	special calibration set-ups, developed report forms, perform PAUT testing, and issued a final project summary report. Performed				
	advanced				
	PAUT on existing dissimilar weld metals observing cracking among other indications which were found in dissimilar welds.				
06/1208/15	Quality Control Manager and QC Inspector, The Five Mile 104" Water Line system, Under San Francisco Bay, Owner:				
	SFPUC San Francisco Bay Tunnel Project, Contractors: Michaels/Jay Dee/Coluccio a JV, Bay Tunnel Project 2012-2015. Served				
	as Quality Control Manager, monitor fabrication & welding operations. Dispatch QC inspectors, review QC inspection reports,				
	performed CWI, UT and MT inspections.				
06/10-06/13	Quality Assurance & Ultrasonic Specialist; New York/New Jersey Port Authority, One World Trade Center/Freedom				
	Memorial Center Manhattan, New York City.				
	Mr. Carpenter provided QA fabrication inspection services for the New York Port Authority World Trade Centre projects. He was				
	deployed on long-term fabrication at facilities in Italy, Canada, New Jersey as well as inspection at the WTC jobsite. He performed				
	Seismic D1.8 Ultrasonic testing and Magnetic Particle testing on CJP welds at Tower One of the World Trade Centre. He verified				
	QC NDE of tested areas by performing NDT and evaluated their testing results.				
06/11-06/13	California Department of Transportation (Caltrans) Structural Materials Quality Assurance (QA) Inspection for				
	Dumbarton Bridge, Newark, CA.				
	Responsible for performing QA inspections and testing to verify that contractor QC activities are being performed and materials				
	are being produced in accordance with project specifications at the jobsite. Provide daily and weekly summary reports of all				
	QC/QA activities to the Resident Engineer. Review contractor's welding plans and drawings and provide comments. QA				
	performed inspections of bridge coating operations, weld inspections and testing services.				



Firm employed by: WSP USA Inc. 🕅 🖏 👔						
Name	Willian	n "Coley" Mitchell, C	BI	Years of relevant experience with this employer	12	
Title	Senior Technical Specialist & Bridge Inspection			Years of relevant experience with other employer(s)	0	
	Leader					
Degree(s	s) / Years	/ Specialization		AS / 2011 / Architectural Engineering		a a
Active registration number / state / expiration date				N/A		
Year reg	Year registered N/A Discipline		Discipline	N/A		and the second second
Contract role(s) / brief description of responsibilities				Nondestructive Testing and Bridge Inspection - Meets	all	
				requirements for MPR 4		

Coley has 12 years of experience in the inspection of in-service highway structures (bridges and tunnels). He has also served as Team Leader and Lead NDT Inspector on numerous bridges across the US. He is well versed in the procedures, policies, and standards required to perform NDT inspections of bridge components and is experienced in coordinating with various agency personnel, subcontractors and vendors. Mr. Mitchell has a wide variety of experience in bridge inspections, varying from cable-stayed, truss, and suspension span bridges, to single-span timber bridges and culverts.

Relevant Training: FHWA Safety Inspection of In-Service Bridges, 2014 (NHI 130055); Safety Inspect of Fracture-critical Inspection Techniques for Steel Bridges, 2014 (NHI 130078); ASNT Ultrasonic Testing Level I, 2015; ASNT Ultrasonic Testing Level II General Exam, 2016; Bridge Coatings Level 1, 2014 (BCC-12219); FHWA Introduction to Element Level Bridge Inspection, 2014; SPRAT Level I Rope Access Technician, 2017; FHWA Tunnel Safety Inspection, 2016 (NHI 130110); Confined Space Entry Training, 2017; FHWA Inspection and Maintenance of Ancillary Highway Structures, 2016 (NHI 130087); Aerial Training, 2017; American Red Cross Adult First Aid/CPR/AED; OSHA 30-hour Hazard Recognition Training for the Construction Industry, 2014; Bridge Inspection Refresher Training, 2018 (NHI 130053).

LADOTD Traffic Engineering Training Course.

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".
09/22-01/23	MDOT, US 82 Greenville Cable-Stayed Bridge over Mississippi River, Mississippi: As Bridge Inspection Team Leader, he supervised
	the inspection team and was responsible for the ultrasonic testing and inspection of anchorages. Further he was a member of the rope access
	team inspecting the pylons and the embedded anchorages.
7/18-12/22	SCDOT, Bridge Inspection and Load Rating, South Carolina: Deputy Project Manager of this contract, which consists of bridge
	inspection and determination of the load capacity ratings for 2,558 structures including truss, segmental, curved steel girder, movable and
	significantly retrofitted structures. WSP reviewed the plans, inspection reports, previous load ratings and all other available relevant bridge
	documents. The load ratings were completed utilizing the information provided by SCDOT and supplemented with information from our
	field inspections. All load ratings were completed with BrR or CSI Bridge. WSP also utilized drones as an inspection tool to help identify
	specific areas of bridges where a "hands-on" inspection is required. This resulted in reduced time required for traffic control and access
	equipment, providing a significant cost savings to SCDOT. In addition, WSP performed 160 load tests involving instrumenting the bridges
	with strain gauges and driving known loads across the bridge, to assist SCDOT with advanced load posting avoidance measures. The results
	of the test were utilized to create corrected effective structural models to increase and remove load postings from bridges across the state.
	These results were extrapolated out, to not only remove postings on the bridges tested, but also on similar bridges in SCDOT's inventory.
	WSP efforts saved the State tens of millions of dollars.



03/16–Ongoing	TxDOT, Statewide Fracture Critical Inspections, Statewide Texas: Lead NDT Technician: Mr. Micthell served as the Lead NDT Inspector
	and Team Member for the inspection of the numerous bridges throughout the state of Texas. Under this contract, Mr. Mitchell has performed
	over 125 UT inspections of truss pins. Mr. Mitchell also performed UT on a weld of an access hatch on a steel arch as part of a crack assessment
	during the fracture critical inspection of the Margaret Hunt Hill Bridge in Dallas, TX. He also regularly uses Dye-Penetrant Testing and
	Magnetic-Particle Testing to document surface flaws on steel members during the fracture critical inspections.
03/16–Ongoing	TXDOT NBIS Bridge Inspection and Load Rating, Statewide Texas: Team Leader responsible for performing inspections coordinating
Reselected 2017	staff and resources required for conducting comprehensive inspections and load ratings of various structures. Additionally, he played a key
	role in the field assisting with the culvert load posting avoidance program, which involved rigorous load testing and analysis to remove
	thousands of unnecessary load postings. The reports generated as part of these assessments were instrumental in making informed decisions
	regarding load limits and ensuring the structural integrity and safety of the infrastructure. The team also successfully completed more than
	3463 NBIS routine bridge inspections for TxDOT, along with over two hundred load ratings. The range of inspections and load ratings
	encompassed reinforced concrete slabs, steel floor system superstructures, steel rolled and plate girders, and prestressed concrete girders for
	both simple and continuous spans. William used rope access to gain the proper hands-on access required and perform non-destructive testing
	on problematic detail and crack locations across the state.
06/16–Ongoing	GDOT, Engineering Services for Cable-Stayed Structures, Georgia: One of six Team Leaders that completed the inspection and
	rehabilitation of the Talmadge Memorial Cable-Stayed bridge and Sidney Lanier cable-stayed bridge. This task-order basis contract has
	included a special member inspection of the Sidney Lanier Bridge (2016) to evaluate exposed strands with various degrees of corrosion
	present, in-depth NBI and emergency post-hurricane inspection of the Talmadge Memorial Bridge (2017 and 2020) and the rehabilitation of
	the dampening system for the cable stays, and two rehabilitation design contracts for the Sidney Lanier Bridge. The first rehabilitation project
	for the Sidney Lanier Bridge primarily addressed deficiencies associated with excessive cable vibration, including repairs to cable-stays with
	breached protective sheatning and corroded strands. The second renabilitation project included the installation of external dampers at all 1/6
	stays. Due to geometric constraints, and to minimize impact to trainc, rope access was utilized to inspect several complex bridge elements,
00/16 Organia	CATS Light Dail Asset Inspection and Densir, City of Charlette North Caroline, Denuty Project Manager for the in service inspection.
09/10–Oligoling	and repairs of hundreds of structures including bridges, culverts, drainage structures, retaining walls and parking structures. This project
	involves performing both scheduled inspections as well as providing emergency inspections as needed. During this project WSP has responded
	to 3 emergency situations including truck impact to a bridge abutment sinking of approach fill on the tracks at Stonewall Station tracks due
	to disconnect storm nine causing erosion and emergency Parking Deck evaluation and GPR due to a class action lawsuit for materials used
	by the pre-caster. Work completed during the parking deck evaluation included both visual inspection and the use Ground Penetrating Radar
	(GPR) to identify reinforcement.
06/17-01/18	MnDOT. St. Croix Bridge Inspection. Minnesota and Wisconsin: Team Leader for the initial, element level inspection of the St. Croix
	River Crossing extradosed cable-staved bridge. A baseline inspection was performed, providing the client with accurate and repeatable
	reporting of deficiencies. Due to geometric constraints and to minimize impact to ongoing construction activities, rope access was utilized to
	inspect several complex bridge elements, including the pylons and below deck stay cable anchorages. In addition to inspection, the scope of
	work included providing recommendations for updating the maintenance and inspection manual for the new signature structure. The 5,279-
	ft-long bridge opened to traffic in 2017 and contains 10 main-river crossing extradosed cable-supported spans and continuous post-tensioned
	precast and cast-in-place box girder approach spans.
2011–Ongoing	NCDOT 2011 - 2022, NBIS Bridge Inspection Team Leader, Statewide, North Carolina: Project Manager.
	William has been involved with the NCDOT bridge inspection program for 10 years. He has performed field inspections, analysis and load
	ratings; evaluated the physical condition; and recommended preservation and maintenance needs. To date he has completed over 1,500
	inspections, including many of the state's longest structures, segmental boxes, and fracture critical trusses.



Firm employed by: WSP USA Inc. 🖤 🖏						
Name	Lassaad Mhamdi, PhD		•	Years of relevant experience with this employer	1	
Title	Senior Engineer			Years of relevant experience with other employer(s)	15	
Degree(s) / Years / Specialization				PhD / 2015 / Civil Engineering		
				MS / 2008 / Computational Mechanics		
				MS / 2011 / Civil Engineering		100
				BS / 2006 / Civil Engineering		and the second sec
Active registration number / state / expiration date			ation date	N/A		Number of Street
Year reg	r registered N/A Discipline			Civil Engineering		
Contract role(s) / brief description of responsibilities			ponsibilities	Nondestructive/Load Testing Support		

Lassaad is an experienced NDE (Non-Destructive Evaluation) Engineer with over 15 years of diverse background in both academia and industry. He has a deep understanding of NDE techniques and methods and has been instrumental in developing and implementing advanced NDE techniques for a range of industrial applications. He has published several papers on NDE in peer-reviewed journals and has been a keynote speaker at international conferences on NDE. In industry, Lassaad has worked on and led numerous NDE projects, providing technical expertise and solutions to a range of engineering problems.

Relevant Training: FHWA: Bridge Inspection Certificate, AEWG: Membership Certificate, ASNT: Membership Certificate, ACI: Membership Certificate, EIT: Engineer in Training Certificate

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and				
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".				
07/17-09/22	DELDOT, ITD, LADOTD, MDOT, NDOR, NYSDOT, ODOT, TXDOT, VDOT Nondestructive Evaluation of Bridge				
	Decks: NDE Lead Engineer. With an extensive NDE portfolio, Lassaad has overseen the NDE evaluation, comprehensive data				
	collection, precise data processing, and in-depth analysis of over 20 million square feet of bridge decks across the nation. His				
	versatile expertise spans a range of cutting-edge testing methods, including Ground Penetration Radar (GPR), Infrared				
	Thermography (IR), High-Resolution Imaging (HRI), Rapid Chloride Testing (RCT), and Impact Echo (IE). These methodologies				
	allowed for accurate, non-invasive assessments, uncovering hidden defects, subsurface issues, and structural anomalies, ultimately				
	contributing to the safety, longevity, and reliability of critical transportation infrastructure.				
07/17-09/22	Communication Sites Inspection: NDE Lead Engineer for the Nondestructive Testing services of communication towers. This				
	work was performed under several projects with the aim of assessing the structural integrity of telecommunications towers.				
	Lassaad oversaw the examination of more than 100 communication tower foundations throughout the nation (Texas, New York,				
	New Hampshire, Louisiana, Michigan, Virginia). Through the utilization of advanced NDE technology, the team effectively				
	assessed the condition of concrete pads and foundations while also estimating their unknown depths. This in-depth evaluation				
	played a pivotal role in identifying potential structural issues, ensuring that these essential telecommunications towers would				
	continue to function safely and efficiently.				
07/21-09/22	LADOTD, NDE of the Whiskey Bay and Piot Channel Bridge Decks, LA: NDE Lead Engineer. Nondestructive Evaluation				
	of 3.5M sf of bridge deck on the structure carrying I-10 over the Atchafalaya Basin between Baton Rouge and Lafayette, LA.				
	Testing included Infrared Thermography (IR), High Resolution Imaging (HRI) collected via drones, Ground penetration Radar				


	(GPR) and Deck Acoustic Response (SounDAR). Lassaad was tasked with analyzing the IR/HRI data, extracting critical
	information and translating this data into comprehensive deterioration maps which provide a visual representation of the bridge
	deck and help in informed decision about maintenance and repair.
11/19-09/22	LADOTD, NDE and Remote Inspection of I-10 over the Bonnet Carre Spillway, LA: NDE Lead Engineer. Nondestructive
	Evaluation of the bridge deck was performed using Ground Penetrating Radar (GPR), Deck Acoustic Response (SounDAR),
	Infrared Thermography (IR), and High-Resolution Imaging (HRI) to determine the deck integrity. Lassaad was tasked with
	analyzing the IR/HRI data, extracting critical information, and translating this data into comprehensive deterioration maps which
	provide a visual representation of the bridge deck and help in informed decision about maintenance and repair.
01/21-05/22	<b>VDOT, Eltham Bridge Maintenance Project, VA:</b> NDE Lead Engineer. Nondestructive Evaluation was performed on the
	prestressed concrete girders of the Eltham Bridge carrying route 30/33 over the Pamunkey River. The aim of this project was to
	inspect the post-tensioned tendons using the NDE methods of Impact Echo (IE) and the Ultrasonic method. Lassaad helped with
	the data collection, but his main role was to analyze the IE data, extract valuable information about possible delaminated areas
	and translate the findings into comprehensive degradation maps.
02/18-08/15	LADOTD, Truss Monitoring of The Natchez-Vidalia Bridge on US 84 Over the Mississippi River, MS: NDE Lead Engineer.
	– During the pin replacements on the Natchez cantilever truss over the Mississippi River, Structural Health Monitoring (SHM)
	was performed on the critical truss members and temporary load path systems during pre, during, and post construction. Lassaad
	helped with field preparations and installation of the SHM system.
07/17-12/21	LADOTD, Bridge Unknown Foundations: NDE Lead Engineer for the Nondestructive Evaluation of Unknown Foundations in
	the state of Louisiana. This project encompasses the assessment of over 500 bridges, all with the common goal of determining the
	unknown or undocumented depths of their foundation piles. To accomplish this objective, a comprehensive array of advanced
	Nondestructive Testing (NDE) methodologies were employed. These methodologies include the Sonic Echo method, Ultraseismic
	method, and Parallel Seismic method. All these methods provided non-invasive means to determine embedded foundation depths
	for existing bridge foundations based on conventional wave propagation theory. Lassaad's responsibilities extended beyond data
	collection to encompass NDE evaluations, data processing, and in-depth analysis. Furthermore, his contributions encompassed
	the thorough analysis of collected data and the creation of detailed reports.



SDR Engineering Inc

Firm emp	ployed by	: WSP USA Inc. 🕅 🖇	1			
Name	William	" "Jake" Cochran, P.	<b>E.</b>	Years of relevant experience with this employer	1	
Title	Lead Ur	derwater Bridge Inspe	ector	Years of relevant experience with other employer(s)	8	
Degree(s)	) / Years	/ Specialization		BS / 2018 / Civil Engineering		
Active reg	gistratior	number / state / expin	ration date	PE FL (98061) – 2024; PE NC (58642), PE NV (032610) – 2	024;	
				PE SC (40849) – 2022; PE VA (0402067562) - 2023		100
Year regi	stered	FL (2024), NC	Discipline	Civil Engineering		
		(2024), SC (2022),				
		NV (2024), VA				
<u> </u>	1 ( ) ( )	(2023)	• • • • •			
Contract	role(s) / t	brief description of res	sponsibilities	Lead Underwater Bridge Inspector / Underwater Inspection I	eam	
				Leader / Underwater Acoustic Imaging Lead – Leads underv	vater	
Mr. Cash				Inspection and acoustic imaging operations		and Hangemond on on
Mr. Coch	iran nas e	extensive experience in soor in the US Army	n underwater inspec	rearbia surveys, repairs, and inspections for bridges, ports, on	overse	eas. He served as an
William	ier Eligii ie well w	ersed in procedures r	performing injuriog	rds required to perform underwater structural inspections and	hos n	anaged underwater
inspection	n contrac	ts in multiple States	He has planned co	ordinated and led over 75 underwater bridge inspections for a	variet	ty of structure types
since join	ning WSF	in 2023	rie nas planned, eo	ordinated, and fed over 75 underwater bridge inspections for a	varie	ty of structure types
Relevant	Training	: NHI-130078. Fractu	re Critical Inspecti	ion Techniques for Steel Bridges (2022): NHI-130055, Safety	/ Inspe	ection of In-Service
Bridges (	2019): N	HI-130053. Bridge Ins	pection Refresher T	Training (2024): NHI-130091, Underwater Bridge Inspection (20	)21): N	NHI-135046. Stream
Stability	and Scot	r at Highway Bridges	s (2022): NHI-1350	048, Countermeasures Design for Bridge Scour and Stream Ins	stabili	ty (2022); Confined
Space Tr	aining (2	021); Adult First Aid	l/CPR/AED (2023)	; Oxygen Administration (2023); Remote Pilot (UAS) (2021)	); Boa	ting Safety Course,
California	a (2019);	SPRAT Level I (No.	2302616) (2023);	Certified Bridge Inspector, FL (No. 00674) (2022); Air-Divin	g Sup	ervisor (No. 67434)
(2024)					0 1	
Experien	ce dates	Experience and qua	lifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	n asse	essment", "steel and
(mm/yy–	-mm/yy)	concrete rehabilitation	on, "Non-destructiv	e Testing", "Project Management".		
07/23–O	Ongoing	SCDOT, District 5 Und	lerwater Bridge Inspec	ctions: William manages all underwater bridge inspections in District 5, whi	ch cons	sists of over 550 bridges.
		He created a comprehene	sive plan to redistribute	underwater inspection due dates for over 550 bridges throughout District 5	to add	ress SCDOT scheduling
		to improve asset manage	ement and aid in meetin	or the 2022 NBIS reporting requirements. Illustrating his adent management	rogram t and le	adership skills William
		authored and implement	ed a bridge inspection	and reporting guidance document tailored to SCDOT's requirements, incre	asing e	fficiency and quality of
		inspection reports provid	led to the client. Addition	onally, William is a team leader for both underwater, scour, acoustic imagin	g, and r	outine inspections.
2019–2	2023	SCDOT, Statewide Und	derwater Bridge Inspe	ections: William was the team lead for over 100 underwater inspections, sco	ur asse	ssments, and routine
		or PSC girders	ne state. ne also comple	cied subclural analysis for more than 20 structures consisting of reinforced (	concrete	e box curvents, KC stab,
2019-2	2023	TXDOT, Statewide Un	derwater Bridge Insp	ections: William completed over 30 underwater inspections throughout the	state in	accordance with NBIS
		and TXDOT standards.	<b>C</b> 1			
2022–2	2023	TDOT, Region 1, Unde	rwater Inspection of (	<b>On-Systems Bridges:</b> William was Deputy Project Manager for underwater	· inspec	tions, acoustic imaging,
		report preparation and s	uomittai ior 3/ structu	res inrougnout Region 1 in eastern 1 ennessee. Underwater acoustic imagi	ng was	performed on multiple



	bridges. Diving conditions included fast flow with debris and limited visibility. Structural conditions were documented with underwater photography. Non- destructive testing was used to accurately determine the remaining section of steel piles and exposed steel reinforcement. Soundings were taken at each SSU to accurately evaluate scour conditions. Reports included NBIS component ratings, element level condition ratings, repair recommendations, plan and profile drawing of the waterway, and acoustical data for SSU's in depths of 33 ft or greater. Performed work in full compliance with FHWA and TDOT guidelines, including NBIS certification requirements.
2023	Elizabeth City NC, Water-Church Street Pump Station Replacement Project: William led the assessment of the complex underground stormwater management system for Elizabeth City, NC. The stormwater system was being evaluated for structural integrity and capacity as part of a city-wide stormwater management project. The system consists of reinforced concrete culverts, steel pipe culverts, reinforced concrete wet wells, and steel pipe arch culverts that transport stormwater from a pump station to the Pasquotank River. Structural assessment and verification of dimensions were completed for
	each structure, with non-destructive testing used to determine the remaining section of steel members. Reports included detailed assessment findings, condition ratings, plan and elevation drawings, and repair recommendations.
2021	<b>TXDOT, Port Aransa Ferry Terminal Underwater Inspection:</b> William was the team lead for the field inspection, acoustic imaging, and report preparation in accordance with the American Society of Civil Engineers' Waterfront Facilities Inspection and Assessment Manual. Scope of work included an underwater inspection of the dolphin piles, fender guide walls, gantry tower piles, concrete and steel bulkheads at the Port Aransas Ferry Terminal Landings on Mustang Island and Harbor Island. The overall condition of each structure and the condition of the individual components composing the structures were evaluated and assigned condition ratings. The final report also included repair and maintenance recommendations to extend the service life of the facility.
2020-2021	<b>LADOT, Statewide Underwater Bridge Inspections:</b> William inspected the underwater portions of the I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain utilizing surface-supplied air and commercial scuba diving systems.
2019–2021	IADOT, Statewide Underwater Bridge Inspections: William led forty-three underwater bridge inspections and twenty-three hydrographic surveys. Structures inspected included timber, steel, and concrete bridges crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection required an in-depth engineering report with photographs and CAD drawings illustrating defects. William prepared all reports and ensured they were provided to the client on schedule.
2019–2021	<b>ODOT, Districts 1 and 9, Underwater Bridge Inspections:</b> William was an assistant inspector for 41 bridges throughout Districts 1 and 9, including major bridges over the Ohio River. Each inspection required an engineering report with photographs and CAD drawings illustrating observed defects.
2021	IADOT, I-74 Mississippi River Bridge, Final Underwater Acceptance Inspection: William performed the final acceptance inspection of the new I-74 Mississippi River Bridge and drafted a detailed findings report, which noted several deficiencies the contractor had to correct before opening the bridge. Detailed measurements were collected of each SSU below the waterline and analyzed against the design plans. The report consisted of a detailed plan and elevation view of each SSU with stationing applied to clearly convey the locations of deficiencies.
2020	<b>City of Columbus, MS, Old US 82 Underwater Damage Inspection:</b> William completed an underwater damage inspection of the Old US 82 bridge over the Tombigbee River to assess substructure damage after a barge struck two piers supporting a 202 ft swing span. Substructures consisted of a 26-ft-diameter reinforced concrete pivot pier and a reinforced concrete column bent. The scope of work included an underwater damage inspection, 2D acoustic imaging, structural condition assessment, and a summary report stating damages resulting from barge impact. The report included detailed inspection findings, underwater photos, and drawings of observed damage.
2020	USCG, 7th District, Sector San Juan and MSD St. Thomas, Waterfront Facilities Inspection and Assessment: William was an assistant inspector for the waterfront facilities inspection and assessment of Sector San Juan and MSD St. Thomas. Assessed structures included piers and mooring systems for USCG Cutters, steel and concrete sheet pile bulkheads, riprap revetments, and utilities. William collected ultrasonic thickness measurements throughout hundreds of feet of steel bulkhead. He also prepared detailed inspection reports for both facilities in accordance with the ASCE Waterfront Facilities Inspection and Assessment Manual.
2019	<b>BIA, NBIS Nationwide Bridge Inspection IDIQ:</b> William was an assistant inspector for more than 20 combination routine and underwater inspections of Indian-owned bridges throughout New Mexico, Nevada, California, and Arizona. He also completed the report preparation for all inspections and the initial structural analysis for one of the inspected structures.



Firm employed by: WSP USA Inc. 🖤 S 👔						
Name	Stuart I	Pitre	•	Years of relevant experience with this employer	1	
Title	Senior U	<b>Underwater Bridge Ins</b>	pector, CBI	Years of relevant experience with other employer(s)	13	
Degree(s	) / Years	/ Specialization		N/A		
Active re	gistratior	n number / state / expir	ation date	N/A		
Year regi	stered	N/A	Discipline	Commercial Diving / Bridge Inspection		NON
Contract	role(s) / l	brief description of res	ponsibilities	Dive Supervisor / Bridge Inspector – Supervision and performation	ance	
		-		of dive operations for underwater inspection.		

Stuart has 14 years of experience in the inspection of in-service bridges. He has also served as Team Leader on numerous routine and underwater bridge inspections across the United States. He is well-versed in procedures, policies, and standards required to perform inspections of bridge components and is experienced in coordinating with various agency personnel, subcontractors and vendors. He has a wide variety of experience in bridge inspections, varying from cable-stayed, truss, and suspension span bridges, to single-span timber bridges and culverts as well as water-control stations, pump houses and dams. He is experienced in ancillary inspections, rope access and confined-space inspections.

Relevant Training: FHWA-NHI-130078, Fracture Critical Inspection of Steel Bridges (2023); FHWA-NHI-130053, Bridge Inspector Refresher Training (2022); FHWA-NHI-130087, Inspection and Maintenance of Ancillary Highway Structures (2017); FHWA-NHI-130091, Underwater Bridge Inspection (2013); FHWA-NHI-130111, NDE Fundamentals for Bridge Inspection (2020); FHWA-NHI-135087, Scour at Hwy Bridges: Concepts and Definitions (2019); FHWA-NHI-135086, Stream Stability Factors and Concepts (2019); FHWA-NHI-135091, Basic Hydraulic Principles (2019); SPRAT Level I Rope Access Technician (2024); ADCI Surface Supplied Air Diving Supervisor (2016); OSHA 30-Hr, Construction Industry Outreach Training (2020); OSHA Confined Space Entry and Supervisor (2019); OSHA Fall Protection Course (2018); AASHTOWare Bridge Management (BrM) Workshop (VDOT) (2017); Commonwealth of Pennsylvania (DOT) Bridge Safety Inspector Training (2015); First Aid/CPR/AED/O2 Administration (2023)

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".
01/10-01/16	Virginia DOT: Perform underwater inspections of state-wide underwater bridge list when VDOT demobilized the state dive team. Ensured
	all policies and procedures were met and smooth transition was achieved.
05/22-12/22	U.S. Army: Coordinate and supervise as well as perform underwater inspection of all timber structures located on Ft. Stewart, Georgia.
	Ensured compliance with all EM 385 guidelines as well as all ADCI and OSHA requirements.
10/14-12/14	U.S. Coast Guard: Planned and performed inspection of offshore radio tower located 5 miles from Key West. Ensuring that the demolition
	of tower would not cause any damage or harm to the environment and the natural coral reef in the vicinity of the tower.
01/10-10/14	Louisiana DOT&E: Plan logistics and perform underwater inspections of all bridges placed on the state-wide contract. Perform QA/QC of
	inspection reports.
09/09-10/16	Mississippi DOT: Plan and supervise underwater inspection on the state-wide asset management bridge list. Structures composed of steel,
	concrete and timber. Compose field reports and maintain constant communication with client in regards to bridges that were structurally
	deficient or in need of immediate repair.
07/23-01/24	City of Richmond, Department of Public Works. Structure and Bridge Inspections, Richmond, Virginia: Responsible for planning and
	executing bridge, culvert and water control structures inspections, report assembly, and maintenance recommendations of bridge inspections
	in accordance with NBIS. Responsibilities also include scheduling access equipment and traffic control as well as coordinating with CSX



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	Railway Workers in Charge (RWIC) to inspect structures located on or within CSX right-of-way. Structures include but are not limited to
	steel two-girder non-redundant structures, steel truss structures, and steel multibeam bridges, concrete simple span, and culverts.
10/21-10/22	DelDOT Underwater and Low-Clearance Bridge Inspections, Statewide, DE: Responsible for planning the logistics of monthly
	underwater inspections, report assembly, and maintenance recommendations of bridge and culvert structures in accordance with NBIS and
	DelDOT standards. Performed and supervised ADCI and OSHA compliant dives utilizing surface supplied air (SSA) and/or commercial
	SCUBA diving equipment in depths up to 20-feet. Worked as diver on a penetration dive, utilizing a 5-man dive team for low-clearance
	culvert in Wilmington, DE.
10/21-10/22	MDOT SHA Structure Condition Inspection and Evaluation Services, Statewide, MD: Responsible for underwater inspections, report
	assembly, and maintenance recommendations of bridge and culvert structures in accordance with NBIS and MDOT standards. Supervised
	and performed multiple ADCI and OSHA compliant dives utilizing surface supplied air (SSA) and/or commercial SCUBA equipment in
	depths less than 60-feet. Coordinated emergency underwater inspection on the Harry J. Nice Bridge over the Potomac River. Supervised and
	coordinated QA inspection of underwater repairs to the Chesapeake Bay Bridge.
09/21-10/22	VDOT Safety Inspection of Highway Structures, Bridges, and Support Structures for Traffic Control Devices, Fredericksburg, VA:
	Performed inspections, report assemblies, and maintenance recommendations of more than 50 bridge and 80 ancillary structures ranging from
	interstate overpasses, rural bridges spanning small creeks, overhead signs, traffic signals, and luminaires in accordance with NBIS and VDOT
	standards. Responsibilities also include inspection scheduling, coordination of access equipment and traffic control. Performed the in-depth
	and fracture critical inspection and report assembly of the Robert O. Norris Bridge (Route 3 over the Rappahannock River), a 44-span structure
	that consists of through-truss and deck-truss spans, two-girder spans, and multi-beam spans. Performed routine and crack-mapping inspections
10/21 02/22	of the Eltham Bridge (Route 30 over the Pamunkey River) and Lord Delaware Bridge (Route 33 over the Mattaponi River).
10/21-03/22	VDOT Safety Inspection of Robert O. Norris Bridge, VDOT Highway Structures, Bridges, and Support Structures for Traffic Control
	Devices, Fredericksburg, VA: Stuart spearheaded an in-depth inspection of the Robert O. Norris Bridge over the Rappahannock River. As
	senior salety inspector, he operated the shooper bucket inroughout the inspection, evaluated and documented all defects observed, prepared
	and repair recommendations. Stuart discovered twenty-seven spans of the bridge
01/19 04/20	City of Norfelly Department of Public Works, Norfelly VA. Stuart led an emergency inspection of the Compostelle Pridge fonder system
01/10-04/20	in Norfolk, VA after being struck by a transiting barge. He prepared and drafted the dive plan to safely inspect the fender system and performed
	all in water operations. As primary diver Stuart discovered the fender system had a fallen timber nile submerged in the channel and had
	become hazardous to vessel pavigation. Due to his finding, the pile was tagged by the Coast Guard and a warning sent out to hoaters. His
	finding also revealed that the fallen nile had damaged the sheet nile wall along the channel nier and another area not previously reported had
	been badly damaged
09/09-01/16	Florida Turnpike Association North and South: Plan and perform topside and underwater inspections of all turnpike bridges and culverts.
0,,0,,0,,10	Including penetration dives in submerged culverts, low clearance bridges and various water control structures. Perform sign and high mast
	light tower inspections for all associated structures, in excess of 100 structures. QA/QC all reports prior to submittal.
09/09-10/16	Florida DOT: Planned and performed topside and underwater inspections throughout Districts 2, 4 and 5. Meeting the needs of Local
	Government, Asset Management and State bridges in those districts. Depths up to 50 feet. District 3 – Performed Topside and sign inspections.
	Drafted reports for all structures.
01/10-10/14	South Carolina DOT: Performed statewide underwater inspections on various types of bridges and culverts throughout the state including
	historic bridges in Downtown Charleston Harbor.
01/15-12/16	Alaska DOT: Responsible for the safe shipment of all underwater equipment and logistic planning of two trips to perform underwater
	inspections throughout the state as well as the Yukon Territory. Perform in-depth underwater inspections using hand tools, underwater
	photography and video as well as NDE of steel piles on bridges and ferry landings. Installed crack gauges on pier walls on a shifting bridge.



Firm en	nployed by	: WSP USA Inc. 🕅 🛇	1			
Name	Stepher	Rowley		Years of relevant experience with this employer	1	
Title	Senior S	pecialist, Inspection		Years of relevant experience with other employer(s)	6	
Degree(	(s) / Years	/ Specialization		Associate of Applied Science, WVU		
				Diver's Institute of Technology		
Active r	registration	n number / state / expir	ation date	N/A		900
Year reg	gistered	N/A	Discipline	Bridge Inspection / Commercial Diving / UAS Operation	ons /	
				Underwater Scanning		
Contrac	t role(s) / l	orief description of res	ponsibilities	Dive Supervisor / Bridge Inspection Team Leader / UAS Pi	lot –	
				Supervises and leads diving operations for underwater bi	idge	111
				inspections, writes and reviews inspection reports, ope	rates	
				underwater sonar scanning equipment and processes relevant	data,	
				pilots unmanned aerial systems for the use of bridge inspectio	ons.	
Mr. Rov	wley has pi	rofessional experience	in underwater inspe	ections, commercial diving, acoustic imaging, and drone (UAS)	opera	tions throughout the
United S	States. Ste	phen has experience v	with 2d as well as 3	d acoustic sonar scanning equipment and has been involved w	ith the	e deployment of the
equipme	ent and the	e gathering and process	sing of the scan data	a. He is also skilled in the use of drone photography and scanni	ng.	
Relevan	it Training	: NHI-130055, Safety	Inspection of In-S	ervice Bridges (2021); NHI-130091, Underwater Bridge Insp	ection	(2019); Adult First
Aid/CP	R/AED (20	023); Oxygen Adminis	stration (2023); Part	107 Remote Pilot (UAS) (2023); Boating Safety Course, South	Caroli	ina (2019); Certified
Bridge	Inspector,	FL (No. 00681) (2023	); ADCI Surface-Su	applied Air Diving Supervisor (No. 67948) (2024)		
Experie	nce dates	Experience and qual	lifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "conditio	n asse	ssment", "steel and
(mm/yy	<u>–mm/yy)</u>	concrete rehabilitatio	on, "Non-destructiv	e Testing", "Project Management".		
2023-0	Ongoing	SCDOT, District 5	Underwater Bridg	ge Inspections: Mr. Rowley team leads topside and underwate	r bridg	ge inspections of in-
		service bridges and c	culverts as well as d	lrafts and reviews bridge/culvert inspection reports in BrM.		<u> </u>
2019	-2023	SCDOT, Statewide	Underwater Bridg	ge Inspections: Stephen was a team leader and inspector for un	derwa	ter inspections,
		scour assessments, a	nd routine inspectio	ons throughout the state, including the James Island Connector	bridge	internal inspection.
		Stephen also perform	ned 2d and 3d sonal	r scans of various structures throughout SC including I-95 over	the Pe	edee river and
2010		HW-17 over the Wa	ccamaw river.			
2019	-2023	TXDOT, Statewide	Underwater Brid	<b>Ige Inspections:</b> Stephen has completed over 30 underwater 1	nspect	ions throughout the
2021	2022	state in accordance v	with NBIS and TXL	DOT standards.		
2021	-2023	TDOT, Underwater	r Inspection of On-	Systems Bridges: Stephen was an inspector for underwater insp	ection	is, acoustic imaging,
		along with report an	nd CAD drafting, a	and scan processing for structures throughout eastern Tennes	see. L	Inderwater acoustic
		imaging was perform	ned on multiple br	idges utilizing 2d sonar scanners. Diving conditions included	tast fl	ow with debris and
		limited visibility. W	ork was performed	d in full compliance with FHWA and TDOT guidelines, inc	luding	; NBIS certification
	0000	requirements.	<b>T</b> T <b>1</b> . <b>1</b> . <b>1</b>			<u> </u>
2020	-2023	LADOT, Statewide	Underwater Brid	ge Inspections: Stephen was an inspector for the underwater p	ortions	s of many structures
		throughout Louisian	a including the Gate	eway to the Gulf Expressway and I-10 over Lake Pontchartrain	•	



2020	City of Columbus, MS, Old US 82 Underwater Damage Inspection: Stephen completed an underwater damage inspection of
	the Old US 82 bridge over the Tombigbee River to assess substructure damage after a barge struck two piers supporting a 202 ft
	swing span. Substructures consisted of a 26-ft-diameter reinforced concrete pivot pier and a reinforced concrete column bent. The
	scope of work included an underwater damage inspection, 2D acoustic imaging, structural condition assessment, and a summary
	report stating damages resulting from barge impact. The report included detailed inspection findings, underwater photos, and
	drawings of observed damage.
2019–2020	USCG, ATON (Aid to Navigation), Waterfront Facilities Inspection and Assessment: Stephen was an inspector for USCG
	waterfront facilities off the coast of Key West FL, GA, VA, NY, and ME. Assessed structures included piers and monopile
	structures, steel and concrete sheet pile bulkheads, riprap revetments, and utilities. Stephen collected ultrasonic thickness
	measurements on steel piles and sheet walls.
2019	BIA, NBIS Nationwide Bridge Inspection: Stephen was an assistant inspector for more than 20 combination routine and
	underwater inspections of Indian-owned bridges throughout Minnesota. He also completed the CAD drafts for many of the
	structures.

Page	75	of	229
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Firm employed by	: WSP USA Inc. WS		
Name <b>Tyler P</b>	atterson	Years of relevant experience with this employer	3
Title Consulta	ant, Structural Engineering	Years of relevant experience with other employer(s)	3
Degree(s) / Years	/ Specialization	BS / 2018 / Civil Engineering	
Active registration	n number / state / expiration date	N/A	
Year registered	N/A Discipline	Civil Engineering	
Contract role(s) / b	prief description of responsibilities	Underwater Bridge Inspector – Meets all requirements for M	PR5.
Tyler is an Underv 90 underwater bri reinforced concret 105 above water N and steel box-gird Relevant Training Bridges, May 201 Bridges for Bridg Entry Level Tende	<ul> <li>vater Bridge Inspection Team Leader with dge inspections throughout South Carol e pile bents, pier walls, pile supported foo NBIS Inspections including several fractu er bridges.</li> <li>: FHWA/NHI-130053 Bridge Inspection 8; FHWA/NHI-130091 Underwater Brid e Inspectors, October 2023; FHWA/NHI er/Diver, Expires May 2025; Heartsaver F</li> </ul>	a 6 years of experience. He is an ADCI certified commercial div ina, Maryland, and Delaware. Applicable substructures inclu tings and spread footings. In addition to Underwater Inspection re critical structures including steel two-girder systems, deck Refresher Training, January 2023; FHWA/NHI-130055 Safe ge Inspection, May 2023; FHWA/NHI-135047V Stream Stabi -130078 Fracture Critical Inspection Techniques for Steel Bri irst Aid CPR AED, Expires April 2026; HIS Emergency Use o	ver and has performed over de timber, prestressed and s, Tyler has also performed and through-truss systems, ty Inspection of In Service ility and Scour at Highway idges, August 2022; ADCI f Medical Oxygen, Expires
April 2026; OSHA	A 30 Hour Construction, April 2022; OSF	IA Confined Space Entry Training (8 Hours Construction Indu	stry), November 2021
Experience dates	Experience and qualifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	on assessment", "steel and
(IIIIII/yy-IIIIII/yy)	Bridge Inspections and Load Batings	South Coroling Department of Transportation (SCDOT)	District 5 SC: Underworten
03/25-Fiesen	Bridge Inspections and Load Ratings, Bridge Inspection Team Leader respon recommendations for District 5 of SCD0 several low clearance bridges and culv coordinating inspection trips.	sible for NBIS bridge inspections, report assembly and review OT. Tyler has performed and team lead 50 NBIS underwater bry verts. He is also responsible for providing quality assurance	ws within BrM, and repair idge inspections, including on inspection reports and
09/23-02/24	Churchland Bridge Replacement, Cit final acceptance inspection of the top of surface-supplied dive to inspect underw inspection, he ensured all as-built bridge summary of all punch list items needing	<b>y of Portsmouth, Portsmouth, VA:</b> Bridge Inspection Team The deck and approach roadway items, as well as an ADCI an ater portions of the substructure and fender system. As part of e components match the design plans and specifications. He als attention and provided it to the City of Portsmouth	Leader and performed the d OSHA-compliant the final acceptance so developed a detailed
10/21–06/24	Washington Metropolitan Area Tr Washington DC: Tyler was responsible recommendations of in accordance with and traffic control as well as coordination within WMATA's right-of-way. WMA girders, steel two-girder structures, steel	ansit Authority (WMATA) Bridge Structure Inspectio e for over 50 above water WMATA bridge inspections, report a NBIS and WMATA standards. Responsibilities also include sc on with WMATA Railway Workers in Charge (RWIC) to insp TA bridge structures include but are not limited to post-tension truss structures, and steel multibeam bridges.	ns, Maryland, Virginia, ssemblies and maintenance heduling access equipment ect structures located on or on segmental concrete box



10/22-01/23	Statewide Safety Inspection of Highway Structures & Bridges and Support Structures for Traffic Control Devices,
	Virginia Department of Transportation (VDOT), Statewide, VA: Performed inspections, report assemblies, and maintenance
	recommendations for 10 above water bridge structures in the Fredericksburg District of VDOT. Tyler performed all inspection
	scheduling as well as any access equipment and traffic control. All structures were on the I-95 corridor in Stafford, VA which
	required strict coordination with VDOT to ensure motorist safety.



Firm emp	ployed by: WSP USA Inc. 🕅 🖏	2			
Name	Ray Cortright	•	Years of relevant experience with this employer	1	
Title	Regional Dive Safety Off	ficer/Asst. Bridge	Years of relevant experience with other employer(s)	22	
	Inspector				
Degree(s) / Years / Specialization			BS / 2002 / Environmental Science		è F
Active re	egistration number / state / expin	ration date	N/A		attenday
Year regi	istered N/A	Discipline	Commercial Diving / Bridge Inspection		and the second
Contract	role(s) / brief description of res	sponsibilities	Regional Dive Safety Officer – Overseer of all diving regulat	ions	
			and practices in the East Coast Region		
As a U.S	S. Army Dive Supervisor, Ray 1	managed a worldwid	de deployable engineer dive detachment, executing SCUBA an	d surface si	upplie

As a U.S. Army Dive Supervisor, Ray managed a worldwide deployable engineer dive detachment, executing SCUBA and surface supplied diving operations and covering a wide range of applications and tasks including underwater demolition, cutting and welding, salvage operations, harbor clearance, hydrographic surveying, Remote Operated Vehicle (ROV) operations, side-scan sonar operations, ships husbandry, rigging, and port construction and rehabilitation.

Relevant Training: Dive Supervisor Certification, Association of Diving Contractors; NHI 130091 Underwater Bridge Inspection Certification; NHI 135047V Scour Certification; NHI 135086 Stream stability Factors Certification; NHI 135087 Scour at Highway Bridges Certification Commercial Diving Certification: U.S. Army First Class Diver Certification; Boat U.S. Foundation Certification; OSHA 10.

Experience dates	Experience and qualifications relevant to the proposed contract, i.e., "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".
01/2023-	SCDOT Bridge Inspections: Currently performs both underwater and topside inspections of South Carolina in-service bridges
Ongoing	in District 5, supervises diving operations, and drafts and revises post-inspection reports.
9/21/2023	Churchland Bridge Final Underwater Acceptance Inspection: Supervised surface supplied dive operations to inspect

	underwater elements and dimensions. Drafted and revised post-inspection report.
12/04/2023-	Dupont Bridge (Panama City, FL) Scour Inspection: Supervised diving operations, collected channel bottom soil samples,
12/07/2023	and conducted reconnaissance and scour inspection for the construction of a new bridge.

09/06/2023-<br/>09/07/2023Port of Miami Cruise Terminal Inspection: Supervised diving and conducted underwater condition assessment and benthic<br/>survey of the Cruise Terminal J bulkhead. Inspection included Level 2 sheet pile inspections while inspecting for areas of debris,<br/>locations and quantities.



Firm em	ployed by	: WSP USA Inc. 🕅	S  1		
Name	Nichola	s J. Schilling	- <u>r</u>	Years of relevant experience with this employer	1
Title	Underw	ater Bridge Inspector	,	Years of relevant experience with other employer(s)	0
Degree(s	s) / Years	/ Specialization		Commercial Diving Technologies / 2022	196
Active re	egistratior	number / state / exp	iration date	N/A	
Year reg	istered	N/A	Discipline	Commercial Diving / Bridge Inspection	
Contract	role(s) / l	orief description of re	sponsibilities	Underwater Bridge Inspector – Performs diving operations for	r the
	111 1	1 6 :	1 . 1 .	underwater inspection of in-service bridges.	
Mr. Schi	lling has	I year of experience	as an underwater bric	ige inspector. Since beginning his career with WSP, he has peri	formed 50+ inspections of
1n-serv1c	e bridges	and culverts, drafted	and revised the major	brity of all underwater reports, and maintained all dive and insp	ection equipment.
Relevant	t Training	: Association of Divi	ng Contractors Interr	national (ADCI) Tender/Diver (January 7, 2022); Kirby Morgar	n Maintenance and Repair
Technici	Technician, Certification No. T-21229 (April 17, 2024); FHWA-NHI-130091 Underwater Bridge Inspection (May 25, 2023); FHWA-NHI-135047V			3); FHWA-NHI-135047V	
Stream Stability and Scour at Highway Bridges for Bridge Inspectors (October 27, 2023)					
Experier	nce dates	Experience and qu	alifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	n assessment", "steel and
(mm/yy-	-mm/yy)	concrete rehabilitat	ion, "Non-destructiv	e Testing", "Project Management".	
01/2023	-Present	SCDOT Bridge In	spections: Continual	lly performs both underwater and topside inspections of South C	Carolina in-service bridges
		and culverts in Dist	rict 5 and drafts and	revises post-inspection reports.	C
09/21/	/2023-	Churchland Bridg	e Final Underwater	Acceptance Inspection: Performed surface supplied dive ope	rations to inspect
10/23	/2023	underwater element	ts and dimensions. D	rafted and revised post-inspection report.	-
12/04/	/2023–	<b>Dupont Bridge</b> (Panama City, FL) Scour Inspection: Performed surface supplied diving operations, collected channel bottom			
12/07	/2023	soil samples, and co	onducted scour recon	naissance for the construction of a new bridge.	
09/06/	/2023-	Port of Miami Cru	uise Terminal Inspe	ection: Performed diving operations and conducted underwater	condition assessment and
09/07	/2023	benthic survey of th	ne Cruise Terminal J	bulkhead. Inspection included Level 2 sheet pile inspections.	



SDR Engineering Inc

Firm em	ployed by	: Consor Engineers	, LLC  🖍 cons	sor		
Name	Michae	l Dukes, PE		Years of relevant experience with this employer	14	
Title	Vice Pro	esident/Central Dist	rict Manager	Years of relevant experience with other employer(s)	2	
Degree(s	Degree(s) / Years / Specialization			BS/2008/Civil Engineering		
				MS/2009/Civil Engineering		
				MS/2019/Engineering Management		
Active registration number / state / expiration date			piration date	40986/Louisiana/03.31.2025		
Year reg	istered	2016	Discipline	Professional Engineer/Civil		
Contract role(s) / brief description of responsibilities Michael fulfills the minimum personnel requirement for MPR 8 or						
				10.		

Michael Dukes is a professional engineer with more than 16 years of experience managing and leading bridge safety inspection, structural design, and waterfront facility inspection projects nationwide. As our Underwater Acoustic Imaging Technical Expert, he has utilized 2D and 3D SONAR to image structures and document scour during emergency flood responses, as well as to enhance diver safety during routine underwater bridge inspections. His responsibilities include overall project management, coordinating logistics for inspection teams nationwide, serving as team leader for above and below water NBIS bridge inspections, load rating of steel and concrete structures, emergency responses, and quality control of element-level inspection data submittals in various bridge inspection databases. He has made presentations on underwater bridge inspections and acoustic imaging at numerous conferences, including the Louisiana Transportation Conference.

- NHI 130055, Safety Inspection of In-Service Bridges 10/16/2015
- NHI 130053, Bridge Inspection Refresher Training 03/12/21
- NHI 130091, Underwater Bridge Inspection 01/30/2015
- NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges 02/18/2022
- NHI 135046, Stream Stability and Scour at Highway Bridges -09/15/2022
- NHI 135048, Countermeasure Design for Bridge Scour and Stream Instability -05/11/2023
- NHI 135085, POA for Scour Critical Bridges 10/15/2020
- NHI 420018, Instructor Development Training 03/21/2014

Certifications:

• Surface-supplied Air Diving Supervisor – ADCI #58165

• FHWA-certified NHI Bridge Instructor (2015): NHI 130053, NHI 130078, NHI 130091

• HYPACK Hydrographic Surveying Field to Finish Single Bean Training - 05/21/2018

Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".
08/22–Ongoing	Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader/Acoustic Imaging
	Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts
	statewide. Consor's most recently completed task order (2022) closed out our second consecutive contract, with the third
	consecutive contract's first task order also starting in 2022. Inspections have included challenging aspects specifically related
	to wildlife, fast currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and



	debris buildup. This project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10 Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD
	inspection drawings, streambed cross sections comparing previous to current soundings, repair recommendations and photo
0.5/22 0	documentation are included as part of each inspection submittal.
05/22–Ongoing	NHI Manual Updates, Federal Highway Administration – Contributor
	Consor is currently rewriting and updating two key manuals that are utilized extensively in the underwater bridge inspection
	Inspection Manual and the EHWA Underwater Bridge Denair. Behabilitation and Countermoscures Manual are receiving a
	complete overhaul. Consor is working closely with FHWA staff and state DOT representatives to ensure that the manuals
	present the latest practices and innovations in the underwater bridge arena. The underwater bridge inspection manual is
	being updated to the new NBIS standards and incorporating changes that are required by SNBI.
02/12-03/13	Contract H.005365.5: Underwater Acoustic Imaging for Bridge Inspection, Louisiana DOTD – Project Manager/Team
	Leader
	As a subconsultant, Consor assisted in the performance of underwater acoustic imaging for the inspection of 100+ bridge
	piers throughout the state of Louisiana. Consor provided diver investigations of any anomalies that were found. The pier
	inspections included both sides of the piers and the upstream and downstream noses of the piers. The scans were performed
	to identify and locate any major damage or deterioration, such as corrosion, loss of section, or scour undermining. Equipment
	required for these scans included a multi axis, steered beam imaging and profiling remote sensing system. All surface-supplied
01/17 Organiz	air diving was performed by ADCI-certified divers. Detailed reports were generated and submitted to LADOID.
01/17–Ongoing	Statewide Underwater bridge inspections, mississippi $DOI - r$ roject manager Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges
	in accordance with the NBIS Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges
	Diving conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were
	documented with underwater photography. Non-destructive testing was used to accurately determine remaining section of
	steel piles, and timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream
	of the bridge while full contours were developed for each bridge site. Reports included NBIS component ratings and
	element-level inspections.



Firm employed by	: Consor Engineers, LLC  \land CONSO	r	
Name Eric Ha	rbeson, PE	Years of relevant experience with this employer 3	
Title Senior P	roject Manager	Years of relevant experience with other employer(s) 15	)
Degree(s) / Years	/ Specialization	BS/2005/Civil Engineering	)
Active registration	number / state / expiration date	084508/Pennsylvania/09.30.2025	
Year registered	2016 Discipline	Professional Engineer/Civil	
Contract role(s) / b	orief description of responsibilities	Eric fulfills the minimum personnel requirement for MPR 4.	
Eric Harbeson is a	senior project manager with more than 1	8 years of experience specializing in bridge engineering and structural inspection. H	łe
has managed proje	ects consisting of hundreds of bridges to p	projects focusing on one or two complex structures and has managed a bridge	
replacement project	ct and several bridge rehabilitation projec	ts. He is a SPRAT Level III certified rope access technician and has led and conduc	ted
more than 1,500 h	ours of rope access inspection work on br	ridges and buildings. Eric has been involved in emergency bridge inspections, as we	ll as:
structural monitori	ing and evaluation. He has also maintaine	ed professional relationships with stakeholders, including railroads, US Coast Guard	Ι,
Army Range Cont	rol, US Army Corps of Engineers, and sta	ate DOTs.	
Courses:			
• NHI 130055, Saf	rety Inspection of In-Service Bridges – 10	)/16/2008	
• NHI 130053, Bri	dge Inspection Refresher Training – $09/1$	6/2021	
• NHI 130078, Fra	cture Critical Inspection Techniques for	Steel Bridges $- 04/21/2023$	
• NHI 130087, Ins	pection and Maintenance of Ancillary Hi	gnway Structures–11/16/2011	
• NHI 130091, Un	derwater Bridge inspection $-04/13/2023$		
• NHI 130110, Tu	multiplication $= 09/23/2010$	/2021	
• NHI 420018 Ins	tructor Development Training $-00/20/20$	2021	
Certifications:	tractor Development Training = 0)/2)/20		
• SPRAT Level III	Rope Access Engineer – #171728		
• FHWA-certified	NHI Bridge Instructor (2023): NHI 1300	78	
Experience dates	Experience and qualifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "stee	el and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructiv	e Testing", "Project Management".	
04/21-06/24	Statewide NSTM (Fracture Critical) B	ridge and Tunnel Inspections, Texas DOT – Deputy Project Manager	
	Consor provided hands-on inspection of the	he NSTM components of on- and off-system bridges throughout the state and NTIS insp	ection
	of tunnels for this task order-based three-	year contract. Signature structure inspections included the Sidney Sherman Bridge, Ra	inbow
	Bridge, Butterfly Bridge, Klyde Warren	Tunnel, Port Aransas Ferry Terminals, and the Queen Isabella Causeway. Common in	urban
	areas, Consor completed many inspection	ns of welded tub girders framing into welded box pier cap elements often requiring mo	ultiple
	lane closures and night work. Each Cons	or inspector was experienced and equipped with basic NDE (magnetic particle (MT) of	or dye
	penetrant (PT) test kits) to confirm the ext	ent of fatigue related deficiencies. Hands-on access to the designated members (superstr	ucture
	and substructure components) required ac	lvanced training in railroad safety and right-of-entry requirements, confined space entr	y, use
	ot mechanically elevated work platforms	, industrial rope access, NDE testing methods (PT, MT and ultrasonic (UT)) and know	vledge



	of the MUTCD. Access was determined and coordinated based on the bridge type, route carried or over; our robust specialized access
	expertise allows us to utilize the most efficient and effective method for completing the inspection. Inspections were conducted in
	compliance with the state, SNBI, AASHTO, and FHWA regulations. Each NSTM inspection included an NSTM report narrative
	detailing the condition of the NSTM members with element-level assessment including representative photographs and a separate
	fatigue details document which are submitted through AssetWise.
7/21-01/22	NBIS In-Depth & Routine Bridge Inspection of US 20 & Iowa 926, Iowa DOT – Team Leader
	Consor performed the hands-on inspection of NSTM (fracture critical) members and in-depth inspection of remaining above water
	portions of two bridges. The US 20 (Julien Dubuque) Bridge over the Mississippi River in Dubuque, constructed in 1943, is a 5,760-
	ft. steel tied arch bridge with an 845-ft. main span. The Iowa 926 Bridge over the Des Moines River in Fort Dodge was constructed in
	1935 and is a 562-ft. deck truss bridge with a 136-ft. main span. The inspection of the Iowa 926 Bridge was performed entirely with
	the use of specialized access techniques; no mechanical access or traffic control was needed. The Julien Dubuque inspection utilized
	specialized access and mechanical access vehicles both on land and from a barge; this combination of techniques permitted the
	inspection of every primary structural member in every span without any lane closures or disruption to traffic on the bridge, as
	requested by Iowa Department of Transportation. Each inspection required a comprehensive engineering report of findings including
	an executive summary, detailed summary of findings, repair recommendations, and photographs. We were reselected for this
	inspection contract in spring of 2023.
02/21–Ongoing	Areawide State Bridge Inspection (Interstate and Non-Interstate), Florida DOT, District 2 – Team Leader
	Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM (fracture critical) inspections for an
	expanded inventory of more than 270 bridges located primarily in the Jacksonville area. Jacksonville's two signature steel trusses, with
	lengths of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques.
	Jacksonville's third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors,
	which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical
	electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions.
	Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders.
	Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques.
	Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied
	air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges.
	Each inspection requires a comprehensive BrM engineering report with photographs and drawings.
06/17–Ongoing	Statewide NBIS Bridge Inspections, Arizona DOT – Team Leader
	Consor was selected to perform routine, in-depth, hands-on NSTM (fracture critical), and underwater bridge inspections in accordance
	with NBIS standards as part of Arizona DOT's task order-based on-call contract. Consor is responsible for maintaining ADOT's bridge
	inventory in the Southwest and Northwest regions of the state. Access to these structures were achieved through any variation of the
	following: adapted rope access techniques, bucket trucks or under-bridge inspection vehicles (UBIV's) with traffic control closures,
	boats, and/or ladders. Element-level inspections examine all bridge components related to the bridge deck, superstructure, substructure,
	and channel protection. Visual assessment was also performed for the approach roadway components and safety features near limits of
	the structure. Non-destructive testing was used if the team leader deemed it necessary. Detailed engineering reports documenting the
	inspection findings and recommendations were prepared and adhered to ADOT guidelines for report generation. Reports include but
	are not limited to updated SI&A sheet, repair recommendations, maintenance recommendations, inspection report narrative, photo
	report, and channel profile/vertical clearance diagram.



Firm emp	ployed by	: Consor Engineers, L	LC 🏠 CONSO	r		
Name	Heath P	ope, PE		Years of relevant experience with this employer	7	
Title	Vice Pre	sident		Years of relevant experience with other employer(s)	24	
Degree(s	) / Years	Specialization		BS/1992/Civil Engineering		60
				MBA/2004/Old Dominion University		
Active re	gistration	number / state / expin	ration date	36946/Louisiana/9.30.24		-
Year regi	istered	2012	Discipline	Professional Engineer/Civil		
Contract	role(s) / ł	orief description of res	sponsibilities	Heath fulfills the minimum personnel requirement for MPR 8		
Heath Po	pe provid	es more than 31 years	s of experience with	a wide range of inspection and repair/rehabilitation projects.		
As a prof	fessional	engineer and commer	cial diver, he routine	ely performs above-water and underwater condition assessment	S	
and repai	ir design i	nspections; his experi	ience includes a wid	e range of structures, including bridges, piers, wharves, relieving	ıg	
platform	s, dry doc	ks, quay walls, bulkhe	eads, caissons, pipel	ines, and fender and mooring systems. Typical clients include		
state dep	artments	of transportation (DO	Ts), the US Navy, m	najor port authorities, US Coast Guard, and several other federa	1	
agencies,	, municipa	al, and private clients	throughout the US,	Canada, and the Pacific Rim. He also serves as a member and		
contribut	ing autho	r on the ASCE Ports a	and Harbors commit	tee which developed the new ASCE Waterfront Facilities Inspe	ection	and Assessment
Standard	Practice	Manual, published Ju	ne 2015.			
Courses:	Courses:					
• NHI 13	0055, Saf	ety Inspection of In-S	Service Bridges – 02	/04/2005		
• NHI 13	0053, Bri	dge Inspection Refres	sher Training – 09/0	1/2022		
• NHI 13	0078, Fra	cture Critical Inspect	ion Techniques for S	Steel Bridges – 10/27/2023		
• NHI 13	0091, Un	derwater Bridge Inspe	-09/01/2007			
• NHI 13	0092, Lo	ad and Resistance Fac	tor Rating of Highw	/ay Bridges – 09/28/2023		
• NHI 13	0110, Tu	nnel Safety Inspection	n - 03/03/2017			
• NHI 13	5047, Str	eam Stability & Scour	r Highway Bridges f	for Bridge Inspection $-02/21/2007$		
• NHI 42	.0018, Ins	tructor Development	Training - 02/23/20	24		
Certifica	tions:					
• Surface	-supplied	Air Diving Superviso	r - Association of I	Diving Contractors International (ADCI) #24803		
• FHWA	-certified	NHI Bridge Inspectio	on Instructor (2024):	NHI 130078, NHI 130091		
Experien	ice dates	Experience and qua	lifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n asse	essment", "steel and
(mm/yy-	-mm/yy)	concrete rehabilitation	on, "Non-destructive	e Testing", "Project Management".		
08/22-0	Ingoing	Contract 44000191	22: Statewide Und	erwater Bridge Inspections, Louisiana Department of Trans	sporta	ation and
		Development (DOT	(D) – Project Mana	nger/Team Leader		<b></b>
		Under three consecu	itive contracts, Cons	sor has performed 1,467 underwater bridge inspections in LAI	DOTD	Districts statewide.
		Consor's most rece	ntly completed task	order (2022) closed out our second consecutive contract, w	vith th	e third consecutive
		contract's first task	order also starting in	2022. Inspections have included challenging aspects specifica	lly rel	ated to wildlife, fast



	currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This
	project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for
	concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10
	Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway
	and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including
	Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in
	LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings,
	streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included
	as part of each inspection submittal.
01/17-08/22	Contract 4400009105: Statewide Underwater Bridge Inspections, Louisiana DOTD – Project Manager/Team Leader
	Under seven task orders for two consecutive contracts Consor performed 450+ underwater inspections of bridges in LADOTD
	districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA
	diving systems, as well as acoustic imaging. Comprehensive engineering reports were prepared in electronic and hard copy
	formats.
08/19-12/21	Statewide Underwater Bridge Inspections, Iowa DOT – Team Leader/Dive Supervisor
	Consor performed five cycles of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber,
	steel, and concrete construction crossing streams and rivers with swift currents, limited access, and zero visibility. Each inspection
	required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was
	requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction
	operations continued. Consor mobilized to the site within three days and coordinated with the contractors onsite to safely complete
	the underwater inspections without disruption to any construction related activities
01/17–Ongoing	Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader/Dive Supervisor
	Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in
	accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving
	conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented
	with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and
	timber piles were inspected using a timber resistance drill. Soundings were taken upstream and downstream of the bridge while
	full contours were developed for each bridge site. Reports included NBIS component ratings and element-level inspections.
01/17-05/20	Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader
	Consor has conducted 1,000+ NBIS element-level underwater bridge inspections statewide. Responsibilities included the
	investigation, evaluation, and recommendation of repairs to the bridges' substructure units. Bridges ranged in size from small,
	completely submerged box culverts to large, river-crossing trusses, and cable stays. After the inspection, a complete report
	was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS, and stating recommended
	repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on additional piers. Acoustic
	imaging was used on bridges to document scour for repair recommendations.



SDR

Name         Dustin Noel, PE         Years of relevant experience with this employer         15           Title         VP/Structural Assessment Operations Manager         Years of relevant experience with other employer(s)         7           Degree(s) / Years / Specialization         BS/2003/Civil Engineering         1           Active registration number / state / expiration date         079989/Pennsylvania/09.30.2025         1           Year registred         2012         Discipline         Professional Engineer/Civil         1           Contract role(s) / brief description of responsibilities         Dustin fulfills the minimum personnel requirement for MPR 4 or 8.         1           Dustin Noel is a structural engineer with more than 22 years of experience performing NBIS safety inspections using FHWA standards. He is a certified SPRAT Level III rope access engineer performing in-depth, hands-on NSTM (fracture critical) bridge inspection. Dustin's client portfolio includes state departments NB, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.           Courses:         NHI 130078, Bridge Inspection Techniques for Steel Bridges - 12/13/2019           NHI 130087, Inspection and Maintenance of Ancillary Highway Structures - 11/19/2021           NHI 130087, Inspection and Maintenance of Ancillary Highway Structures - 11/19/2021           NHI 130087, Inspection and Maintenance of Ancillary Highway Structures - 11/19/2021           NHI 130091, Underwater Bridge Inspection - 01	Firm employed	by: Consor Engineers, LLC 🛛 🏠 CONSO	r	
Title       VP/Structural Assessment Operations Manager       Years of relevant experience with other employer(s)       7         Degree(s) / Years / Specialization       Bs/2003/Civil Engineering       Active registration number / state / expiration date       079989/Pennsylvania/09.30.2025         Year registered       2012       Discipline       Professional Engineer/Civil       Dustin fulfills the minimum personnel requirement for MPR 4 or 8.         Dustin Noel is a structural engineer with more than 22 years of experience performing NBIS safety inspections. Justin's client portfolio includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection ports that include SI&A updating, score levation, prioritzed maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspection Refresher Course       03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Course         • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges       12/13/2019       • NHI 130078, Fracture Critical Inspection - 06/2/2010         • NHI 130078, Fracture Critical Inspection - 01/25/2019       • NHI 130078, Structure Critical Inspection - 01/25/2019         • NHI 130091, Underwater Bridge Inspection - 01/25/2019       • NHI 130078, NHI 130078, NHI 130078         • Surface-supplied Air Diving Supervisor - ADCI #58346       • SPRAT Level III Rope Accesse Engineer - #110222 <t< td=""><td>Name <b>Dusti</b></td><td>n Noel, PE</td><td>Years of relevant experience with this employer</td><td>15</td></t<>	Name <b>Dusti</b>	n Noel, PE	Years of relevant experience with this employer	15
Degree(s) / Years / Specialization         BS/2003/Civil Engineering           Active registration number / state / expiration date         079989/Pennsylvania/09.30.2025           Year registered         2012         Discipline         Professional EngineerCivil           Contract role(s) / brief description of responsibilities         Dustin fulfills the minimum personnel requirement for MPR 4 or 8.           Dustin Noel is a structural engineer with more than 22 years of experience performing NBIS safety inspections. Dustin's client portfolio includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection reports that include SL&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.           Courses:         • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019           • NHI 130078, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021           • NHI 130078, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021           • NHI 130078, Istructor Development Training – 02/22/2019           • Certifications:           • Surface-supplied Air Diving Supervisor – ADCI #58346           • SPRAT Level III Rope Access Engineer – #110222           • FHWA Access Fingineer – #110222           • FHWA -certified NHI Bridge Inspection	Title VP/St	ructural Assessment Operations Manager	Years of relevant experience with other employer(s)	7
Active registration number / state / expiration date       079989/Pennsylvania/09.30.2025         Year registered       2012       Discipline       Professional Engineer/Civil         Contract role(5) / brief description of responsibilities       Dustin fulfills the minimum personnel requirement for MPR 4 or 8.         Dustin Noel is a structural engineer with more than 22 years of experience performing NBIS safety inspections. Dustin's client portfolio includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection reports that include SI&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He eurrently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.         Courses:       • NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006         • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)         • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019         • NHI 130091, Underwater Bridge Inspection – 01/25/2019         • NHI 130091, B, Instructor Development Training – 02/22/2019         Certifications:         • Surface-supplied Air Diving Supervisor – ADCI #58346         • Sterver Training         • Sterver terabilitization, "Non-destate the inspection," "condition assessment", "steel and (mm/yy-mn/yy)       Findee Inspection, Surfacadon and I	Degree(s) / Yea	rs / Specialization	BS/2003/Civil Engineering	
Year registered         2012         Discipline         Professional Engineer/Civil           Contract role(s) / brief description of responsibilities         Dustin fulfills the minimum personnel requirement for MPR 4 or 8.           Dustin Noel is a structural engineer with more than 22 years of experience performing NBIS safety inspections using FHWA standards. He is a certified SPRAT Level III rope access engineer performing in-depth, hands-on NSTM (fracture critical) bridge inspections. Dustin's client portfolio includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection reports that include SI&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.           Courses:         • NHI 130075, Safety Inspection of In-Service Bridges – 12/28/2006           • PennDOT, Inspection Refresher Course 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)           • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021           • NHI 130081, Underwater Bridge Inspection – 01/25/2019           • NHI 130091, Underwater Bridge Inspection – 01/25/2019           • NHI 130091, Instructor Development Training – 02/22/2019           • Surface-supplied Air Diving Supervisor – ADCI #58346           • SPRAT Level III Rope Access Engineer – #110222           • FHWA-certified NHB Bridge Inspection Instructor	Active registration	on number / state / expiration date	079989/Pennsylvania/09.30.2025	a Lil
Contract role(s) / brief description of responsibilities         Dustin fulfills the minimum personnel requirement for MPR 4 or 8.           Dustin Noel is a structural engineer with more than 22 years of experience performing NBIS safety inspections using FHWA standards. He is a certified SPRAT Level III rope access engineer performing in-depth, hands-on NSTM (fracture critical) bridge inspections. Dustin's client portfolio includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection reports that include SL&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.           Courses:         • NHI 130075, Safety Inspection of In-Service Bridges – 12/28/2006           • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)           • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021           • NHI 130091, Underwater Bridge Inspection – 01/25/2019           • NHI 130081, Instructor Development Training – 02/22/2019           Certifications:           • Surface-supplied Air Diving Supervisor – ADCI #58346           • SPRAT Level III Rope Access Engineer – #11/19022           • HHA - certifie           • Surface-supplied Air Diving Supervisor – ADCI #58346           • SPRAT Level III Rope Access Engineer – #11/19023, NHI 130078, NHI 130091 <td>Year registered</td> <td>2012 Discipline</td> <td>Professional Engineer/Civil</td> <td></td>	Year registered	2012 Discipline	Professional Engineer/Civil	
Dustin Noel is a structural engineer with more than 22 years of experience performing NBIS safety inspections using FHWA standards. He is a certified SPRAT Level III rope access engineer performing in-depth, hands-on NSTM (fracture critical) bridge inspections. Dustin's client portfolio includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection reports that include SI&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.         Courses:       • NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006         • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)         • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019         • NHI 130078, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021         • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021         • NHI 130087, Inspection Stability and Scour – 06/24/2010         • NHI 130088, Instructor Development Training – 02/22/2019         Certifications:         • Surface-supplied Air Diving Supervisor – ADCI #58346         • SPRAT Level III Rope Access Engineer – #110222         • FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130073, NHI 130078, NHI 130091         Experience and qualifications relevant to the proposed	Contract role(s)	/ brief description of responsibilities	Dustin fulfills the minimum personnel requirement for MPR 8.	4 or
certified SPRAT Level III rope access engineer performing in depth, hands-on NSTM (fracture critical) bridge inspections. Dustin's chert portloho includes state departments of transportation and federal agencies, including Louisiana, as well as federal agencies. He has prepared detailed inspection reports that include SI&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide.         Courses:       • NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006         • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)         • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019         • NHI 130078, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021         • NHI 130091, Underwater Bridge Inspection – 01/25/2019         • NHI 130087, Inspection and Scour – 06/24/2010         • NHI 13008, Instructor Development Training – 02/22/2019         Certifications:         • Surface-supplied Air Diving Supervisor – ADCI #58346         • Sperience dates         Experience dates         Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and (mn/yy-mn/yy)         03/16-08/16       John James Audubon Cable Stay Bridge Inspection of the John James Audubon cable stay bridge crossing the Mississipi River north of Baton Rou	Dustin Noel is a	structural engineer with more than 22 year	s of experience performing NBIS safety inspections using FHW	A standards. He is a
Includes state departments of transportation and federal agencies, including Louisana, as well as federal agencies. He has prepared detailed inspection reports that include SI&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006 • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training) • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019 • NHI 130078, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021 • NHI 130087, Inspection Pride Inspection – 01/25/2019 • NHI 130087, Inspection Development Training – 02/22/2019 Certifications: • Surface-supplied Air Diving Supervisor – ADCI #58346 • SPRAT Level III Rope Access Engineer – #110222 • FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091 Experience dates (mm/yy-mm/yy) 03/16-08/16 A so subconsultant, Consor performed the in-depth inspection of the John James Audubon cable stay bridge crossing the Mississippi River north of Baton Rouge. This is the longest cable stay bridge in North America and consists of 136 cable stay scheding from 500-ft. high towers. The total length of the bridge is 12,833 ft. Each stay cable and al faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspection catwalk. Photographs of deficiencies found were used in conjunction with a detailed report to conver the findingers to LADOTD. All of the neg access inspection were nerformed without the need for traffic control	certified SPRA	Level III rope access engineer performing	in-depth, hands-on NSTM (fracture critical) bridge inspections	. Dustin's client portfolio
Inspection reports that include SI&A updating, scour elevation, prioritized maintenance recommendations, and load ratings. He currently serves as an instructor for the NHI 130078, Bridge Inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006 • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training) • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021 • NHI 130045, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021 • NHI 130046, Stream Stability and Scour – 06/24/2010 • NHI 130046, Stream Stability and Scour – 06/24/2010 • NHI 420018, Instructor Development Training – 02/22/2019 Certifications: • Surface-supplied Air Diving Supervisor – ADCI #58346 • SPRAT Level III Rope Access Engineer – #110222 • FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091 Experience dates Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and (mm/yy) - concrete rehabilitation, "Non-destructive Testing", "Project Management". 03/16-08/16 John James Audubon Cable Stay Bridge Inspection of the John James Audubon cable stay sextending from 500-ft. high towers. The total length of the bridge is 12,833 ft. Each stay cable and all faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspectors used rope access techniques to access portions of the floor beam system that were not accessible by the bridge's inspection catwalk. Photographs of deficiencies found were used in conjunction with a detailed report to convey the findingues to LADOTD. All of the rope access techniques to access portions of t	includes state de	partments of transportation and federal age	ncies, including Louisiana, as well as federal agencies. He has p	prepared detailed
an instructor for the NHI 1300/8, Bridge inspection Techniques for NSTM and NHI 130091, Underwater Bridges inspection courses, teaching other inspectors nationwide. Courses: • NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006 • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training) • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019 • NHI 130078, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021 • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021 • NHI 130091, Underwater Bridge Inspection – 01/25/2019 • NHI 130046, Stream Stability and Scour – 06/24/2010 • NHI 130046, Stream Stability and Scour – 06/24/2010 • NHI 420018, Instructor Development Training – 02/22/2019 Certifications: • Surface-supplied Air Diving Supervisor – ADCI #58346 • SPRAT Level III Rope Access Engineer – #110222 • FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091 Experience dates (mm/yy–mm/yy) 03/16–08/16 John James Audubon Cable Stay Bridge Inspection, Louisiana DOTD – Team Leader As a subconsultant, Consor performed the in-depth inspection of the John James Audubon cable stay bridge crossing the Mississippi River north of Baton Rouge. This is the longest cable stay bridge in North America and consists of 136 cable stay settending from 500-ft. high towers. The total length of the bridge is 12,833 ft. Each stay cable and all faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspectors used rope access techniques to access portions of the floor beam system that were not accessible by the bridge's inspection catwalk. Photographs of deficiencies found were used in conjunction with a detailed report to convey the findings to LADOTD. All of the rope access inspections were netformed without the need for traffic control	inspection repor	ts that include SI&A updating, scour elevat	ion, prioritized maintenance recommendations, and load ratings	. He currently serves as
Other Inspectors halforwide.         Courses:         • NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006         • PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection         Refresher Training)         • NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019         • NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021         • NHI 130091, Underwater Bridge Inspection – 01/25/2019         • NHI 130046, Stream Stability and Scour – 06/24/2010         • NHI 130018, Instructor Development Training – 02/22/2019         Certifications:         • Surface-supplied Air Diving Supervisor – ADCI #58346         • SPRAT Level III Rope Access Engineer – #110222         • FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091         Experience dates       Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and (mm/yy–mm/yy)         03/16–08/16       John James Audubon Cable Stay Bridge Inspection, Louisiana DOTD – Team Leader         As a subconsultant, Consor performed the in-depth inspector of the John James Audubon cable stay bridge crossing the Mississippi River north of Baton Rouge. This is the longest cable stay bridge in North America and consists of 136 cable stay sextending from 500-ft. high towers. The total length of the bridge's inspection catwalk. Photographs of deficicines found were used in conjunction with a d	an instructor for	the NHI 1300/8, Bridge Inspection Techni	ques for NSTM and NHI 130091, Underwater Bridges inspection	on courses, teaching
<ul> <li>NHI 130055, Safety Inspection of In-Service Bridges – 12/28/2006</li> <li>PennDOT, Inspection Refresher Course – 03/16/2023 (an FHWA approved equivalent to NHI 130053, Bridge Inspection Refresher Training)</li> <li>NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019</li> <li>NHI 130078, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021</li> <li>NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> <li>NHI 130046, Stream Stability and Scour – 06/24/2010</li> <li>NHI 420018, Instructor Development Training – 02/22/2019</li> <li>Certifications:</li> <li>Surface-supplied Air Diving Supervisor – ADCI #58346</li> <li>SPRAT Level III Rope Access Engineer – #110222</li> <li>FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091</li> <li>Experience dates Experience and qualifications relevant to the proposed contract, <i>i.e.</i>, "Bridge Inspection", "condition assessment", "steel and (mm/yy-mm/yy)</li> <li>O3/16-08/16</li> <li>John James Audubon Cable Stay Bridge Inspection, Louisiana DOTD – Team Leader As a subconsultant, Consor performed the in-depth inspection rule and consists of 136 cable stays extending from 500-ft, high to were. The total length of the bridge is 12,833 ft. Each stay cable and all faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspectors used rope access techniques to access portions of the floor beam system that were not accessible by the bridge's inspection catualk. Photographs of deficiencies found were used in conjunction with a detailed report to convex the findings to LADOTD. All 0 the rope access techniques to access portions of the floor beam system that were not accessible by the bridge's inspection catwak. Photographs of deficiencies found were used in conjunction with a detailed report to convex the findings to LADOTD. All 0 the rope access techniques to access portio</li></ul>	Courses:	nationwide.		
<ul> <li>PennDOT, Inspection Information Informatin Information Information Information Information Informatio</li></ul>	• NHI 130055	Safety Inspection of In-Service Bridges 1	0/28/2006	
Nilloot       Number Construction Construct	• PennDOT Ins	nection Refresher Course – 03/16/2023 (an	EHWA approved equivalent to NHI 130053 Bridge Inspection	
<ul> <li>NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges – 12/13/2019</li> <li>NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021</li> <li>NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> <li>NHI 135046, Stream Stability and Scour – 06/24/2010</li> <li>NHI 135046, Stream Stability and Scour – 06/24/2010</li> <li>NHI 420018, Instructor Development Training – 02/22/2019</li> <li>Certifications:</li> <li>Surface-supplied Air Diving Supervisor – ADCI #58346</li> <li>SPRAT Level III Rope Access Engineer – #110222</li> <li>FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091</li> <li>Experience dates (mm/yy-mm/yy)</li> <li>concrete rehabilitation, "Non-destructive Testing", "Project Management".</li> <li>03/16–08/16</li> <li>John James Audubon Cable Stay Bridge Inspection of the John James Audubon cable stay bridge crossing the Mississippi River north of Baton Rouge. This is the longest cable stay bridge in North America and consists of 136 cable stay sextending from 500-ft. high towers. The total length of the bridge is 12,833 ft. Each stay cable and all faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspectors used rope access techniques to access portions of the floor beam system tha were not accessible by the bridge's inspection catwalk. Photographs of deficiencies found were used in conjunction with a detailed report to convey the findings to LADOTD. All of the prope access twee performed without the need for traffic control</li> </ul>	Refresher Train	ng)	The approved equivalent to Term 150055, Bridge inspection	
<ul> <li>NHI 130087, Inspection and Maintenance of Ancillary Highway Structures – 11/19/2021</li> <li>NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> <li>NHI 135046, Stream Stability and Scour – 06/24/2010</li> <li>NHI 420018, Instructor Development Training – 02/22/2019</li> <li>Certifications:</li> <li>Surface-supplied Air Diving Supervisor – ADCI #58346</li> <li>SPRAT Level III Rope Access Engineer – #110222</li> <li>FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091</li> <li>Experience dates (mm/yy-mm/yy) concrete rehabilitation, "Non-destructive Testing", "Project Management".</li> <li>03/16–08/16 John James Audubon Cable Stay Bridge Inspection, Louisiana DOTD – Team Leader As a subconsultant, Consor performed the in-depth inspection of the John James Audubon cable stay sextending from 500-ft. high towers. The total length of the bridge is 12,833 ft. Each stay cable and all faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspector suesd orpe access techniques to access portions of the floor beam system that were not accessible by the bridge's inspection catwalk. Photographs of deficiencies found were used in conjunction with a detailed report to convex the findings to LADOTD. All of the prope access inspections were performed without the need for traffic control</li> </ul>	• NHI 130078	Fracture Critical Inspection Techniques for	Steel Bridges – 12/13/2019	
<ul> <li>NHI 130091, Underwater Bridge Inspection – 01/25/2019</li> <li>NHI 135046, Stream Stability and Scour – 06/24/2010</li> <li>NHI 420018, Instructor Development Training – 02/22/2019</li> <li>Certifications:</li> <li>Surface-supplied Air Diving Supervisor – ADCI #58346</li> <li>SPRAT Level III Rope Access Engineer – #110222</li> <li>FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091</li> <li>Experience dates (mm/yy-mm/yy)</li> <li>Concrete rehabilitation, "Non-destructive Testing", "Project Management".</li> <li>O3/16–08/16</li> <li>John James Audubon Cable Stay Bridge Inspection of the John James Audubon cable stay bridge crossing the Mississippi River north of Baton Rouge. This is the longest cable stay bridge in North America and consists of 136 cable stays extending from 500-ft. high towers. The total length of the bridge is 12,833 ft. Each stay cable and all faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspectors used rope access techniques to access portions of the floor beam system that were not accessible by the bridge's inspection catwalk. Photographs of deficiencies found were used in conjunction with a detailed report to convey the findings to LADOTD. All of the propaces inspections were performed without the need for traffic control</li> </ul>	• NHI 130087.	nspection and Maintenance of Ancillary Hi	ghway Structures $-11/19/2021$	
<ul> <li>NHI 135046, Stream Stability and Scour – 06/24/2010</li> <li>NHI 420018, Instructor Development Training – 02/22/2019</li> <li>Certifications:</li> <li>Surface-supplied Air Diving Supervisor – ADCI #58346</li> <li>SPRAT Level III Rope Access Engineer – #110222</li> <li>FHWA-certified NHI Bridge Inspection Instructor (2019): NHI 130053, NHI 130078, NHI 130091</li> <li>Experience dates Experience and qualifications relevant to the proposed contract, <i>i.e.</i>, "Bridge Inspection", "condition assessment", "steel and concrete rehabilitation, "Non-destructive Testing", "Project Management".</li> <li>03/16–08/16 John James Audubon Cable Stay Bridge Inspection, Louisiana DOTD – Team Leader As a subconsultant, Consor performed the in-depth inspection of the John James Audubon cable stay bridge crossing the Mississippi River north of Baton Rouge. This is the longest cable stay bridge in North America and consists of 136 cable stays extending from 500-ft. high towers. The total length of the bridge is 12,833 ft. Each stay cable and all faces of the supporting towers down to the waterline were inspected with rope access techniques. In addition, the inspector used rope access techniques to access portions of the floor beam system that were not accessible by the bridge's inspection catwalk. Photographs of deficiencies found were used in conjunction with a detailed report to convey the findings to LADOTD. All of the rope access inspections were performed without the need for traffic control</li> </ul>	• NHI 130091. 1	Jnderwater Bridge Inspection $-01/25/2019$		
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08/23–Ongoing Statewide Underwater Bridge Inspection, Pennsylvania DOT – Project Manager	08/23–Ongoing	Statewide Underwater Bridge Inspection	, Pennsylvania DOT – Project Manager	

	Consor was awarded a fourth consecutive cycle of underwater inspections on bridges statewide under a five-year contract.
	This project includes NBIS underwater inspection, scour evaluation, and report preparation with photographs and drawings,
	as well as participation in bridge owner meetings. Task orders number 117 to date.
06/19–Ongoing	Underwater Bridge Inspections, Alaska DOT&PF – Project Manager
	Since 2008, Consor has provided underwater, routine, NSTM and complex bridge inspection for the AKDOT&PF
	in multiple, sequential 3-year term agreements. Consor performed hands-on inspection of each fracture critical member,
	fatigue prone detail and other identified problems areas. Consor developed detailed fracture critical inspection and access
	plans enabling our teams to inspect all components of each structure at 'an arm's length distance' in addition to providing
	underwater inspection capabilities utilizing the same team. Our combined inspection teams were developed with a priority
	placed on the safety of inspection crews while minimizing the impacts to the traveling public and the overall time required
	for the inspection. Our inspectors possess both SPRAT and ADCI certifications allowing us to meet and/or exceed the
	requirements for both underwater and fracture critical inspections. Our work includes numerous fracture critical transfer
	bridges and dock structures along the coast in addition to large and small fracture critical bridges. The bridges included large
	complex deck trusses, through-trusses and two-girder systems requiring unique preparation and mobilization.
7/21-01/22	NBIS In-Depth & Routine Bridge Inspection of US 20 & Iowa 926, Iowa DOT – Team Leader
	Consor performed the hands-on inspection of NSTM (fracture critical) members and in-depth inspection of remaining above water portions
	of two bridges. The US 20 (Julien Dubuque) Bridge over the Mississippi River in Dubuque, constructed in 1943, is a 5,760-ft. steel tied arch
	bridge with an 845-ft. main span. The Iowa 926 Bridge over the Des Moines River in Fort Dodge was constructed in 1935 and is a 562-ft.
	deck truss bridge with a 136-ft. main span. The inspection of the Iowa 926 Bridge was performed entirely with the use of specialized access
	techniques; no mechanical access or traffic control was needed. The Julien Dubuque inspection utilized specialized access and mechanical
	access vehicles both on land and from a barge; this combination of techniques permitted the inspection of every primary structural member
	in every span without any lane closures or disruption to traffic on the bridge, as requested by Iowa Department of Transportation. Each
	inspection required a comprehensive engineering report of findings including an executive summary, detailed summary of findings, repair
	recommendations, and photographs. We were reselected for this inspection contract in spring of 2023.
05/12-06/16	Ohio River In-Depth Bridge Inspections, Kentucky Transportation Cabinet – Team Leader
	Consor was selected for two contracts to provide the in-depth inspection of 11 NSTM bridges over the Ohio River. The first contract
	included the inspection of the Irvin Cobb Bridge (5,388 ft.); Milton-Madison Bridge (3,181 ft.); Glover Cary Bridge (4,320 ft.); Simon-
	Kenton Bridge (2,866 ft.; John F. Kennedy Bridge (2,498 ft.); and Taylor Southgate Bridge (2,298 ft. long). The second contract includes
	inspections of the Carroll Cropper Bridge (4,052 ft.); Cairo/US 51 Bridge (5,865 ft.); Simon Kenton Memorial Bridge (2,866 ft.); Ashland
	at 12th Street Bridge (2,278 ft.); and Ashland at 13th Street Bridge (2,315 ft.). Industrial rope access techniques are utilized to minimize
	traffic disruption, as well as manlifts and a safety boat for portions over the river.
01/23–Ongoing	Underwater Bridge Inspections, Ohio DOT, District 5 and District 2 – Deputy Project Manager
	Consor is currently providing NBIS underwater inspections of 54 structures within District 5 and two under the same contract within District
	2. The structures include the historic "Y-Bridge" in Zanesville and multiple span structures over the Muskingum and Maumee Rivers and Salt
	Fork Reservoir. Six structures are fully submerged long culverts, requiring penetration dives up to 550 ft. long. One structure is a submerged
	excavated rock tunnel beneath State Route 22, with unique access constraints. All inspections require a technical engineering report with
	updated soundings and sonar-developed channel topography images for the larger river structures.



Firm employed by	: Consor Engineers, I	LLC 🏠 CONSO	r	
Name Randal	l Fabyanic, PE		Years of relevant experience with this employer	15
Title Senior I	Project Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years	/ Specialization		BS/2009/Civil Engineering	136
Active registration	n number / state / expi	ration date	086347/Pennsylvania/09.30.2025	
Year registered	2017	Discipline	Professional Engineer/Civil	
Contract role(s) /	brief description of re	sponsibilities	Randall fulfills the minimum personnel requirement for MPR 8.	4 or
Randall is a profe	ssional engineer with	15 years of structura	al engineering experience. He serves in a variety of roles for pro-	ojects, including as an
NBIS inspection t	eam leader and diver.	His duties include the	he design, analysis, and the routine, special, NSTM, element-le	vel, and underwater
inspections of var	ious bridges and struc	tures. He has experi	ence with steel, reinforced concrete and prestressed concrete br	idges, both state and
locally-owned. As	s a SPRAT-certified ro	ope access technician	n, he is experienced in performing bridge inspections using spe	cialized access in a
multitude of envii	onments. He currently	y serves as an instruc	ctor for the NHI 1300/8, Bridge Inspection Techniques for NS.	I M and NHI 130091,
Courses:	ges inspection courses,	, teaching other hisp	ectors nationwide.	
• PennDOT Basi	Course on Bridge Sa	fety Inspection $-02$	/25/2010 (an FHWA approved equivalent to NHI 130055	
Safety Inspection	of In-Service Bridges	)		
• NHI 130053. Br	idge Inspection Refre	, sher Training – 04/0	7/2022	
• NHI 130056. Sa	fety Inspection of In-S	Service Bridges for I	PEs - 01/12/2024	
• NHI 130078, Fr	acture Critical Inspect	ion Techniques for S	Steel Bridges $- 01/24/2020$	
• NHI 130091, Ur	nderwater Bridge Insp	ection $-01/25/2019$	8	
• NHI 130110, Tu	Innel Safety Inspection	n - 03/24/2023		
• NHI 420018, Ins	structor Development	Training - 02/22/20	19	
Certifications:				
Surface-supplied	l Air Diver – ADCI #:	54194		
SPRAT Level II	I Rope Access Engine	eer – #110218		
FHWA-certified	NHI Bridge Inspection	on Instructor (2019):	NHI 130053, NHI 130078, NHI 130091	
Experience dates	Experience and qua	alifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	n assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitati	on, "Non-destructiv	e Testing", "Project Management".	
02/12-03/13	Contract H.005365	5.5: Underwater Ac	oustic Imaging for Bridge Inspection, Louisiana DOTD – Te	eam Leader
	As a subconsultant,	Consor assisted in the	he performance of underwater acoustic imaging for the inspecti	on of 100+ bridge
	piers throughout the	state of Louisiana.	Consor provided diver investigations of any anomalies that wer	e tound. The pier
	inspections included	1 both sides of the pi	ers and the upstream and downstream noses of the piers. The so	cans were performed
	to identify and locat	e any major damage	e or deterioration, such as corrosion, loss of section, or scour un	dermining. Equipment



	required for these scans included a multi axis, steered beam imaging and profiling remote sensing system. All surface-supplied air
	diving was performed by ADCI-certified divers. Detailed reports were generated and submitted to LADOTD.
05/14–Ongoing	NBIS Routine, NSTM, and Underwater Bridge Inspections, Pennsylvania DOT – District 11-0 – Team Leader
	Consor performed NBIS routine, NSTM, and underwater bridge inspections for multiple local agencies in PennDOT District
	11-0. In the City of Pittsburgh, our team performed the routine and NSTM NBIS inspection of 109 structures ranging in length
	from 20 ft. to 600 ft. Several bridges cross railroad and/or Port Authority of Allegheny County right-of-way. Structure types
	include multi-beam/girder and two-girder bridges, culverts, and arches (typically constructed of steel and reinforced concrete) as
	well as the Corliss Tunnel. The inspection included the preparation of a comprehensive engineering report that included a
	location map, structure description, inspection findings, photographs, repair recommendations, cost estimates, BMS data,
	sketches and load rating.
05/12-06/16	Ohio River In-Depth Bridge Inspections, Kentucky Transportation Cabinet – Team Leader
	Consor was selected for two contracts to provide the in-depth inspection of 11 NSTM bridges over the Ohio River. The first
	contract included the inspection of the Irvin Cobb Bridge (5,388 ft.); Milton-Madison Bridge (3,181 ft.); Glover Cary Bridge
	(4,320 ft.); Simon-Kenton Bridge (2,866 ft.; John F. Kennedy Bridge (2,498 ft.); and Taylor Southgate Bridge (2,298 ft. long).
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	Kenton Memorial Bridge (2,866 ft.); Ashland at 12th Street Bridge (2,278 ft.); and Ashland at 13th Street Bridge (2,315 ft.).
	Industrial rope access techniques are utilized to minimize traffic disruption, as well as manlifts and a safety boat for portions
	over the river
10/15-10/16	NBIS In-Depth & Routine Bridge Inspection of US 30 & I-129, Iowa DOT – Bridge Inspector
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10/15–10/16 01/17–Ongoing	<ul> <li>NBIS In-Depth &amp; Routine Bridge Inspection of US 30 &amp; I-129, Iowa DOT – Bridge Inspector         Consor performed an in-depth, hands-on and routine inspection for two bridges under this contract. The US 30 Bridge over the         Missouri River in Harrison County consist of 17 spans, 15 reinforced concrete beam spans, and 2 continuous steel girder spans,         with a total length of 1,983 ft. The I-129 Bridge over the Missouri River in Sioux City consist of 15 spans in total with the main         span across the Missouri River being a three-span continuous welded plate girder. Each inspection utilized both industrial rope         access techniques and mechanical access to ensure a thorough and comprehensive inspection. Industrial rope access techniques         were utilized to reduce the overall amount of traffic control and restrictions needed for mechanical access. Utilizing both industrial         rope access techniques and an under bridge inspection vehicle the overall traffic restrictions required were reduced to only a few         days to ensure the main spans fascia's and sporadic locations throughout were thoroughly inspected. Our work included the         preparation of a comprehensive inspection report including a detailed description of the findings utilizing tables and sketches, NBI         ratings, NBE Element summary and condition states, and photographs.     </li> </ul> Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader         Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in         accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving         conditions included fast flow with debris and limited visibility on the Mississippi River. Structural conditions were documented         with underwater photography. Non-destructive testing was used to accurately determine remaining section of steel piles, and         ti



Firm employed by	: Consor Engineers, LLC CONSO			
Name <b>Benjam</b> i	in Schaefer, PE	Years of relevant experience with this employer	7	and the second sec
Title Project N	Manager	Years of relevant experience with other employer(s)	3	a a
Degree(s) / Years /	/ Specialization	BS/2013/Civil Engineering		
Active registration	number / state / expiration date	54369/Colorado/10.31.2025		
Year registered	2018 Discipline	Professional Engineer/Civil		
Contract role(s) / b	prief description of responsibilities	Benjamin fulfills the minimum personnel requirement for M	PR 4.	k
Ben Schaefer is a c execution. He has included hands-on element-level conc of resistograph tec access technique e entry. Ben is an ins Courses: • NHI 130055, Saf • NHI 130053, Bri • NHI 130078, Fra • NHI 130091, Un	civil engineer with more than 10 years of a served as a project manager and bridge in NBIS in-depth and NSTM bridge inspect dition ratings. Ben is Consor's resident exp hnology and understands the nuances of in xperience includes industrial rope access, structor for NHI 130078, Bridge Inspection Cety Inspection of In-Service Bridges– 01/ dge Inspection Refresher Training – 07/12 acture Critical Inspection Techniques for S derwater Bridge Inspection – 04/11/2014	experience and an extensive background in bridge inspection, spection team leader on assignments throughout North Ameri ions, verifying and coding SI&A information, determining co pert and liaison for timber inspection, testing, and documentat interpreting the results and data as it relates to structural capac underbridge inspection vehicles, manlifts, bucket trucks, wate on Techniques for NSTM. 17/2014 7/2020 Steel Bridges – 10/30/2015	schedu ca. The mdition ion. He ity of ti ercraft,	ling, reporting, and se assignments ratings, and coding is skilled in the use mber members. His and confined-space
• NHI 130110, 101	nnel Safety Inspection – $01/12/2024$	10		
Certifications:	10000  Development Hamming = 02/22/20	17		
SPRATI aval III	Pope Access Engineer #160617			
FHWA_certified	NHI Bridge Inspection Instructor (2019):	NHI 130053 NHI 130078		
Experience dates	Experience and qualifications relevant	to the proposed contract <i>i.e.</i> "Bridge Inspection" "condition	on asse	ssment" "steel and
(mm/vv_mm/vv)	concrete rehabilitation "Non-destructive	e Testing" "Project Management"		ssment, steel and
$\frac{1111}{03/19}$ -Ongoing	NBIS Bridge Inspections, Montana Den	artment of Transportation – Project Manager/Team Leader		
een en	Under a third consecutive task order-based depth timber inspections for on-system s accompanying defect language, photograp inspections include a comprehensive eng include evaluating timber piles, caps, and g MicroStation, AutoCAD, and Bluebeam.	d contract, Consor is performing NBIS bridge inspections, include tructures. Each inspection includes SI&A updates, element-lev ohs, and repair and maintenance recommendations reported in the ineering report including inventory measurements for load ration girders using a resistograph. The findings are compiled into BrM	ding rou vel cond he MDT ng. Tim with dia	ttine, NSTM, and in- ition state data with BrM system. Some ber inspections also agrams created using
02/21–Ongoing	Areawide State Bridge Inspection (Inter	rstate and Non-Interstate), Florida DOT, District 2 – Team I	Leader	
		SDR Engineering Inc		

		Under a second consecutive four-year contract, Consor is performing in-depth routine and NSTM inspections for an expanded inventory of more than 270 bridges located primarily in the Jacksonville area. Jacksonville's two signature steel trusses, with lengths
		of 1,620 ft. and 2,586 ft., with pin and hanger connections and suspended span details, require industrial rope access techniques.
		interiors which occur once every 10 years. Three bridges with movable spans including a vertical lift span, require routine and
		mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts
		and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical
		steel box girders. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved
		drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft.
		using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath
		surveys for six bridges. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.
	03/17-06/22	Statewide Routine Bridge Inspections, Wyoming DOT – Project Manager/Team Leader
		Under two consecutive contract cycles, Consor performed statewide NBIS routine on-system bridge inspections of 600+ bridges
		along with special inspections of pin and hanger assemblies on various bridges in Wyoming. Each routine inspection includes
		element-level inspection and BrM report submission with photographs. The inspections are conducted in accordance with the NBIS,
		Wyoming DOT, and current AASHTO policies. The pin and hanger inspections required ultrasonic testing on all pins utilizing a 2.25
		MhZ straight beam transducer, as well as a hands-on inspection, within 3 ft. of each hanger assembly. Inspectors accessed the pins by
		means of a bucket truck of various rope access techniques. Deliverables were inalized within two weeks from the date of inspection
-	7/21 01/22	NPIS In Depth & Depting Pridge Inspection of US 20 & Lowe 026 Lowe DOT Team Leader
	//21=01/22	Consor performed the hands on inspection of NSTM (fracture critical) members and in depth inspection of remaining above water
		portions of two bridges. The US 20 (Julien Dubuque) Bridge over the Mississippi River in Dubuque, constructed in 1943 is a 5.760-ft
		steel tied arch bridge with an 845-ft main span. The Iowa 926 Bridge over the Des Moines River in Fort Dodge was constructed in
		1935 and is a 562-ft, deck truss bridge with a 136-ft, main span. The inspection of the Iowa 926 Bridge was performed entirely with the
		use of specialized access techniques: no mechanical access or traffic control was needed. The Julien Dubuque inspection utilized
		specialized access and mechanical access vehicles both on land and from a barge; this combination of techniques permitted the
		inspection of every primary structural member in every span without any lane closures or disruption to traffic on the bridge, as requested
		by Iowa Department of Transportation. Each inspection required a comprehensive engineering report of findings including an executive
		summary, detailed summary of findings, repair recommendations, and photographs. We were reselected for this inspection contract in
		spring of 2023.
	10/16–Ongoing	NBIS Bridge Inspections, Bureau of Indian Affairs – Team Leader
		From 2001 through 2020, Consor performed on three consecutive task order-based contracts to perform NBIS bridge inspections and
		prepare an inventory of Indian-owned bridges throughout the United States. Services included engineering analysis of existing
		conditions, reviewing and updating previous inspection reports and drawings, recommendations for follow-up actions, cost estimates,
		and documentation of findings in accordance with BIA, NBIS, and AASHTO reporting requirements. This project includes routine,
		NS I M, and underwater inspections. Load ratings are performed on new bridges and bridges with significant deterioration. Rope
		access techniques are also used as required to perform inspections. Under these contracts, Consor has provided bridge inspections and
		reports in every BIA region under 21 task orders. The firm is currently performing on a fourth task order-based contract as a
		subconsultant to native-owned OES.



Firm em	ployed by	: Consor Engineers, L	LC 🏠 CONSO	r	
Name	Chris S	asher, PE		Years of relevant experience with this employer	10
Title	Senior E	Ingineer		Years of relevant experience with other employer(s)	5
Degree(s	s) / Years	/ Specialization		BS/2006/Civil Engineering	1
				MS/2008/Civil Engineering	
Active re	egistration	number / state / expin	ration date	74796/Florida/02.28.2025	
Year reg	istered	2012	Discipline	Professional Engineer/Civil	
Contract	role(s) / t	orief description of res	sponsibilities	Chris fulfills the minimum personnel requirement for MPR 4.	
Chris Sa	sher has n	nore than 15 years of	experience in bridge	e inspection and transportation design, serving in project manag	gement and engineering
capacitie	es. His exp	perience includes perfo	orming structural an	alysis and load rating calculations, client and field logistics coo	ordination, as well as
complex	and conv	entional bridge inspec	ctions. Chris has led	inspection efforts on multiple projects nationwide. He initiated	l and successfully
deployed	the deve	lopment of inspection	applications for ele	ctronic data entry using iPads in the field as well as automated	report processing. He
also help	bed to redu	ce mobilization, insp	ection, and report p	rocessing time while increasing QA/QC and report substance. C	Chris has developed
internal	tracking a	nd management softw	are integrating Out	ook, SharePoint, Microsoft Office Suite, and FileMaker.	
Courses:					
• NHI 13	30055, Sat	ety Inspection of In-S	Service Bridges – 10	)/31/2008	
• NHI 13	30053, Bri	dge Inspection Refres	sher Training – 09/2	4/2020	
• NHI 13	30078, Fra	cture Critical Inspecti	ion Techniques for S	Steel Bridges – 02/19/2013	
• NHI 13	30087, An	cillary Structure Inspe	ection - 05/31/2012		
• NHI 42	20018, Ins	tructor Development '	Training – 02/23/20	24	
Certifica	tions:				
• SPRAT	۲ Level II	Rope Access Engine	er – #090511		
• FHWA	-certified	NHI Bridge Inspectio	on Instructor (2024):	NHI 130078	
Experier	nce dates	Experience and qua	lifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	n assessment", "steel and
(mm/yy-	-mm/yy)	concrete rehabilitation	on, "Non-destructiv	e Testing", "Project Management".	
03/16-	-08/16	John James Audub	oon Cable Stay Bri	dge Inspection, Louisiana DOTD – Team Leader	
		As a subconsultant,	Consor performed t	he in-depth inspection of the John James Audubon cable stay be	ridge crossing the
		Mississippi River no	orth of Baton Rouge	. This is the longest cable stay bridge in North America and con	nsists of 136 cable stays
		extending from 500-	ft. high towers. The	total length of the bridge is 12,833 ft. Each stay cable and all f	faces of the supporting
		towers down to the v	waterline were inspe	ected with rope access techniques. In addition, the inspectors us	ed rope access techniques
		to access portions of	the floor beam syst	em that were not accessible by the bridge's inspection catwalk.	. Photographs of
		deficiencies found w	vere used in conjunc	tion with a detailed report to convey the findings to LADOTD.	All of the rope access
		inspections were per	formed without the	need for traffic control.	
02/21-0	Ongoing	Areawide State Bri	dge Inspection (In	terstate and Non-Interstate), Florida DOT, District 2 – Tea	m Leader
		Under a second cons	secutive four-year c	ontract, Consor is performing in-depth routine and NSTM inspe	ections for an expanded
		inventory of more th	an 270 bridges loca	ted primarily in the Jacksonville area. Jacksonville's two signations	ture steel trusses, with
		lengths of 1,620 ft. a	and 2,586 ft., with p	in and hanger connections and suspended span details, require i	industrial rope access



	techniques. Jacksonville's third signature bridge, a cable stay bridge, includes in-depth inspections of the dampening system and of the pier interiors, which occur once every 10 years. Three bridges with movable spans, including a vertical lift span, require routine and mechanical electrical inspections. NDT is required for the truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUBA performing level II and level III inspections and hydrographic multi-beam swath surveys for six bridges. Each inspection requires a comprehensive BrM
11/13–Ongoing	<ul> <li>engineering report with photographs and drawings.</li> <li>NBIS Structures Inspections and Load Ratings - Northern System, Florida's Turnpike Enterprise – Team Leader</li> <li>Consor is performing an eighth two-year contract cycle of NBIS inspections on the Turnpike's northern system. Each cycle includes the inspection of 400+ bridges and culverts, 300+ overhead sign structures, 200+ high mast light poles, and up to 45 non-qualifying culverts. As part of this project, we provided the load rating of 236 simply supported structures, which was completed in an eight-month time frame. The superstructure types included AASHTO beams, cast-in-place concrete flat slabs, and prestressed concrete voided slabs. We completed the load rating analyses using the latest version of the SMART Bridge program (LRFR).</li> </ul>
03/19–Ongoing	<b>Districtwide NBIS Local Government Bridge Inspections and Scour Evaluation, FDOT – District 3 – Team Leader</b> Under a third consecutive four-year contract, Consor is performing the NBIS inspection of 550+ bridges in District 3. This districtwide local government bridge inspection contract includes NBIS routine, NSTM, initial, interim, and special bridge inspections. The project also included underwater dive inspections, non-destructive testing, scour evaluations and analysis, load ratings, BrM report preparation, and emergency response. Communication and coordination for this project includes District Three and each local agency bridge owner. Bridge inspections are conducted from the top down and include guardrails, traffic barriers, safety features, traffic signs, approach slabs, deck, superstructure, bearings, walls, bent caps, channels, piers, and piles. Soundings are generally taken using measuring tapes with a lead weight on the end; on larger bridges, we perform soundings using a fathometer from a boat to improve safety and efficiency
11/13–06/16	Ohio River In-Depth Bridge Inspections, Kentucky Transportation Cabinet – Team Leader Consor was selected for two contracts to provide the in-depth inspection of 11 NSTM bridges over the Ohio River. The first contract included the inspection of the Irvin Cobb Bridge (5,388 ft.); Milton-Madison Bridge (3,181 ft.); Glover Cary Bridge (4,320 ft.); Simon-Kenton Bridge (2,866 ft.; John F. Kennedy Bridge (2,498 ft.); and Taylor Southgate Bridge (2,298 ft. long). The second contract includes inspections of the Carroll Cropper Bridge (4,052 ft.); Cairo/US 51 Bridge (5,865 ft.); Simon Kenton Memorial Bridge (2,866 ft.); Ashland at 12th Street Bridge (2,278 ft.); and Ashland at 13th Street Bridge (2,315 ft.). Industrial rope access techniques are utilized to minimize traffic disruption, as well as manlifts and a safety boat for portions over the river.



Firm employed by: Consor Engineers, LLC 🏠 COF	ISOr	
Name Dylan Lewis, PE	Years of relevant experience with this employer	9
Title Structural Assessment Load Rating Lead	Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization	BS/2012/Interdisciplinary Studies	Leen
	MS/2014/Mechanical Engineering	
Active registration number / state / expiration date	31300/Oklahoma/07/31/2026	
Year registered 2019 Discipline	Professional Engineer/Civil	
Contract role(s) / brief description of responsibilities	Dylan fulfills the minimum personnel requirement for MPR 4	4.
Dylan Lewis has nine years of experience and serves a	s a structural engineer for NBIS routine, special, NSMT, and underv	water inspections
nationwide. He has served as a team leader and bridge	inspector on a multitude of projects for state DOT contracts in Cont	necticut, Florida,
Oklahoma, Maryland, Pennsylvania, Texas, and Wyon	ning. As a SPRAT-certified Level II Climber, Dylan specializes in p	performing rope access
inspections.		
Courses:		
• NHI 130055, Safety Inspection of In-Service Bridges	- 10/16/2015	
• NHI 130053, Bridge Inspection Refresher Training –	10/24/2019	
• NHI 130078, Fracture Critical Inspection Techniques	for Steel Bridges – 06/19/2017	
• NHI 130087, Ancillary Structure Inspection – 07/26/	2016	
• NHI 130092, Load and Resistance Factor Rating of H	lighway Bridges – 09/15/2022	
• NHI 420018, Instructor Development Training $-02/1$	2/2020	
Certifications:		
• SPRAT Level III Rope Access Engineer – #160866	NON NUL 120052 NUL 120050	
• FHWA-certified NHI Bridge Inspection Instructor (2	J20): NHI 130053, NHI 130078	· · · · · · · · · · · · · · · · · · ·
Experience dates Experience and qualifications rele	vant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	on assessment", "steel and
(mm/yy-mm/yy) concrete rehabilitation, "Non-destr	active Testing", "Project Management".	
02/21–Ongoing Areawide State Bridge Inspection	(Interstate and Non-Interstate), Florida DOT, District $2 - 1$ eam L	eader
of more than 270 bridges located pri	r contract, Consor is performing in-depth routine and NS I with spectron marily in the lackgonville area. lackgonville's two signature steel trugg	is for an expanded inventory
and 2.586 ft with pin and hanger of	onnections and suspended span details, require industrial rope access	s techniques Jacksonville's
third signature bridge a cable stay by	idge includes in-depth inspections of the dampening system and of the	e pier interiors which occur
once every 10 years. Three bridges	with movable spans including a vertical lift span require routine	and mechanical electrical
inspections. NDT is required for the	truss and historic suspension span bridge pins and lift span sheave sha	afts and trunnions. Interstate
inspections include flyover structure	s constructed of post-tensioned concrete segmental and fracture critica	l steel box girders. Difficult
access locations utilize under bridge	nspection vehicles, bucket trucks, barge and aerial lift, and approved dr	one techniques. Underwater
inspection services include an addit	ional 103 bridges with lengths from less than 500 ft. to 5000+ ft. us	sing surface supplied air or
commercial SCUBA performing lev	el II and level III inspections and hydrographic multi-beam swath su	rveys for six bridges. Each
inspection requires a comprehensive	BrM engineering report with photographs and drawings.	-
06/15–Ongoing Statewide Off-System Truss and N	STM Bridge Inspections, Oklahoma DOT – Deputy Project Mana	ger/Team Leader



Consor has been selected for six consecutive cycles of in-depth, hands-on inspections of truss and fracture critical Inspections under these contracts have totaled more than 300 to date. Access to the primary structural members a achieved entirely without mechanical access equipment or traffic control by the use of rope access techniques, law Responsibilities include biennial NBIS, element-level, and fracture critical inspections. Exposed substructure ele scour POAs are prepared if necessary. Deficiencies are classified according to Oklahoma's FX/PX/CX system ar include follow-up inspections to assure that CX deficiencies are remedied by the counties. This contract has inclu- steel truss bridges using BAR7.	Il bridges statewide. Ind floor systems is dders, and boats. Iments are probed and ind responsibilities uded load ratings for
10/16–Ongoing NBIS Bridge Inspections, Bureau of Indian Affairs– Team Leader	
From 2001 through 2020, Consor performed on three consecutive task order-based contracts to perform NBIS br	idge inspections and
prepare an inventory of Indian-owned bridges throughout the United States. Services included engineering analys	sis of existing
conditions, reviewing and updating previous inspection reports and drawings, recommendations for follow-up ac	tions, cost estimates,
and documentation of findings in accordance with BIA, NBIS, and AASHTO reporting requirements. This project	ct includes routine,
NSTM, and underwater inspections. Load ratings are performed on new bridges and bridges with significant deter	rioration. Rope
access techniques are also used as required to perform inspections. Under these contracts, Consor has provided by	ridge inspections and
reports in every BIA region under 21 task orders. The firm is currently performing on a fourth task order-based c	contract as a
07/16_08/23 NBIS Statewide Inspection of Highway Bridges Sign Supports and Mast Arm Supports Connecticut DO	T _ Team I eader
Consor is conducting routing in-depth NSTM special and semi-final bridge and overhead sign structure inspec	tions of structures on
a five year contract in several districts in Connecticut. The project involves implementation of a coordinated insr	ection program
involving traffic control: state and local police: mechanical access with under bridge inspection units and bucket	trucks: and even rope
access. The bridge structures are comprised of steel, concrete, and timber ranging in size from small culverts to l	arger river crossings
to complex multi-level urban interchanges. Inspection findings are documented in the Department's Structural M	laintenance System
database and with detailed CADD sketches, element level documentation, and photographs. Non-destructive test	ing is being used to
fully define some deficiencies. Communication with the Department includes daily bridge logs, weekly lane clos	ure schedules, and
semi-monthly progress reports.	
03/17–06/22 Statewide Routine Bridge Inspections, Wyoming DOT – Team Leader	
Under two consecutive contract cycles, Consor performed statewide NBIS routine on-system bridge inspections	of 600+ bridges
along with special inspections of pin and hanger assemblies on various bridges in Wyoming. Each routine inspec	tion includes
element-level inspection and BrM report submission with photographs. The inspections are conducted in accorda	ince with the NBIS,
Wyoming DOT, and current AASHTO policies. The pin and hanger inspections required ultrasonic testing on all	pins utilizing a 2.25
MhZ straight beam transducer, as well as a hands-on inspection, within 3 ft. of each hanger assembly. Inspectors	accessed the pins by
means of a bucket truck or various rope access techniques. Deliverables were finalized within two weeks from the	le date of inspection
and included field notes, pill deficiency summaries, and photos from the inspection.	
Consor performed three contract cycles of on system in depth truss and fracture critical bridge inspections.	Access to the primary
structural members and floor systems is achieved by the use of rope access techniques ladders and hoats. Conso	r is responsible for all
necessary equipment to complete the bridge inspections. The inspections include non-destructive testing s	and are conducted in
compliance with the NBIS, current AASHTO policies, and state and FHWA regulations. Each inspection requ	ires a comprehensive
engineering report.	r



Firm employed by:	: Consor Engineers, LLC 🛚 🏠 CONSO	r	
Name Luke Br	andherm, PE	Years of relevant experience with this employer	8
Title Team Le	eader	Years of relevant experience with other employer(s)	0
Degree(s) / Years /	Specialization	BS/2014/Civil Engineering	
Active registration	number / state / expiration date	32402/Oklahoma/09.30.2025	
Year registered	2021 Discipline	Professional Engineer/Civil	
Contract role(s) / b	orief description of responsibilities	Luke fulfills the minimum personnel requirement for MPR 4.	
Luke Brandherm h	as eight years of experience and serves a	s a team leader for routine and NSTM bridge inspections nation	nwide. He is a SPRAT-
certified Level III t transportation, incl and Wyoming. Luk Courses:	technician who is proficient in inspection Juding Arkansas, Colorado, Iowa, Kansas ke has also served as an inspector for fede	report preparation. He has performed NBIS inspections for var , Maryland, Mississippi, Nebraska, North Carolina, Ohio, Okla eral contracts with the United States Coast Guard and Bureau o	rious state departments of homa, Oregon, Texas, of Indian Affairs.
• NHI 130055, Safe	ety Inspection of In-Service Bridges – 05	/05/2017	
• NHI 130053, Bri	dge Inspection Refresher Training – 04/0	7/2022	
• NHI 130078, Fra	cture Critical Inspection Techniques for S	Steel Bridges – 06/22/2018	
• NHI 130087, And	cillary Structure Inspection – 10/29/2021		
Certifications:			
SPRAT Level III	Rope Access Engineer – #160866		
Experience dates	Experience and qualifications relevant	to the proposed contract, i.e., "Bridge Inspection", "conditio	in assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive	e Testing", "Project Management".	
02/21–Ongoing	Areawide State Bridge Inspection (In Under a second consecutive four-year of inventory of more than 270 bridges loo lengths of 1,620 ft. and 2,586 ft., with techniques. Jacksonville's third signatur of the pier interiors, which occur once of routine and mechanical electrical inspect sheave shafts and trunnions. Interstate in fracture critical steel box girders. Difficu lift, and approved drone techniques. Uno 500 ft. to 5000+ ft. using surface supplied multi-beam swath surveys for six bridg and drawings.	contract, Consor is performing in-depth routine and NSTM instated primarily in the Jacksonville area. Jacksonville's two signs and hanger connections and suspended span details, require bridge, a cable stay bridge, includes in-depth inspections of the every 10 years. Three bridges with movable spans, including a tions. NDT is required for the truss and historic suspension spatiations include flyover structures constructed of post-tension and taccess locations utilize under bridge inspection vehicles, buck derwater inspection services include an additional 103 bridges of dair or commercial SCUBA performing level II and level III inspection.	spections for an expanded gnature steel trusses, with uire industrial rope access the dampening system and a vertical lift span, require in bridge pins and lift span led concrete segmental and ket trucks, barge and aerial with lengths from less than pections and hydrographic g report with photographs
04/21-06/24	Statewide NSTM (Fracture Critical) I Consor provided hands-on inspection of inspection of tunnels for this task order- Bridge Painbow Bridge Butterfly Bridge	the NSTM components of on- and off-system bridges through based three-year contract. Signature structure inspections inclu	out the state and NTIS ded the Sidney Sherman
	Bridge, Ramoow Bridge, Butterity Brid	SDR Engineering Inc	



	Causeway. Common in urban areas, Consor completed many inspections of welded tub girders framing into welded box pier cap elements often requiring multiple lane closures and night work. Each Consor inspector was experienced and equipped with basic NDE (magnetic particle (MT) or dye penetrant (PT) test kits) to confirm the extent of fatigue related deficiencies. Hands-on access to the designated members (superstructure and substructure components) required advanced training in railroad safety and right-of-entry requirements, confined space entry, use of mechanically elevated work platforms, industrial rope access, NDE testing methods (PT, MT and ultrasonic (UT)) and knowledge of the MUTCD. Access was determined and coordinated based on the bridge type, route carried or over; our robust specialized access expertise allows us to utilize the most efficient and effective method for completing the inspection. Inspections were conducted in compliance with the state, SNBI, AASHTO, and FHWA regulations. Each NSTM inspection included an NSTM report narrative detailing the condition of the NSTM members with
	element-level assessment including representative photographs and a separate fatigue details document which are submitted
01/17 04/20	through AssetWise.
01/1/04/20	NBIS Three Year Major Bridge Inspections, Ohio DOT – District 12 – Bridge Inspector Under a three year contract. Consor performed routine, element level NSTM, and underwater inspections of three Cuyahoga
	County bridges: bridge CUY-2-1441 a 6 580-ft long scenic bridge comprised of several structure types was inspected using
	rope access climbing techniques to access the bridge to minimize traffic control and mechanical access days while a snooper
	was used to access the floorbeam cantilevers in the steel arch and the exterior faces of the girder section; bridge CUY-6-1456, a
	2,656-ft. long, restored, steel through-arch, designated national historic bridge, was inspected entirely by climbing techniques in
	the main span and with the aid of a self-propelled lift and ladders in the concrete arch approach spans and the vaults; bridge
	CUY-10-1613, a 3,289-ft. long, steel WPA-era deck arch bridge with four truss lines, was inspected using ladders and rope
	access techniques to eliminate the need for traffic control. Each inspection included an engineering report with photographs and drawings, as well as maintenance and rehabilitation recommendations
7/21-01/22	NBIS In-Depth & Routine Bridge Inspection of US 20 & Iowa 926, Iowa DOT – Team Leader
	Consor performed the hands-on inspection of NSTM members and in-depth inspection of remaining above water portions of two
	bridges. The US 20 (Julien Dubuque) Bridge over the Mississippi River in Dubuque, constructed in 1943, is a 5,760-ft. steel tied
	arch bridge with an 845-ft. main span. The Iowa 926 Bridge over the Des Moines River in Fort Dodge was constructed in 1935
	and is a 562-ft. deck truss bridge with a 136-ft. main span. The inspection of the Iowa 926 Bridge was performed entirely with the
	use of specialized access techniques; no mechanical access or traffic control was needed. The Julien Dubuque inspection utilized
	specialized access and mechanical access vehicles both on land and from a barge; this combination of techniques permitted the
	inspection of every primary structural member in every span without any lane closures or disruption to traffic on the bridge, as
	including an executive summary detailed summary of findings, repair recommendations, and photographs. We were reselected
	for this inspection contract in spring of 2023
	1 for this inspection conduct in spring of 2023.



Firm en	nployed by	: Consor Engineers, I	LLC <u> Conso</u>	r		
Name	Laura I	Ailler, EIT		Years of relevant experience with this employer	<1	
Title	Structur	al Assessment Lead -	- Louisiana	Years of relevant experience with other employer(s)	21	
Degree(	(s) / Years	/ Specialization		BS/2002/Human & Regional Geography and Spanish		
_		-		MS/2021/Civil & Environmental Engineering		
				MBA/2017/Corporate Structure and Strategy		
				MS/2017/Global Management		
Active r	registration	number / state / expi	ration date	EI.0034949/Louisiana/09.30.2025		
Year reg	gistered	2021	Discipline	Engineer Intern/Civil	Call All	
Contrac	t role(s) / 1	orief description of re	sponsibilities	Laura fulfills the minimum personnel requirement for MPR 4 8.	and	<b>7.</b> 4Ah
Laura M	filler is a p	project engineer and in	nspection diver with	21 years of experience and is involved in inspecting and rehab	ilitating waterf	front
structure	es and brid	lges, delivering produ	icts to meet the custo	omers' unique challenges. She has developed a diverse skill set	in project and	program
manage	ment in th	e oil and gas industry	and the US Army, w	where she successfully managed complex projects in high-inten	sity conditions	3,
coordina	ating betw	een commercial and g	governmental agenci	ies on both local and international scales. Laura's academic bac	kground suppo	orts her
practica	l experien	ce with advanced deg	rees in engineering a	and business.		
Courses	5:					
• NHI 1	30055, Sa	fety Inspection of In-S	Service Bridges – 01	1/21/2022		
• NHI 1	30091, Un	derwater Bridge Insp	ection - 06/08/2018			
• NHI 1	30078, Fra	cture Critical Inspect	ion Techniques for S	Steel Bridges – 03/01/2023		
• NHI 1	30087, Ins	pection and Maintena	ance of Ancillary Hi	ghway Structures – 10/29/2021		
• NHI 1	35086, Str	eam Stability Factors	and Concepts - 10/	18/20223		
• NHI 1	35087, Sc	our at Highway Bridg	ges – 10/18/2018			
Certifica	ations:					
Surfac	e-supplied	Air Diver – ADCI #	61052			
Nation	nal Registr	y of Emergency Medi	ical Technicians: E3	634413		
Experie	ence dates	Experience and qua	alifications relevant	to the proposed contract, i.e., "Bridge Inspection", "conditio	n assessment"	, "steel and
(mm/yy	–mm/yy)	concrete rehabilitati	on, "Non-destructiv	e Testing", "Project Management".		
11/23-	Ongoing	Contract 44000191	22: Statewide Und	erwater Bridge Inspections, Louisiana DOTD – Team Lead	er	
		Under three consecu	utive contracts, Con	sor has performed 1,467 underwater bridge inspections in LAI	OTD District	s statewide.
		Consor's most rece	ently completed task	x order (2022) closed out our second consecutive contract, v	vith the third of	consecutive
		contract's first task	order also starting ir	n 2022. Inspections have included challenging aspects specifica	lly related to v	vildlife, fast
		currents, difficult ac	ccess, as well as culv	vert structures requiring penetration dives through extensive sil	t and debris bu	uildup. This
		project has included	d Level I, II, and II	I inspections utilizing surface-supplied air and commercial SC	UBA diving s	systems, for
		concrete, steel, and	d timber bridges fi	rom small one-span bridges to larger bridges over major	waterways su	ich as I-10
		Eastbound/Westbou	ind bridges and US	11 over Lake Pontchartrain, I-10 Eastbound/Westbound over th	ie Bonnett Car	re Spillway
		and multiple bridge	es over the Red Rive	er. Acoustic imaging, 2D and 3D, has also been performed or	select bridges	s, including



	Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in
	LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings,
	streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included
	as part of each inspection submittal.
10/18-11/23	Underwater Bridge Inspections, Louisiana DOTD, Team Leader/Diver
	With a previous employer, Laura performed on this project that included 500 underwater bridge inspections throughout
	Louisiana. Level I, II, and III inspections of submerged elements were performed in accordance with the FHWA, BIRM,
	AASHTO MBE, current NBIS requirements and LADOTD engineering and maintenance directives. Inspections were
	completed using diving and underwater imaging. Imaging units used included Kongsberg Mesotech MS 1000 and Norbit
	Winghead i77. Bridge types included movable swing span bridges, bascule bridges, truss bridges, timber stringer bridges, cable-
	stayed bridges, and single and multi-span bridges. Laura assisted with managing the inspection logistics and quality control of
	inspection reports.
05/21-03/23	Refit Design Level Inspection, Trident Refit Facility, Kings Bay, Engineer-Diver
	With a previous employer, Laura performed on this project that included the above and below water inspection and condition
	The second of the second structures of TDE D fits Visco Desting second of a second till for illite should DDD second second second
	assessment of the waterfront structures at TRF Refits Kings Bay in support of a multi-facility phased DBB repair project.
	The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting
	The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the
	The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the development of the Inspection and Assessment Report.
09/20-09/20	<ul> <li>assessment of the waterfront structures at TRF Refits Kings Bay in support of a multi-facility phased DBB repair project.</li> <li>The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the development of the Inspection and Assessment Report.</li> <li>Preliminary Damage Assessment (PDA-1) of Waterfront Facilities, Port of Lake Charles, Dive Engineer</li> </ul>
09/20-09/20	<ul> <li>assessment of the waterfront structures at TRF Refits Kings Bay in support of a multi-facility phased DBB repair project.</li> <li>The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the development of the Inspection and Assessment Report.</li> <li>Preliminary Damage Assessment (PDA-1) of Waterfront Facilities, Port of Lake Charles, Dive Engineer</li> <li>With a previous employer, Laura was responsible for performing the PDA-1 in the aftermath of Hurricane Laura as defined by</li> </ul>
09/20-09/20	<ul> <li>assessment of the waterfront structures at TRF Refits Kings Bay in support of a multi-facility phased DBB repair project.</li> <li>The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the development of the Inspection and Assessment Report.</li> <li>Preliminary Damage Assessment (PDA-1) of Waterfront Facilities, Port of Lake Charles, Dive Engineer</li> <li>With a previous employer, Laura was responsible for performing the PDA-1 in the aftermath of Hurricane Laura as defined by FEMA and required by the Governor's Office of Homeland Security and Preparedness. The assessment was performed at the</li> </ul>
09/20-09/20	<ul> <li>assessment of the waterfront structures at TRF Refits Kings Bay in support of a multi-facility phased DBB repair project.</li> <li>The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the development of the Inspection and Assessment Report.</li> <li>Preliminary Damage Assessment (PDA-1) of Waterfront Facilities, Port of Lake Charles, Dive Engineer</li> <li>With a previous employer, Laura was responsible for performing the PDA-1 in the aftermath of Hurricane Laura as defined by FEMA and required by the Governor's Office of Homeland Security and Preparedness. The assessment was performed at the waterfront facilities BT-1, BT-4, and the City Docks above the waterline. The inspections were performed on above elements in</li> </ul>
09/20-09/20	<ul> <li>assessment of the waterfront structures at TRF Refits Kings Bay in support of a multi-facility phased DBB repair project.</li> <li>The inspection utilized visual, tactile, and nondestructive testing methods to identify and quantify deficiencies affecting facility capabilities and warranting repair to maintain their service life. Laura played a key role in data management and the development of the Inspection and Assessment Report.</li> <li>Preliminary Damage Assessment (PDA-1) of Waterfront Facilities, Port of Lake Charles, Dive Engineer</li> <li>With a previous employer, Laura was responsible for performing the PDA-1 in the aftermath of Hurricane Laura as defined by FEMA and required by the Governor's Office of Homeland Security and Preparedness. The assessment was performed at the waterfront facilities BT-1, BT-4, and the City Docks above the waterline. The inspections were performed on above elements in accordance with the ASCE Standard Practice Manual for Underwater Investigations and ASCE Waterfront Facilities Inspection</li> </ul>

Firm employed by: Consor Engineers, LLC 🏠 CONSOF						
Name	Matt Ratliff			Years of relevant experience with this employer	6	
Title	Team Leader/Diver Supervisor		or	Years of relevant experience with other employer(s)	1	00
Degree(s) / Years / Specialization			AA/2013		( see )	
Active registration number / state / expiration date			ration date	N/A		
Year reg	istered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			sponsibilities	Matt fulfills the minimum personnel requirement for MPR 8.		



Matthew Ratliff has seven years of experience and joined Consor after a career in the US Navy and with several years of marine engineering and diving education. During his four-year Navy career, he served as a Crash and Salvage Firefighter on board the USS John C. Stennis. After studying marine engineering at Florida Keys Community College and earning an associate's degree from North Seattle Community College, Matthew attended the Divers Institute of Technology. At the institution, he completed 900 hours of education, including dive time, and earned among others, his ADCI certification.

Courses:

- NHI 130055, Safety Inspection of In-Service Bridges 08/06/2021
- NHI 130078, Fracture Critical Inspection Techniques for Steel Bridges 01/21/2022

• NHI 130091, Underwater Bridge Inspection - 10/10/2014

• NHI 130101A, Prerequisite Assessment for Safety Inspection of In-Service Bridges - 06/30/2021

Certifications:

• Surface-supplied Air Diving Supervisor – ADCI #63277

Surface supplied fill Diving Supervisor The Crite S277						
Experience dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and					
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive Testing", "Project Management".					
08/22–Ongoing	Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Team Leader					
	Under three consecutive contracts, Consor has performed 1,467 underwater bridge inspections in LADOTD Districts statewide.					
	Consor's most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive					
	contract's first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fast					
	currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt and debris buildup. This					
	project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for					
	concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as I-10					
	Eastbound/Westbound bridges and US 11 over Lake Pontchartrain, I-10 Eastbound/Westbound over the Bonnett Carre Spillway					
	and multiple bridges over the Red River. Acoustic imaging, 2D and 3D, has also been performed on select bridges, including					
	Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in					
	LADOTD's bridge management database, which switched from AssetWise to InspectX in 2023. CADD inspection drawings,					
	streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included					
	as part of each inspection submittal.					
02/23–Ongoing	Underwater Bridge Inspections, Texas DOT – Team Leader					
	Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging					
	statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection					



	requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action				
	worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater				
	inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater				
	inspections, we have provided special inspections to document the remaining steel section below water and define limits of				
	scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood				
	events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic				
	imaging, both during and after flood events.				
05/09–Ongoing	g Statewide Underwater Bridge Inspections, South Carolina DOT – Team Leader				
	Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections				
	statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure				
	units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After				
	the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS,				
	and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on				
	additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.				
01/17–Ongoing	Statewide Underwater Bridge Inspections, Mississippi DOT – Team Leader				
	Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in				
	accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving				
	conditions included fast flow with debris and limited visibility on the Mississippi River. Non-destructive testing was used to				
	accurately determine the remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings				
	were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included				
	NBIS component ratings and element-level inspections.				
05/20-12/23	Statewide Underwater Bridge Inspections, Kansas DOT – Team Leader				
	Consor completed underwater bridge inspection and acoustic imaging services on 65 on- and off-system bridges throughout the				
	state of Kansas. Three of the bridges crossed the Missouri River, with the largest stretching approximately 3,287 ft. long. All				
	inspections were performed per KDOT and NBIS standards. Each pier in greater than 10 ft of water was imaged utilizing 2D				
	SONAR to fully document scour conditions in the vicinity of the pier. Reports included NBI component ratings, channel contour				
	drawings, and individual pier drawings with defects noted.				
08/12-05/18	Statewide Underwater Bridge Inspections, Virginia DOT – Inspector				
	Under four contracts, Consor provided professional NBIS diving services for inspection and analysis on bridges throughout				
	Virginia. Consor provided all personnel and equipment necessary to perform the underwater inspections that included				
	recommendations of follow-up action and the preparation of inspection reports. In areas with salt water and/or brackish water, a				
	minimum of 10% of each substructure element was cleaned of marine growth. Color photography was used and included as a part				
	of each final inspection report.				



Firm employed by: Consor Eng	ineers, LLC 🏠 CONSO	r				
Name Michael Sorensen		Years of relevant experience with this employer	5			
Title Bridge Inspector/Dive	r	Years of relevant experience with other employer(s)	6			
Degree(s) / Years / Specialization	n	N/A				
Active registration number / sta	e / expiration date	N/A				
Year registered N/A	Discipline	N/A				
Contract role(s) / brief descripti	on of responsibilities	Michael fulfills the minimum personnel requirement for MPR	<u> </u>			
Michael Sorensen serves as a di	ve technician and bridge in	spector for Consor. He has performed underwater bridge inspec	tion			
for DOTs in Louisiana, Oklahor	na, Texas, Missouri, and M	lississippi.				
Courses:						
• NHI 130055, Safety Inspection	1 of In-Service Bridges – 08	8/06/2021				
• NHI 130091, Underwater Brid	ge Inspection $-02/16/2023$					
• NHI 130101A, Prerequisite A	sessment for Safety Inspec	tion of In-Service Bridges – 06/29/2021				
Certifications:						
• Surface-supplied Air Diver – A	ADCI #66467					
• Certified Diver Medic – #283						
Experience dates Experience	and qualifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n assessment", "steel and			
(mm/yy-mm/yy) concrete reh	m/yy-mm/yy) concrete rehabilitation, "Non-destructive Testing", "Project Management".					
08/22–Ongoing Contract 44	Contract 4400019122: Statewide Underwater Bridge Inspections, Louisiana DOTD – Bridge Inspector					
Under three	consecutive contracts, Con	isor has performed 1,467 underwater bridge inspections in LAI	JOID Districts statewide.			
Consor's m	Consor's most recently completed task order (2022) closed out our second consecutive contract, with the third consecutive					
contract s fi	st task order also starting i	n 2022. Inspections have included challenging aspects specification dives through extensive site	illy related to wildlife, fast			
currents, di	incuit access, as well as cul	L inspections utilizing surface supplied air and commercial SC	TIPA diving systems for			
project has	project has included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA diving systems, for					
Easthound/A	concrete, steel, and timber bridges from small one-span bridges to larger bridges over major waterways such as 1-10					
and multiple	bridges over the Red Riv	er Acoustic imaging 2D and 3D has also been performed or	n select bridges including			
Mississippi	River crossings NBIS ele	er. Acoustic imaging, 2D and 3D, has also been performed of performed of performed of performed of 2023 SN	BI ratings are reported in			
LADOTD's	Mississippi River crossings. NBIS, element-level condition ratings, and as of the start of 2023, SNBI ratings are reported in LADOTD's bridge management database, which switched from AssetWise to InspectY in 2023. CADD inspection drawings					
streambed c	streambed cross sections comparing previous to current soundings, repair recommendations and photo documentation are included					
as part of ea	as part of each inspection submittal					
02/23–Ongoing Underwate	Underwater Bridge Inspections Texas DOT – Bridge Inspector					
Under four	Under four consecutive task order-based contracts. Consor is providing underwater bridge inspection and acoustic imaging					
statewide in	statewide in Texas. Each bridge is inspected from 2 ft, above the mean high tide waterline to the mulline. Each inspection					
requires a de	requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action					
worksheets,	worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater					
inspection a	inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater					



	inspections, we have provided special inspections to document the remaining steel section below water and define limits of					
	scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood					
	events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic					
	imaging, both during and after flood events.					
05/21–Ongoing	Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector					
	Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in					
	accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving					
	conditions included fast flow with debris and limited visibility on the Mississippi River. Non-destructive testing was used to					
	accurately determine the remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings					
	were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included					
	NBIS component ratings and element-level inspections.					
05/21–Ongoing	Statewide Underwater Bridge Inspections, Missouri DOT – Bridge Inspector					
	Consor has been providing underwater inspections for Missouri DOT since 1999. The scope of work involves underwater					
	diving inspection, acoustic imaging, and comprehensive reports for structures throughout the state. Bridges over the Missouri					
	and Mississippi Rivers with high flows have been successfully and safely inspected through a combination of underwater					
	acoustic imaging and targeted diving. For bridges over Table Rock Lake and Lake of the Ozarks, acoustic imaging was deployed					
	to supplement the inspection of piers in water up to 165-ft. deep, with diving operations conducted on portions of the piers less					
	than 100-ft. deep to mitigate the need for a recompression chamber to be on-site and to reduce overall diving hazards of the dive					
	profile. Underwater acoustic imaging is an accepted method for complying with NBIS underwater inspection requirements when					
	diving is not feasible. A detailed report, with element-level data, is prepared for each bridge, including underwater photographs					
	of deficiencies and recommended corrective actions.					

Firm employed by: Consor Engineers, LLC <b>CONSOR</b>					
Name Andrew	<sup>v</sup> Harrison		Years of relevant experience with this employer	5	
Title Bridge I	nspector/Dive Superv	visor	Years of relevant experience with other employer(s)	0	
Degree(s) / Years	/ Specialization		N/A		
Active registration	number / state / exp	iration date	N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Andrew fulfills the minimum personnel requirement for MPR	.9.	
Andrew Harrison	serves as a bridge ins	pector and dive supe	rvisor. He has worked on inspection projects across the nation		
and is an ADCI-ce	ertified Surface-suppl	ied Air Diving Super	rvisor. Andrew's inspection experience includes concrete and s	teel substructures	
foundations, fende	er systems, confined s	space penetration, an	d channel bottom evaluation.		
Courses:					
• NHI 130055, Sat	fety Inspection of In-	Service Bridges – 08	/27/2021		
• NHI 130091, Un	derwater Bridge Insp	-01/25/2019			
Certifications:					
• Surface-supplied	Air Diving Supervis	or – ADCI #65278			
Experience dates	Experience and qu	alifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n assessment", "steel and	
(mm/yy-mm/yy)	concrete rehabilitat	ion, "Non-destructive	e Testing", "Project Management".		
01/17-08/22	Contract 4400009	105: Statewide Und	erwater Bridge Inspections, Louisiana DOTD – Bridge Insp		
	Under seven task orders for two consecutive contracts Consor performed 450+ underwater inspections of bridges in LADOTD				
	districts statewide. The project included Level I, II, and III inspections utilizing surface-supplied air and commercial SCUBA				
	diving systems, as well as acoustic imaging. Comprehensive engineering reports were prepared in electronic and hard copy				
02/22 Oracina	Iormais.	- Ingrastions Town	a DOT – Bridge Inspector		
02/25–Ongoing	Underwater Bridg	e inspections, i exa	S DOI – Bridge Inspector	nd accustic imaging	
	statewide in Texes	Each bridge is inspe	ated from 2 ft, above the mean high tide waterline to the mudli	no Each inspection	
	statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mulline. Each inspection				
requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action					
worksneets, element data inspection records, and inventory and defect photographs. Task orders included the underway					
inspections, we have provided special inspections to document the remaining steel section below water and define					
scour below spread footings. We have also provided emergency response service			lso provided emergency response services following numerous	hurricanes and flood	
events: these responses have been to document dam			sument damage following barge impacts and to fully document	scour utilizing acoustic	
imaging, both during and after flood events.			ents.		
01/17–Ongoing	Statewide Underwater Bridge Inspections, Mississippi DOT – Bridge Inspector				
- 6- 6	Consor was selected for the fifth cycle of underwater inspections in July of 2023. To date we have inspected 215+ bridges in				
	accordance with the NBIS. Underwater acoustic imaging and hydrographic surveying was performed on multiple bridges. Diving				
	conditions included fast flow with debris and limited visibility on the Mississippi River. Non-destructive testing was us				
L	1		ý <u>*</u>	ŭ	


		accurately determine the remaining section of steel piles, and timber piles were inspected using a timber resistance drill. Soundings
		were taken upstream and downstream of the bridge while full contours were developed for each bridge site. Reports included
		NBIS component ratings and element-level inspections.
	08/22-12/22	Underwater Inspection of Nine Missouri River Bridges, South Dakota DOT – Bridge Inspector
		In 2022, Consor was selected for a second contract to provide NBIS underwater bridge inspections of nine structures over the
		Missouri River. Structure types included steel plate girders and steel through trusses. Depths ranged from 20 ft. to 120 ft., requiring
		the use of a recompression chamber. Acoustic scanning was performed on every bridge. Additionally, inspectors performed
		channel profiling and monitored local scour conditions. Surface-supplied air diving was used to inspect the structures. Inspection
		reports were provided that included color photographs of inspection findings and recommended repairs.
05/09–05/20 Statewide Underwater Bridge Inspections, South Carolina DOT – Bridge Inspector		
		Under six consecutive contracts dating to 2009, Consor has conducted 1,000+ NBIS element-level underwater bridge inspections
		statewide. Responsibilities included the investigation, evaluation, and recommendation of repairs to the bridges' substructure
		units. Bridges ranged in size from small, completely submerged box culverts to large, river-crossing trusses, and cable stays. After
		the inspection, a complete report was prepared for each bridge detailing the findings, rating the bridges in both NBIS and BMS,
		and stating recommended repairs. 3D modeling was used to assess the progress of channel migration and its encroachment on
		additional piers. Acoustic imaging was used on bridges to document scour for repair recommendations.

Firm employed by	: Consor Engineers, LLC 🛚 🏠 CONSO	r	
Name Arthur	David LeForge	Years of relevant experience with this employer	5
Title Bridge I	nspector/Dive Supervisor	Years of relevant experience with other employer(s)	6
Degree(s) / Years	/ Specialization	N/A	
Active registration	number / state / expiration date	N/A	
Year registered	N/A Discipline	N/A	
Contract role(s) / b	orief description of responsibilities	David fulfills the minimum personnel requirement for MPR 9	).
David LeForge ser	rves as a bridge inspector/dive supervisor	for Consor. He has performed underwater inspections for DOT	ſs in
Louisiana, Texas,	and Florida, as well as federal agencies in	cluding the US Coast Guard and Bureau of Indian Affairs.	
Courses:			
• NHI 130055, Saf	Fety Inspection of In-Service Bridges – 10	//01/2021	
• NHI 130091, Un	derwater Bridge Inspection – 01/25/2019		
Certifications:			
Surface-supplied	Air Diving Supervisor – ADCI #58342		
Experience dates	Experience and qualifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n assessment", "steel and
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive	e Testing", "Project Management".	
08/22–Ongoing	Contract 4400019122: Statewide Und	erwater Bridge Inspections, Louisiana DOTD – Bridge Ins	pector
	Under three consecutive contracts, Cons	sor has performed 1,467 underwater bridge inspections in LA	DOTD Districts statewide.
	Consor's most recently completed task	c order (2022) closed out our second consecutive contract, v	with the third consecutive
	contract's first task order also starting in 2022. Inspections have included challenging aspects specifically related to wildlife, fa		
currents, difficult access, as well as culvert structures requiring penetration dives through extensive silt as			TUDA diving systems for
project has included Level I, II, and III		i inspections utilizing sufface-supplied air and commercial So	UBA diving systems, for
Concrete, steel, and timber bridges from		11 over Lake Pontabertrain L 10 Easthound/Westhound over t	be Ronnett Corre Spillway
	and multiple bridges over the Red Rive	ar Acoustic imaging 2D and 3D has also been performed or	n select bridges including
	Mississippi River crossings NBIS ele	ment-level condition ratings and as of the start of 2023 SN	BI ratings are reported in
	LADOTD's bridge management databa	use which switched from AssetWise to InspectX in 2023, Si	ADD inspection drawings
	streambed cross sections comparing pres	vious to current soundings repair recommendations and photo d	ocumentation are included
	as part of each inspection submittal.		
08/18–Ongoing	Areawide State Bridge Inspection (In	terstate and Non-Interstate), Florida DOT, District 2 – Brid	dge Inspector
	Under a second consecutive four-year co	ontract, Consor is performing in-depth routine and NSTM (frac	cture critical) inspections
	for an expanded inventory of more than	270 bridges carrying interstate and state highways located prir	narily in the Jacksonville
	area. Jacksonville's two signature steel t	russes, with lengths of 1,620 ft. and 2,586 ft., with pin and har	iger connections and
	suspended span details, require industria	l rope access techniques. Jacksonville's third signature bridge,	, a cable stay bridge,
	includes in-depth inspections of the dam	pening system and of the pier interiors, which occur once even	y 10 years. Three bridges
	with movable spans, including a vertical	l lift span, require routine and mechanical electrical inspections	s. NDT is required for the



	truss and historic suspension span bridge pins and lift span sheave shafts and trunnions. Interstate inspections include flyover structures constructed of post-tensioned concrete segmental and fracture critical steel box girders. The remaining interstate bridges are prestressed and reinforced concrete and steel span multi-beam structures. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barge and aerial lift, and approved drone techniques. Underwater inspection services include an additional 103 bridges with lengths from less than 500 ft. to 5000+ ft. using surface supplied air or commercial SCUDA performing level H and level H inspections and budge presented and budge presented and structures.
	inspection requires a comprehensive BrM engineering report with photographs and drawings
02/23–Ongoing	Underwater Bridge Inspections, Texas DOT – Bridge Inspector
	Under four consecutive task order-based contracts, Consor is providing underwater bridge inspection and acoustic imaging statewide in Texas. Each bridge is inspected from 2 ft. above the mean high tide waterline to the mudline. Each inspection requires a detailed engineering report that includes client-specific forms, channel cross-section sketches, follow-up action worksheets, element data inspection records, and inventory and defect photographs. Task orders included the underwater inspection and 2D and 3D acoustic imaging of on- and off-system bridges statewide. In addition to routine underwater inspections, we have provided special inspections to document the remaining steel section below water and define limits of scour below spread footings. We have also provided emergency response services following numerous hurricanes and flood events; these responses have been to document damage following barge impacts and to fully document scour utilizing acoustic imaging, both during and after flood events.
08/19-12/21	Statewide Underwater Bridge Inspections, Iowa DOT – Bridge Inspector
	Consor performed five cycle of statewide underwater bridge inspections, totaling 150+ inspections. Bridges included timber, steel, and concrete construction crossing streams and rivers with swift currents limited access and zero visibility. Each inspection
	required an in-depth engineering report with photographs and CAD drawings illustrating defects. During July 2021, Consor was
	requested to perform an urgent inspection of the waterline footings of I-74 over the Mississippi River, while construction
	operations continued. Consor mobilized to the site within three days and coordinated with the contractors on-site to safely complete the underwater inspections without disruption to any construction related activities.

Firm employed by: Forte & Tablada, Inc.				
Name Bradle	y Holleman, P.E., P.L.S.	Years of relevant experience with this employer 3.5		
Title Senior	Vice President, Survey/AMM	Years of relevant experience with other employer(s) 15	-	
Degree(s) / Years	/ Specialization	B.S./ 2009/Civil Engineering with Minor in Land Surveying		
Active registration	n number / state / expiration date	PLS 5082 / LA / 9/30/2024; PE 47165 / LA/3/31/2025	2	
Year registered	2012; 2022 Discipline	Land Surveying/Civil Engineering		
Contract role(s) /	brief description of responsibilities	Principal-in-Charge		
Experience dates	Experience and qualifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition assessment", "stee	el and	
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructiv	e Testing", "Project Management".		
05/12-09/12	H.009456 – Tchefuncte River Bridge, '	Tangipahoa Parish, LA – Surveyor-in-Charge for the hydrographic survey, topographic su	raphic	
	survey and existing drainage map. This	s project was for a bridge replacement over the Tchefuncte River in Tangipahoa P	Parish.	
	This project demonstrations Brad Holler	man, PLS, PE fulfillment of the Minimum Personnel Requirement.		
09/13-03/14	H.002375 Amite River Bridge, French	<b>1 Settlement, LA – Surveyor-in-Charge</b> for the topographic survey, 3D laser scan	ining	
	and existing drainage map. This project	was for constructing a new bridge over Amite River in French Settlement, Louisian	na to	
the replace the existing swing bridge. A hy-		hydrographic survey was performed on the Smite River for this project. This project	ct	
demonstrations Brad Holleman, PLS, PE f		E fulfillment of the Minimum Personnel Requirement.		
03/17–03/18 H004987 US 190 Collins Blvd, Covington, LA – Surveyor-in-Charge for the topographic survey, 3D laser scannir		ton, LA – Surveyor-in-Charge for the topographic survey, 3D laser scanning and ex	cisting	
	drainage map. This project was for the design of capacity improvements on US 190 in Covington. This project demonstration		ations	
	Brad Holleman, PLS, PE tultiliment of the Minimum Personnel Requirement.			
06/23-08/23	8/23 LA DOTD Underwater Acoustic Imaging – LA 14 Over Delcambre Canal Hydrographic Survey, Iberia Parish, LA –			
	Principal-in-Charge for the area around	d the LA-14 Bridge over Delcambre Canal. The work included typical cross-section	is, and	
water bottom features below waterline w		vere collected using multi-beam and single beam sonar equipment. Terrestrial LiDA	R was	
05/ 10/22	used to capture the above water surface.			
05/-10/22	LA DOID Underwater Acoustic Im	<b>LA</b> – <b>Principal-in-Charge</b> for alding in the field acquisiti	ion of	
	multibeam hydrographic survey data of	To bridges in South Louisiana. The bridges locations ranged from inner Harbor Navig	gation	
Canal in New Orleans to the Mississippi River in Baton Rouge. Data was then extracted from the m		River in Baton Rouge. Data was then extracted from the multibeam data to provide t	Jepins	
06/21 On again a	IL 014210 IL 014222 IL 014228 IL 01	uge and miniediale area.	noicat	
00/21–Oligoling	#21-Ongoing H.U14219, H.U14222, H.U14226, H.U14251 and H.U14250 – Kural Bridge Replacement Initiative Phase II; 5 State Project		rojeci	
	way mapping services for 20 Bridge Sit	of and os (4400019550) – I fincipal-in-Charge for topographic surveying and fig	;111-01-	
01/21 03/22	H 013070 H 013005 H 013002 H 013	uu. 2004 H A13985 H A13954 H A1399A. Rural Rridge Renlacement Initiative Phys	se I• 7	
01/21-03/22	State Project Numbers (22 Bridge S	Sites) in Districts 04, 05, 08 and 58 (4400017598) – Princinal-in-Charge prov	vidino	
	topographic surveying services and righ	t-of-way mapping services of 22 bridges in Louisiana	Tang	
05/21-12/22	H.003931- Calcasien River Bridge (H	(BI) – Calcasieu Parish, LA (4400010587- Task Order 18: 4400015237- Task (	Order	
	1; 4400021974- Task Orders 1, 3, and	<b>d</b> 4) – <b>Principal-in-Charge</b> for this project providing topographic survey and dra	ainage	



	mapping. This project is in a high-traffic industrial area along I-210 and is approximately 7 miles long. Forte and Tablada
	completed Mobile LiDAR scanning services for much of the corridor as a means of obtaining topographic data without
	endangering surveyors. The Survey also included Multibeam Hydrographic survey of Lake Charles, and Terrestrial LiDAR
	scanning of bridge substructures. Mr. Holleman also served as Principal-in-Charge for the boundary surveys and the take-offs for
01/10 04/20	the railroad realignment of this project.
01/18-04/20	H.004100 I-10: LA 415 to Essen Lane – Surveyor-in-Charge for the topographic survey and 3D Mobile laser scanning. This
	project was for the widening design of Interstate 10 from LA 415 to Essen Lane in East Baton Rouge Parish. This Survey was part
0.4/20 11/20	of a larger project that extended West to LA 415 and included a team of 4 Survey firms to complete the work on schedule.
04/20-11/20	H.000688 US 11 Norfolk Southern RR Overpass, St. Tammany Parish, LA – Surveyor-in-Charge for the topographic survey
	and 3D Mobile laser scanning. This project was for the design of a new US 11 overpass over Norfolk Southern Railroad.
02/20-08/20	H.010652 LA 73: US 61 (Airline) to Essen Lane, Baton Rouge, LA – Surveyor-in-Charge for the topographic survey and 3D
	Mobile laser scanning. This project was for the design of improvements to Jefferson Highway from Airline to Essen Lane in East
	Baton Rouge Parish.
06/19–12/19	H.011645 LA 3002 Access Management, Livingston Parish, LA – Surveyor-in-Charge for the topographic survey and 3D
	Mobile laser scanning. This project was for the design of a median and turnarounds on LA 3002 in Livingston Parish.
05/18-04/19	H.012591 I-10 Paris Road Lake Pontchartrain, New Orleans, LA – Surveyor-in-Charge for the topographic survey, 3D
	Mobile laser scanning and existing drainage map. This project was for the design of Interstate 10 improvements of an 8 mile
	stretch in New Orleans East.
03/17-03/18	H004987 US 190 Collins Blvd, Covington, LA – Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing
	drainage map. This project was for the design of capacity improvements on US 190 in Covington.
06/16-02/17	H.000263 Chef Menteur Pass Bridge – Surveyor-in-Charge for the topographic survey, 3D laser scanning and existing drainage
	map. This project was for the design of new bridge to replace the existing swing bridge on US 90 over Chef Menteur Pass.
12/14-03/16	H.011137 & H.011152 I-12 (LA 21 to LA 59), St. Tammany, LA – Surveyor-in-Charge for the topographic survey, 3D laser
	scanning and existing drainage map. This project was for widening of Interstate 12 from LA 21 to La 59 in St. Tammany Parish.
06/15-12/15	H.011224 US 190 Guardrail / Rutting Repair, Point Coupee Parish, LA – Surveyor-in-Charge for the topographic survey,
	3D laser scanning and existing drainage map. This project was for constructing a replacement guardrail along US 190 in Pointe
	Coupee Parish due to damage.
08/19–Ongoing	H.011670- I-10/Loyola Interchange Improvements- Kenner, LA – Surveyor-in-Charge/Principal-in-Charge providing
	Topographic Survey, Right- of-Way Survey, and Drainage Survey. The project stretches along I-10, from the levee in Kenner to
	the Williams Blvd. off ramp, as well as Loyola Avenue and portions of Veterans Blvd for approximately 3.2 miles of roadway.
	The Survey was part of a Design-Build Project, which required weekly data updates, to allow the Design team to begin working
	and stay on schedule. Due to the compressed timeline of the Survey, a total of 3 Survey firms were contracted to split up the
	workload, with Forte and Tablada, Inc. serving as Prime Surveyor, being responsible for management and QA/QC of all Survey
	work. Mr. Holleman originally managed SJB Group's portion of the Survey, and is now serving as Principal-in-Charge for any
	ongoing or new work Forte and Tablada is tasked with.



Firm employed by: Forte & Tablada, Inc.						
Name Ross A. Wilson, P.L.S.		Years of relevant experience with this employer	13			
Title Senior	Professional Land Surveyor	Years of relevant experience with other employer(s)	2			
Degree(s) / Year	s / Specialization	BS / 2010/ Geomatics	( ereb			
Active registration	on number / state / expiration date	5148/LA/03/31/2026; Also Registered PLS in TX, MS, AR,	, FL,			
		KY, and TN				
Year registered	2015 Discipline	Land Surveying				
Contract role(s)	brief description of responsibilities	Professional Land Surveyor				
Experience dates	Experience and qualifications relevant	to the proposed contract, i.e., "Bridge Inspection", "conditio	n assessment", "steel and			
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructiv	e Testing", "Project Management".				
05/21-12/22	H.003931- Calcasieu River Bridge (H	BI) – Calcasieu Parish, LA (4400010587- Task Order 18; 4	4400015237- Task Order			
	1; 4400021974- Task Orders 1, 3, an	d 4) – Surveyor-in-Charge for this project providing topogr	aphic survey, Mobile and			
	Terrestrial LiDAR, Multibeam Hydrog	raphic survey of Lake Charles, and drainage mapping. This j	project is in a high-traffic			
	industrial area along I-210 and is approx	ximately 7 miles long. This Survey included four Phases of wo	ork, which were completed			
	within a condensed timeline, requiring u	up to 6 Survey Crews being mobilized in order to meet deadline	es for each Phase.			
05/17-10/18	H.004791.5 Belle Chasse Bridge and	Funnel (HBI)- Plaquemines Parish, LA (4400009387- Task (	Orders 2 and 5) –			
	Surveyor-in-Charge for comprehensive topographic surveying and drainage mapping for the Belle Chase Bridge and Tunnel					
	Replacement project for LA DOTD. Included in this work was a survey performed utilizing traditional methods, terrestrial laser					
	scanning of roadway, bridge and tunnel features, and multi-beam hydrographic surveying of the Algiers Canal and exterior					
	features of the existing tunnel.					
08/19–Ongoing	Ongoing H.011670- I-10/Loyola Interchange Improvements- Kenner, LA – Surveyor-in-Charge providing Topographic Survey,					
	Right- of-Way Survey, and Drainage Survey. The project stretches along I-10, from the levee in Kenner to the Williams Blvd. off					
	ramp, as well as Loyola Avenue and portions of Veterans Blvd for approximately 3.2 miles of roadway. The Survey was part of					
	a Design-Build Project, which required weekly data updates, to allow the Design team to begin working and stay on schedule					
	Due to the compressed timeline of the S	Survey, a total of 3 Survey firms were contracted to split up the	workload, with Forte and			
	Tablada, Inc. serving as Prime Surveyo	or, being responsible for management and QA/QC of all Surv	ey work. Mr. Wilson was			
	responsible for ensuring all Survey work	k was completed on schedule, while also meeting all LADOTD	requirements.			
03/13-07/15	H.004698 – Almonaster Avenue Lift E	Bridge – Orleans Parish, LA – Survey Manager responsible f	or performing topographic			
	survey, drainage map, integration of Hydrographic data, and establishing existing right-of-way for the north line of I- 10,					
10/10 00/10	Almonaster Avenue, and CSX Railroad	property, and terrestrial L1DAK scanning all bridge features.				
10/18-02/19	H.012343 Sunshine Bridge Repair –	St. James Parish, LA (440001058/- Task Orders 2, 3, 4, 5	, and 10) – Surveyor-in-			
	<b>Unarge</b> responsible for establishing sur	every control on and near the Sunshine Bridge to use convention	and terrestrial LIDAR			
	scanning methods to monitor the damag	e on the bridge. This project showcases Forte and Tablada's ca	ipability of quick response			
	to an emergency task order, as project managers were able to meet LADOID representatives within nours of notice and were at					
	to mobilize multiple field crews for in	nual project control work that night. Monitoring efforts took	c place before and during			



	construction to support engineering jacking. Post-construction as-builts and profiles of the damaged area of the bridge were also		
	provided.		
06/20-3/22	H.013979, H.013995, H.013992, H.013994, H.013985, H.013954, H.013990- Rural Bridge Replacement Initiative Phase I; 7		
	State Project Numbers (22 Bridge Sites) in Districts 04, 05, 08 and 58 (4400017598) – Surveyor-in-Charge for topographic		
	surveying and right-of-way mapping services.		
06/21–Ongoing	H.014219, H.014222, H.014228, H.014231 and H.014236 – Rural Bridge Replacement Initiative Phase II; 5 State Project		
	numbers (20 Bridge Sites) in Districts 04 and 05 (4400019336) - Surveyor-in-Charge for topographic surveying and right-of-		
	way mapping services.		
08/23–Ongoing	H.015547, H.015548, H.015549, H.015341, H.015551, H.015552, H.015545, H.015550, H.015544, H.015553- Infrastructure		
	Investment and Jobs Act (IIJA) Off-System Bridge Program- 10 State Project Numbers (13 Bridge Sites) District 61		
	(4400025029) – Surveyor-in-Charge for topographic surveying and right-of-way mapping services.		
08/15–Ongoing	H.004273.5 – I-49 Connector – Lafayette Parish, LA – LA DOTD – Survey Manager/ Surveyor-in-Charge responsible for		
	providing topographic, terrestrial LiDAR scanning, and property surveying services for the I-49 Connector. The project is in a		
	dense urban area and is approximately 5 miles long. Forte and Tablada, Inc. was able to mobilize up to 4 Survey crews on this		
	project, in order to meet phased deadlines. This project demonstrates Mr. Wilson's ability to fulfill the minimum personnel		
	requirement of having over five (5) years of experience in conducting topographic surveys.		
12/16-12/19	IDIQ Contract No. 4400009164 for Professional Surveying Services – Statewide with Majority of Work in Districts 03 and		
	07 – Surveyor performing property surveys, establishing existing right-of-way, right-of-way maps and title take-offs for LA		
	DOTD. This contract showcases Mr. Wilson's familiarity with the process of managing an LADOTD Survey IDIQ Task Order		
	from beginning to end.		
11/18–3/19,	H.011684 LA 327 Spur: Staring Lane Extension- East Baton Rouge Parish, LA (4400010587- Task Orders 1 and 16;		
1/21-2/21,	4400021974- Task Order 5) – Surveyor-in-Charge for a topographic survey, Terestrial LiDAR, and drainage map for this		
12/22-04/23	project, being approximately 1.5 miles long, in between the intersections of La 42 (Burbank Dr.) and Staring Ln. and La 327		
	(Gardere Ln.) and La 30.		
01/18-06/19	H.004100- I-10: LA 415 to Essen Lane to I-10 and I-12- East and West Baton Rouge Parishes- LA DOTD (4400012323) –		
	Survey Manager for topographic survey, and terrestrial LiDAR survey of approximately 5 miles of roadway along I-10 and I-12		
	between LSU lakes and Essen Lane. Project required Forte and Tablada, Inc. to mobilize up to 5 Survey Crews to meet phased		
	deadlines.		
01/23-01/24	H.014218 US190-Livingston Parish Line – East Baton Rouge Parish, LA (4400021974- Task Order 2) – Surveyor-in-		
	Charge for this project providing topographic survey, Mobile LiDAR, and drainage mapping. This project is in a dense urban		
	area and is approximately 4 miles long. The purpose of the project is to complete a road overlay and drainage improvements.		
01/20-10/20	H.012588, H.012169, H.012587 I-10: Atch Basin Br-W. Baton Rouge P/L, I-10: Iberville P/L-W End Miss Br, I-10: W End		
	of Br 290-W End of LA 415- West Baton Rouge & Iberville Parishes, LA (4400010587- Task Orders 6, 7, and 8) – Surveyor-		
	in-Charge for complete topographic survey and Mobile LiDAR of approximately 18.3 miles along I-10, from the East end of the		
	Atchafalaya Bridge to the West end of the I-10/LA 415 Interchange.		
11/18–3/19,	H.011684 LA 327 Spur: Staring Lane Extension- East Baton Rouge Parish, LA (4400010587- Task Orders 1 and 16;		
01/21-02/21,	4400021974- Task Order 5) – Surveyor-in-Charge for a topographic survey, Terrestrial LiDAR, and drainage map for this		



12/22-4/23	project, being approximately 1.5 miles long, in between the intersections of La 42 (Burbank Dr.) and Staring Ln. and La 327
	(Gardere Ln.) and La 30.
02/17-03/18	H.010753.5 US 90 / I-310 Interchange, St. Charles Parish, LA (4400009387- Task Orders 1 and 3) – Surveyor-in-Charge
	responsible for topographic surveying, terrestrial LiDAR, and drainage mapping of approximately 2 miles along US-90 and the
	area of the US 90/I-310 Interchange in St. Charles Parish.
03/24-04/24	H.015935 LA Hwy 47 Over Bayou Bienvenue- Emergency Bridge Replacement, St. Bernard/Orleans Parish, LA -
	Surveyor-in-Charge to provide topographic, Hydrographic, and terrestrial LiDAR surveying for an emergency bridge
	replacement of the LA 47 bridge over Bayou Bienvenue. Due to the emergency status of the project, the project was completed in
	a condensed timeline.
11/19-12/20	H.012083- Calcasieu River Bridge INT Repairs, Calcasieu Parish, LA (4400010587- Task Orders 12, 14, and 15) -
	Surveyor-in-Charge to provide project control and laser scanning services for the I-10/Lake Calcasieu bridge in Lake Charles,
	LA. Terrestrial scans were done underneath the bridge for 10 spans on the East and West side, on top the deck to capture the
	superstructure, as well as from the water below to capture the sub structure. In addition to the terrestrial scans, mobile Lidar was
	done for future planning.
12/19-09/20	H.011970- Bayou Terrebonne Bridges, Terrebonne Parish, LA (4400010587- Task Order 9) – Surveyor-in-Charge for the
	topographic, terrestrial LiDAR, and hydrographic survey of the Bayou Terrebonne bridges and surrounding area, at the intersection
	of LA 182 and Bayou Terrebonne.
05/17-10/17	H.013052- LA 442 Tangipahoa River Bridge Replacement, Tangipahoa Parish, LA – Surveyor-in-Charge to provide
	topographic, terrestrial LiDAR, and hydrographic surveying for the LA 442 bridge over the Tangipahoa River.
06/19-09/19	H.000303.6- Danziger Bridge Repair, Orleans Parish, LA (4400010587- Task Orders 11 and 13) – Surveyor-in-Charge for
	Project Control, Topographic and Monitoring survey, and terrestrial LiDAR scanning of Danziger bridge. This survey was
	necessary due to damage of joints, deck, and girder ends of the fixed spans on both sides of the bridge.



Firm employed by: Forte & Tablada, Inc.				
Name Gerald	"Jerry" Middleton, P.L.S.	Years of relevant experience with this employer 12		
Title Senior H	Professional Land Surveyor	Years of relevant experience with other employer(s) 37		
Degree(s) / Years	/ Specialization			
Active registration	n number / state / expiration date	4856 / Louisiana / 09-30-2025		
Year registered	1999 Discipline	Land Surveying		
Contract role(s) /	brief description of responsibilities	Surveyor		
Experience dates	Experience and qualifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and		
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive	e Testing", "Project Management".		
05/21-12/22	H.003931- Calcasieu River Bridge (HI	BI) – Calcasieu Parish, LA (4400010587- Task Order 18; 4400015237- Task Order 1;		
	4400021974- Task Orders 1, 3, and 4) –	<b>QC Reviewer</b> for this project providing topographic survey, Mobile and Terrestrial LiDAR,		
	Multibeam Hydrographic survey of Lake	Charles, and drainage mapping. This project is in a high-traffic industrial area along I-210 and		
	is approximately 7 miles long.			
05/17-10/18	H.004791.5 Belle Chasse Bridge and Tu	innel (HBI)- Plaquemines Parish, LA (4400009387- Task Orders 2 and 5) – QC		
	<b>Reviewer</b> for comprehensive topographic surveying and drainage mapping for the Belle Chase Bridge and Tunnel Replacement			
	project for LA DOID. Included in this work was a survey performed utilizing traditional methods, terrestrial laser scanning of			
tunnel		multi-beam hydrographic surveying of the Argiers Canar and exterior reatures of the existing		
06/17-02/19 Amite/Rlind River Survey, Livingston Parish, LA – Surveyor for hydrographic surveying of the mouth of the Amite and Rlind Riv				
00/17 02/19	in Livingston Parish.			
08/15–Ongoing	/15–Ongoing H.004273.5 – I-49 Connector – Lafavette Parish, LA – LA DOTD – OC Reviewer responsible for providing topographic, terrestrial			
LiDAR scanning, and property surveying services for the I-49 Connector. The project is in a dense urban area and is approximately 5				
miles long. Forte and Tablada, Inc. was able to mobilize up to 4 Survey crews on this project, in		ble to mobilize up to 4 Survey crews on this project, in order to meet phased deadlines.		
08/19–Ongoing	H.011670- I-10/Loyola Interchange Im	provements- Kenner, LA – QC Reviewer providing Topographic Survey, Right- of-Way		
	Survey, and Drainage Survey. The project	ct stretches along I-10, from the levee in Kenner to the Williams Blvd. off ramp, as well as		
	Loyola Avenue and portions of Veterans I	Blvd for approximately 3.2 miles of roadway. The Survey was part of a Design-Build Project,		
	which required weekly data updates, to al	low the Design team to begin working and stay on schedule.		
	East Baton Rouge Stormwater Master	plan, East Baton Rouge Parish, LA – Surveyor for hydrographic surveying of bayous and		
2018–2021	creeks located within East Baton Rouge F	arish for the EBR Stormwater Masterplan. The work consisted of establishing cross-sections		
01/10 06/10	and stream bed profiles along their length	as well as locating over 14,000 subsurface structures for the purposes of hydraulic modeling.		
01/18-06/19	H.004100- 1-10: LA 415 to Essen Lane	to 1-10 and 1-12- East and West Baton Rouge Parisnes- LA DOID (4400012323) – QC		
<b>Reviewer</b> for topographic survey, and terrestrial LiDAK survey of approximately 5 miles of roadway along 1-10 and 1-12 b lakes and Essen I and Project required Forte and Tablade. Inc. to mobilize up to 5 Survey. Crows to most phased deadlines				
03/13_07/15	H 004698 – Almonaster Avenue Lift Rr	idge – Orleans Parish LA – OC Reviewer responsible for performing topographic survey		
05/15 07/15	drainage man, integration of Hydrographi	c data, and establishing existing right-of-way for the north line of I- 10 Almonaster Avenue		
1		L DAD security and the factors		



06/20-3/22	H.013979, H.013995, H.013992, H.013994, H.013985, H.013954, H.013990- Rural Bridge Replacement Initiative Phase I; 7 State		
	Project Numbers (22 Bridge Sites) in Districts 04, 05, 08 and 58 (4400017598) - QC Reviewer for topographic surveying and right-		
	of-way mapping services.		
3/15-9/20	Livingston Drainage Improvements – Bridge Replacements- Livingston Parish, LA – Surveyor-In-Charge for Surveys of George		
	Mashon and Travis Street for the Topographic Survey and Right-of-Way mapping. The purpose of the project was to determine the		
	feasibility of replacing bridges with culverts within the parish.		
12/16-12/19	IDIQ Contract No. 4400009164 for Professional Surveying Services – Statewide with Majority of Work in Districts 03 and 07 –		
	<b>QC Reviewer</b> performing property surveys, establishing existing right-of-way, right-of-way maps and title take-offs for LA DOTD.		
08/83-11/85	LA. Dept of Public Works – Darlington Feasibility Study – Party Chief in charge of setting Horizontal and Vertical control including		
	targets for aerial photography. Ran 80 basin wide cross sections from Interstate Hwy 12 to the Louisiana / Mississippi state line for		
	hydraulics and hydrology calculations.		
07/74-04/75	<b>Pyburn &amp; Odom – Instrument man</b> on survey crew performing hydrographic surveys for pipeline river crossings, US Army Corps of		
	Engineers Mississippi and Atchafalaya River Revetment surveys and Atchafalaya River Basin wide cross sections.		
01/23-01/24	H.014218 US190-Livingston Parish Line – East Baton Rouge Parish, LA (4400021974- Task Order 2) – QC Reviewer for this		
	project providing topographic survey, Mobile LiDAR, and drainage mapping. This project is in a dense urban area and is approximately		
	4 miles long. The purpose of the project is to complete a road overlay and drainage improvements.		
02/17-03/18	H.010753.5 US 90 / I-310 Interchange, St. Charles Parish, LA (4400009387- Task Orders 1 and 3) – QC Reviewer for topographic		
	surveying, terrestrial LiDAR, and drainage mapping of approximately 2 miles along US-90 and the area of the US 90/I-310 Interchange		
	in St. Charles Parish.		
12/19-09/20	H.011970- Bayou Terrebonne Bridges, Terrebonne Parish, LA (4400010587- Task Order 9) – QC Reviewer for the topographic,		
	terrestrial LiDAR, and hydrographic survey of the Bayou Terrebonne bridges and surrounding area, at the intersection of LA 182 and		
	Bayou Terrebonne.		
7/12-12/20	H.012308- Cook Road Improvements, Livingston Parish, LA – QC Reviewer for Topographic and Right-of-Way surveys for this		
	project that designed improvements to an existing section of two lane roadway and an unimproved area with the construction of a four		
	(4) lane boulevard section from LA Hwy 16 (Pete's Hwy) to LA Hwy 1026 (Juban Road), along with several bridges.		
01/20-10/20	H.012588, H.012169, H.012587 I-10: Atch Basin Br-W. Baton Rouge P/L, I-10: Iberville P/L-W End Miss Br, I-10: W End of		
	Br 290-W End of LA 415- West Baton Rouge & Iberville Parishes, LA (4400010587- Task Orders 6, 7, and 8) – QC Reviewer		
	for complete topographic survey and Mobile LiDAR of approximately 18.3 miles along I-10, from the East end of the Atchafalaya		
	Bridge to the West end of the I-10/LA 415 Interchange.		
05/17-10/17	H.013052- LA 442 Tangipahoa River Bridge Replacement, Tangipahoa Parish, LA – QC Reviewer to provide topographic,		
	terrestrial LiDAR, and hydrographic surveying for the LA 442 bridge over the Tangipahoa River.		
10/17-03/20	H.005967 Nelson Road Extension and Bridge, Calcasieu Parish, LA – QC Reviewer responsible for topographic survey services		
	North of Contraband Bayou for LA DOTD. Included in this work was a survey performed utilizing conventional methods for the Nelson		
	Road Extension across Contraband Bayou to West Sallier Street.		



Firm employed by: Forte & Tablada, Inc.						
Name	Rachel Waldroup, P.L.S.			Years of relevant experience with this employer	8	
Title	Professi	fessional Land Surveyor		Years of relevant experience with other employer(s)	0	
Degree(s) / Years / Specialization				BS Environment Science / 2020		
				AAS Civil, Surveying, and Mapping Technology / 2015		00
				Hydrography & Marine Magnetometry in HYPACK Traini	ng –	
				09/21/23		
Active re	egistration	n number / state / expin	ration date	5277 / LA / 9/30/2024		
Year reg	gistered	2022	Discipline	Land Surveying		1657
Contract	t role(s) /	brief description of res	sponsibilities	Surveyor		
		-				
Experier	nce dates	Experience and qua	lifications relevant	to the proposed contract, i.e., "Bridge Inspection", "conditio	n asse	essment", "steel and
(mm/yy-	-mm/yy)	concrete rehabilitation	on, "Non-destructiv	ve Testing", "Project Management".		
05/21-	-12/22	H.003931- Calcasier	u River Bridge (H	BI) – Calcasieu Parish, LA (4400010587- Task Order 18; 44	000152	237- Task Order 1;
		4400021974- Task (	Orders 1, 3, and 4)	– CADD Technician and PLS for this project providing topog	graphic	survey, Mobile and
		Terrestrial LiDAR, M	Iultibeam Hydrogra	phic survey of Lake Charles, and drainage mapping. This project i	s in a h	nigh-traffic industrial
00/01 0	<u> </u>	area along 1-210 and	is approximately 7 i	miles long.		
09/21–Ongoing IDIQ Contract No. 4400021532 for Professional Surveying Services – Statewide with Majority of Work in Districts 03			Districts 03 and 07			
- PLS performing property surveys, establishing existing right-of-way, right-of-way maps and title take-offs for LA DOTD. This contract showcases Ms. Waldroup's familiarity with the process of managing an LADOTD Survey IDIO Task Order from basis			LA DOID. Inis			
to end.			der from beginning			
06-21_Ongoing H014219 H014222 H014228 H014231 and H014236 - Rural Bridge Replacement Initiative Phase II. 5 State Pro			II: 5 State Project			
00 21 0	numbers (20 Bridge Sites) in Districts 04 and 05 (4400019336) – CADD Technician and PLS for topographic surveying and right-					
	of-way mapping services.					
06/20–3/22 H.013979, H.013995, H.013992, H.013994, H.013985, H.013954, H.013990- Rural Bridge Replacement Initiative Phase I: 7 S			tive Phase I; 7 State			
		Project Numbers (2)	2 Bridge Sites) in D	Districts 04, 05, 08 and 58 (4400017598) – CADD Technician for	topog	raphic surveying and
		right-of-way mapping	g services.		10	
08/15-0	Ongoing	H.004273.5 – I-49 C	Connector – Lafayo	ette Parish, LA – LA DOTD – CADD Technician responsible	for pr	oviding topographic,
	terrestrial LiDAR scanning, and property surveying services for the I-49 Connector. The project is in a dense urban area and			se urban area and is		
	approximately 5 miles long.					
08/23-Ongoing   H.015547, H.015548, H.015549, H.015341, H.015551, H.015552, H.015545, H.015550, H.015544, H.015553- Infrastr		553- Infrastructure				
		Investment and Jo	bs Act (IIJA) Off	f-System Bridge Program- 10 State Project Numbers (13	Bridge	e Sites) District 61
0.1/01	06/01	(4400025029) - Surv	veyor for topograph	ic surveying and right-of-way mapping services.	<u></u>	
04/21-	-06/21	H.014628- LA 397:	Turn Lanes at Ric	ce Mill, Calcasieu Parish, LA (4400010587- Task Order 17) –	Surve	ey CAD Technician
02/21	10/01	responsible for topog	raphic surveying at	the intersection of LA 397 and Joe Spears Rd.	<u> </u>	
03/21-	-12/21	MOVEBR (20-EN-I	10-0003) Florida E	Siva. Corridor Ennancement – East Baton Kouge Parish, LA -	- Surv	ey CAD Technician
		for this project provid	ang topographic sui	rveying, woone LIDAK, and drainage mapping services. This proj	ect 1S 1	in a dense urban area



2018-2021	East Baton Rouge Stormwater Masterplan, East Baton Rouge Parish, LA – CADD Technician for hydrographic surveying of
	bayous and creeks located within East Baton Rouge Parish for the EBR Stormwater Masterplan. The work consisted of establishing
	cross-sections and stream bed profiles along their length as well as locating over 14,000 subsurface structures for the purposes of
	hydraulic modeling.
08/19–Ongoing	H.011670- I-10/Loyola Interchange Improvements- Kenner, LA – CADD Technician and PLS providing Topographic Survey,
	Right- of-Way Survey, and Drainage Survey. The project stretches along I-10, from the levee in Kenner to the Williams Blvd. off ramp,
	as well as Loyola Avenue and portions of Veterans Blvd for approximately 3.2 miles of roadway. The Survey was part of a Design-
	Build Project, which required weekly data updates, to allow the Design team to begin working and stay on schedule.
01/18-06/19	H.004100- I-10: LA 415 to Essen Lane to I-10 and I-12- East and West Baton Rouge Parishes- LA DOTD (4400012323) – CADD
	<b>Technician</b> for topographic survey, and terrestrial LiDAR survey of approximately 5 miles of roadway along I-10 and I-12 between
	LSU lakes and Essen Lane. Project required Forte and Tablada, Inc. to mobilize up to 5 Survey Crews to meet phased deadlines.
11/18-3/19	H.011684 LA 327 Spur: Staring Lane Extension- East Baton Rouge Parish, LA (4400010587- Task Orders 1 and 16; 4400021974-
	Task Order 5) – CADD Technician for a topographic survey, Terrestrial LiDAR, and drainage map for this project, being
	approximately 1.5 miles long, in between the intersections of La 42 (Burbank Dr.) and Staring Ln. and La 327 (Gardere Ln.) and La 30.
10/22-12/22	Lafayette Streetscape Survey- Congress Street, Lafayette Parish, LA – Survey CAD Technician providing topographic and
	property survey to establish existing right-of-way for approximately a mile of roadway along Congress Street. This survey included
	mobile LiDAR scanning of all roadway features as a means of obtaining topographic data without endangering surveyors.
03/21-12/21	MOVEBR (20-EN-HC-0003) Florida Blvd. Corridor Enhancement – East Baton Rouge Parish, LA – Survey CAD Technician
	for this project providing topographic surveying and drainage mapping services. This project is in a dense urban area and is
	approximately 4 miles long. Forte and Tablada completed mobile LiDAR services for much of the congested corridor as a means of
	obtaining topographic data without endangering surveyors.
6/15-5/16	<b>Buddy Ellis Rd Livingston Parish LA – Survey CAD Technician</b> for Topographic and Utility Survey of Forrest Delatte Rd. from
	LA 1026 to 447, for approximately 3.5 miles. The purpose of the project was to make repairs and improvements to the roadway,
	including a bridge replacement.
09/17-07/18	<b>Dunn Road Improvement, Livingston Parish, LA – Survey CAD Technician</b> for Topographic survey from Lockhart Rd. to Arnold
	Rd for approximately 2.8 miles.
6/15-4/16	Forrest Delatte Rd Livingston Parish LA – Survey CAD Technician for Topographic and Utility Survey of Forrest Delatte Rd.
	from LA 16 to LA 1026, for approximately 1.786 miles. The purpose of the project was to make repairs and improvements to the
	roadway and drainage, including a bridge replacement.
3/15-8/15	Livingston Drainage Improvements – Bridge Replacements- Livingston Parish, LA – Survey CAD Technician for Surveys of
	George Mashon and Travis Street for the Topographic Survey and Right-of-Way mapping. The purpose of the project was to determine
	the feasibility of replacing bridges with culverts within the parish.



Firm employed by	: Forte & Tablada, Inc. FORTER			
Name Brent M	I. Campbell	Years of relevant experience with this employer	11	
Title Advance Leader	ed Measurements and Modeling Group	Years of relevant experience with other employer(s)	0	
Degree(s) / Years / Specialization		BS / 2013 / Construction Management		
Active registration	number / state / expiration date	N/A		
Year registered	N/A Discipline	N/A		
Contract role(s) / b	brief description of responsibilities	Advanced Measurements and Modeling Group Leader		
Experience dates	Experience and qualifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	on assessment", "steel and	
(mm/yy–mm/yy)	concrete rehabilitation, "Non-destructive	e Testing", "Project Management".		
06/23-08/23	LA DOTD Underwater Acoustic Imagir	ng - LA 14 Over Delcambre Canal Hydrographic Survey, Iber	ia Parish, LA – Technician	
	for the area around the LA-14 Bridge over	Delcambre Canal. The work included typical cross-sections, and	water bottom features below	
	waterline were collected using multi-bear	n and single beam sonar equipment. Terrestrial LiDAR was used	d to capture the above water	
	surface.			
05/22-10/22	LA DOTD Underwater Acoustic Imagin	ng, Statewide, LA – Responsible for aiding in the field acquisiti	on of multibeam	
	nydrographic survey data of 10 bridges in Orleans to the Mississippi Diver in Poten	South Louisiana. The bridges locations ranged from liner Harbo	or Navigation Canal in New	
	locations along the bridge and immediate	area	the depths at predetermined	
05/17-10/18	H.004791.5 Belle Chasse Bridge and Tunnel (HBI)- Plaquemines Parish. LA (4400009387- Task Orders 2 and 5) – Technicia			
00/17 10/10	for multi-beam hydrographic and terrestri	al LiDAR survey as part of comprehensive topographic surveying	ig and drainage mapping for	
	the Belle Chase Bridge and Tunnel Repla	accement project for LA DOTD. Included in this work was a surv	vey performed of bridge and	
	tunnel features.			
03/13-07/15	H.004698 – Almonaster Avenue Lift Bridge – Orleans Parish, LA – Technician responsible for performing Terrestrial LiDA			
	part of a comprensive Topographic Surve	y for LADOTD.		
05/21-12/22	H.003931- Calcasieu River Bridge (HP	3I) – Calcasieu Parish, LA (4400010587- Task Order 18; 44	400015237- Task Order 1;	
	4400021974- Task Orders 1, 3, and 4)	- Group Leader responsible for this project providing Mobile	and Terrestrial LiDAR, and	
	Multibeam Hydrographic survey of Lake	Charles. This project is in a high-traffic industrial area along I-	-210 and is approximately 7	
10/19 05/10	miles long.	Lamas Davish I.A. (4400010597 Task Ordans 2.2.4.5 a	ad 10) Duciest Menager	
10/18-05/19	H.012343 Sunshine Bridge Repair – Si	t. James Parisn, LA (4400010587- 1ask Orders 2, 3, 4, 5, a)	nd 10) – Project Manager	
	with traditional measuring practices which	h were required for the structural analysis and repair design for t	be bridge. Major role in this	
	project was creating a set of plans to doc	sument the damage on this bridge. These plans contained details	ed information on structural	
	strain and inconsistencies from the origin	nal plans. Additionally, assisted in scanning for incremental b	ridge movement as well as	
	monitoring bridge movement as LADOTI	D jacked on members to place new beams using Faro Scene and I	MicroStation.	
01/18–06/19	H.004100- I-10: LA 415 to Essen Lane to	o I-10 and I-12- East and West Baton Rouge Parishes- LA DO	TD (4400012323) – Project	
	Manager responsible for scanning effort	s for topographic survey of approximately $5$ miles of roadway a	long I-10 and I-12 between	
	LSU lakes and Essen Lane.			



03/21-12/21	MOVEBR (20-EN-HC-0003) Florida Blvd. Corridor Enhancement – East Baton Rouge Parish, LA – Mobile LiDAR Tech
	responsible for assisting with capturing mobile data. Responsible for processing and extracting the Mobile LiDAR data. This project is
	in a dense urban area and is approximately 4 miles long.
08/15–Ongoing	H.004273.5 – I-49 Connector – Lafayette Parish, LA – LA DOTD – Technician responsible for providing terrestrial LiDAR scanning
	for the I-49 Connector. The project is in a dense urban area and is approximately 5 miles long.
01/23-01/24	H.014218 US190-Livingston Parish Line – East Baton Rouge Parish, LA (4400021974- Task Order 2) – Group Leader
	responsible for management and QAQC of performing Mobile LiDAR and extraction for project providing topographic survey. This
	project is in a dense urban area and is approximately 4 miles long. The purpose of the project is to complete a road overlay and drainage
	improvements.
01/20-10/20	H.012588, H.012169, H.012587 I-10: Atch Basin Br-W. Baton Rouge P/L, I-10: Iberville P/L-W End Miss Br, I-10: W End of
	Br 290-W End of LA 415- West Baton Rouge & Iberville Parishes, LA (4400010587- Task Orders 6, 7, and 8) – Technician for
	complete Mobile LiDAR of approximately 18.3 miles along I-10, from the East end of the Atchafalaya Bridge to the West end of the I-
	10/LA 415 Interchange.
10/19-10/20	<b>Inspection of Metal Culverts - Statewide, LA – Group Leader</b> responsible for the management and QAQC for inspections and data
	acquisition for approximately 230 culvert locations statewide. Culvert measurements were acquired with a mixture of 3-D laser
	scanning, sonar, and LiDAR.
12/19-09/20	H.011970- Bayou Terrebonne Bridges, Terrebonne Parish, LA (4400010587- Task Order 9) – Senior Technician for the terrestrial
	LiDAR survey of the Bayou Terrebonne bridges and surrounding area, at the intersection of LA 182 and Bayou Terrebonne.
11/19–12/20	H.012083- Calcasieu River Bridge INT Repairs, Calcasieu Parish, LA (4400010587- Task Orders 12, 14, and 15) – Senior
	<b>Technician</b> to provide laser scanning services for the I-10/Lake Calcasieu bridge in Lake Charles, LA. Terrestrial scans were done
	underneath the bridge for 10 spans on the East and West side, on top the deck to capture the superstructure, as well as from the water
	below to capture the sub structure. In addition to the terrestrial scans, mobile Lidar was done for future planning.
11/18–3/19	H.011684 LA 327 Spur: Staring Lane Extension- East Baton Rouge Parish, LA (4400010587- Task Orders 1 and 16; 4400021974-
	Task Order 5) – Technician for Terrestrial LiDAR Survey for this project, being approximately 1.5 miles long, in between the
	intersections of La 42 (Burbank Dr.) and Staring Ln. and La 327 (Gardere Ln.) and La 30.
06/19-09/19	H.000303.6- Danziger Bridge Repair, Orleans Parish, LA (4400010587- Task Orders 11 and 13) – Technician for Monitoring and
	terrestrial LiDAR scanning of Danziger bridge. This survey was necessary due to damage of joints, deck, and girder ends of the fixed
02/17 02/10	spans on both sides of the bridge.
02/17-03/18	H.010/53.5 US 90 / 1-310 Interchange, St. Charles Parish, LA (440000938/- Task Orders 1 and 3) – Project Technician
	responsible for terrestrial LiDAR Survey of approximately 2 miles along US-90 and the area of the US 90/1-310 Interchange in St.
01/12 12/12	Unaries Parish.
01/15-12/15	of tonographical survey including location and elevation surveys, for redundance and volume.
01/12 02/12	II 000250 L 10 (Highland to L A 72). East Poten Pauge and Assergion Parishes, L A Technician responsible for laser scenning of
01/15-05/15	H.009250 I-10 (Highland to LA 75), East Baton Rouge and Ascension Parisnes, LA – Technician responsible for laser scanning of
	several bruges overpassing 1-10, and extracting/coding survey coordinates and anglinents. Also determined minimum nonzontal and
10/22 12/22	Ventual clearances.
10/22-12/22	performing Mobile LiDAR and extraction for approximately a mile of roadway along Congress Street. This survey included mobile
	LiDAR scanning of all readway features as a means of obtaining topographic data without and angering surveyors
	LIDAK scanning of an roadway features as a means of obtaining topographic data without endangering surveyors.



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Firm employed	by: Forte & Tablada, Inc. FORTER			
Name <b>Trent</b>	ton Iglehart	Years of relevant experience with this employer	.5	
Title Senio	r CADD Technician	ADD Technician Years of relevant experience with other employer(s) 23		
Degree(s) / Yea	rs / Specialization	Hydrography & Marine Magnetometry in HYPACK Training	ing –	
		09/21/23		
Active registration number / state / expiration date		N/A	Charles and	
Year registered	N/A Discipline	N/A		
Contract role(s)	/ brief description of responsibilities	Senior CADD Technician		
Experience date	es Experience and qualifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	on assessment", "steel and	
(mm/yy-mm/yy	y) concrete rehabilitation, "Non-destructiv	re Testing", "Project Management".		
06/23-08/23	LA DOTD Underwater Acoustic Imagi	ng - LA 14 Over Delcambre Canal Hydrographic Survey, Iberi	ia Parish, LA – Technician	
	for the area around the LA-14 Bridge over	r Delcambre Canal. The work included typical cross-sections, and	water bottom features below	
	waterline were collected using multi-bea	m and single beam sonar equipment. Terrestrial LiDAR was used	I to capture the above water	
00/22 12/22	surface.			
09/22-12/22	LaDOID IDIQ Contract for Hydrogra	iphic Surveying Services, Statewide, LA (4400019715) – Senio	r CAD Technician for	
10/14 07/17	Hydrographic orlige surveys at scheduled intervals upstream and downstream for 11 sites throughout the southern districts.			
10/14-07/17	River Revetment Hydrographic survey	vs and Flood Structure surveys – Senior CAD Technician/Hy	drographic Technician for	
	the review, editing, data compilation, and	then submitting the project to the Vicksburg District in the requi	red formats. Services under	
	this contract included Topographic, Hyd	rographic Surveys, Structure Inspection and Evaluation I&E Mo	onitoring Surveys, Geodetic	
	Control Surveys, and Boundary Surveys	on over 44 task orders.		
2003-2006	A-E Services for Surveying support se	rvices for the Construction Division within the Vicksburg Dis	strict, U.S. Army Corps of	
	Engineers – CAD Technician/Hydrogr	aphic Technician for the review, editing, data compilation, and the	nen submitting the project to	
	the Vicksburg District in the required	formats. Services under this contract included Topographic a	and Hydrographic Surveys.	
	Construction surveying services were pe	rformed under 63 delivery orders. Most of these task orders inc	luded layout and alignment	
	surveys performed during all phases of	construction associated with levees, drainage canals and ditch	nes, breakwaters, foreshore	
2006 2000	DIO A & Contract for Surveying St	and maintenance of navigation channels.	at Contract No. W012EE	
2000–2009	1DIQ – A&E Contract for Surveying St 05-D-0003 – CAD Technician/Hydrogr	apport Services for the review editing data compilation and the	en submitting the project to	
	the Vicksburg District in the required for	rmats Services under this contract included Topographic Hydro	ographic Surveys Structure	
	Inspection and Evaluation I&E Monitorin	ig Surveys, Geodetic Control Surveys, and Boundary Surveys on	32 task orders.	
2009-2011	IDIQ – A&E Contract for Surveying St	upport Services for the Vicksburg CORPS of Engineers Distric	ct - Contract No. W912EE-	
	07-D-0004 – Senior CAD Technician/F	Ivdrographic Technician for the review, editing, data compilati	on, and then submitting the	
	project to the Vicksburg District in the r	equired formats. Services under this contract included Topograp	hic, Hydrographic Surveys,	
	Structure Inspection and Evaluation I&E	Monitoring Surveys, Geodetic Control Surveys, and Boundary Su	urveys on 26 task orders.	



09/23	H.015047 Three Mile Lake Flood Reduction-Senior CAD Technician/Hydrographic Task Manager for field data collection and
	processing for all Hydrographic survey data. Field data processing and drafting for topographic surveys. This project consisted of
	Bathymetric cross sections, the survey of the weir and 3d terrestrial laser scans of 4 bridges surrounding 3 Mile Lake.
07/17-07/22	H.010885 LA 91 Bayou Plaquemine Brule Bridge Replacement Acadia Parish (4400010586) – Senior CAD
	Technician/Hydrographic Task Manager for field data collection and processing for all Hydrographic survey data. Field data
	processing and drafting for topographic surveys. This project consisted of 0.25 miles of roadway/bridge topographic survey and 500'
	upstream & downstream bathymetric cross sections for Bridge Replacement.
01/12-12/12	Massman Construction/ N.O. COE – IHNC Lake Borgne Surge Protection Barrier, LA – Primary tasks – Field hydrographic
	surveys for closure structures, floodgate seals and rock placement, and data processing and mapping of all survey data.
01/11-12/11	<b>Rhodia Chemicals, Baton Rouge, LA</b> – Dock surveys for dock rehabilitation and rock placement for scour protection. Primary tasks
	- Field topographic and hydrographic surveys, data processing and mapping of all survey data.
01/05-12/11	Spectra Energy Corp., Statewide, LA – River crossing monitor surveys Including: The Mississippi River, Atchafalaya River,
	Calcasieu River, Brazos River, Neches River, Breton Sound, Tiger Pass and Grand Pass. Primary tasks included Field topographic
	and hydrographic surveys, data processing and mapping of all topographic, hydrographic and magnetometer survey data.
09/13-04/14	H.002375: LA DOTD – Amite River Bridge near French Settlement – Route LA 16 – Livingston Parish – Senior CAD
	Technician/Hydrographic Task Manager for field data collection and processing for all Hydrographic survey data. Field data
	processing and drafting for topographic surveys. 3D terrestrial laser scanning and modeling for bridge substructures. This project was
2009_2010	British Petroleum Docking Facility — GIWW- Port Allen – Senior CAD Technician/Hydrographic Technician
2007-2010	Field topographic and hydrographic surveys, data processing and mapping of all survey data. Before and after maintenance dredging
	operation.
03/24-04/24	H.015935 LA Hwy 47 Over Bayou Bienvenue – Emergency Bridge Replacement, St. Bernard/Orleans Parish, LA –
	Hydrographic Task Manager for Topographic surveying for an emergency bridge replacement of the LA 47 bridge over Bayou
	Bienvenue. Due to the emergency status of the project, the project was completed in a condensed timeline.
2001–2004	A-E Surveying Services in Support of District Wide Construction Operations Contract No. DACW29-01-D-0004 New
	Orleans District, U.S. Army Corps of Engineers – Survey Crew Chief/CAD Technician/Hydrographic Technician Topographic
1000 2001	and Hydrographic pre, during and post construction surveying services in support of 50+ task orders issued under this contract.
1999–2001	A-E Services for Hydrographic, Topographic, Geodetic, Property, Boundary and Construction Surveys within the Jacksonville District COF Contract No. DACW – Instrument Technician/Hydrographic Technician
	Performed work under 21 task orders which have included topographic, planimetric, large scale conventional and automated
	hydrographic, cadastral/boundary, real property, right-of-way, construction/route alignment and layout, dredged quantity
	measurements/payment, channel condition, tidal demarcation, beach nourishment, horizontal and vertical geodetic control along the
	Atlantic and Gulf Coast of Florida.
2011	Louisiana Department of Natural Resources/Office of Costal Protection and Restoration-Violet Canal Surveying Support of Maintenance Dredging (PO 01) Allon – Senior CAD Technician/Hydrographic Technician
	Field topographic and hydrographic surveys, data processing and mapping of all survey data. Refore and after maintenance dredging
	operation.



Firm employed by: KTA-Tator, Inc.					
Name	Robert	Lanterman		Years of relevant experience with this employer	22
Title	Supervis	isor-Other (Senior Coatings Consultant) Years of relevant experience with other employer(s) 6		6	
Degree(s) / Years / Specialization			BE / 1999 / Chemical Engineering		
Active registration number / state / expiration date		ation date	NACE Certified Coatings Inspector (#13505; expira	ation	
				5/23/2025)	
				SSPC Certified Protective Coatings Specialist (#2015-820-	136;
				expiration 12/31/2027)	
				Valid TWIC Card (expiration 10/26/2025)	
Year reg	gistered	N/A	Discipline	N/A	
Contract	t role(s) / l	orief description of res	ponsibilities	Senior Coatings Consultant / coating condition assess	nent
				services (meets MPR No. 6)	
Experie	nce dates	Experience and qual	lifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n assessment", "steel and
(mm/yy-	-mm/yy)	concrete rehabilitatio	on, "Non-destructiv	e Testing", "Project Management".	
03/24-	-04/24	Louisiana Departm	ent of Transporta	tion and Development, Baton Rouge, LA.	
Mr. Lanterman performed document review and coating condition assessment services for the		eview and coating condition assessment services for the US 1	90 Krotz Springs Bridges		
		(eastbound and westbound) in St. Landry Parish. He prepared a report detailing the findings of the assessment and providing			
02/22	02/22	South East Deilodolphia Transportation Authority (SEDTA), Deilodolphia, DA			
03/22-	-03/22	Mr. Lanterman evaluated the existing coating condition (visual examination, coating thickness and adhesion measurements			
		substrate examination and coating sample procurement) on the eastern end of the Market Street Frankford Elevated Viaduct and			
		provided recommendations on appropriate maintenance strategies opinions of probable construction cost and modification of			
		the existing SEPTA s	surface preparation	and coating application specifications for use in bidding the wo	ork to prospective
		contractors. KTA wa	as a subconsultant t	o another engineering firm.	
09/21-	-12/21	Louisiana Departm	ent of Transporta	tion and Development, Baton Rouge, LA.	
		Mr. Lanterman perfe	ormed a coating co	ondition assessment and assisted with the development of sur	rface preparation, coating
		application, and envi	ronmental/worker p	protection and containment specifications/drawing notes for the r	ehabilitation of the IWGC
		Bridge in Baton Rou	ge. KTA was a sub	performance between the second s	
07/20-	-08/20	Cuyahoga County (	OH) Department	of Public Works, Cleveland, OH.	
		Mr. Lanterman provi	ded coating conditi	ion assessment supervision for coatings laboratory testing, deve	lopment of a maintenance
		painting strategy and	d recommendations	s, and development of an opinion of probable costs for the ma	aintenance painting of the
		Denison Harvard Bri	idge in Cleveland.	KTA was a subconsultant to another engineering firm.	
02/20-	-05/20	Louisiana Departm	ent of Transporta	tion and Development, Baton Rouge, LA.	
		Mr. Lanterman provi	ded coating conditi	ion assessment services, supervision of coatings laboratory testi	ng, and report preparatior
		for the rehabilitation	n of the coating s	ystem on the Jackson Street (Red River) Lift Bridge in Ale	xandria, LA. KTA was a
		subconsultant to ano	ther engineering fir	m.	



02/18-06/19	Delaware River Port Authority, Camden, NJ.
	Mr. Lanterman provided coating consulting and project engineering services for a coating condition assessment of the NJ approach
	spans to the Walt Whitman Bridge in Gloucester, NJ. He performed a coating condition assessment of the spans to develop future
	maintenance painting strategies. KTA was a subconsultant to another engineering firm.
03/17-05/17	Louisiana Department of Transportation and Development, Baton Rouge, LA.
	Mr. Lanterman performed a coating condition assessment, supervised coatings laboratory testing, and prepared a report with
	recommendations for the rehabilitation of the coating system on the US 90 Morgan City Bridge and Nearby Structures in Morgan
	City, LA. KTA was a subconsultant to another engineering firm.
02/17-03/17	Louisiana Department of Transportation and Development, Baton Rouge, LA.
	Mr. Lanterman performed a condition assessment of the weathering steel tower and girders on the I-310 Luling Bridge in Luling,
	LA. He prepared a report detailing the conditions found and providing recommendations for the remediation of the corrosion
	problems on this bridge. KTA was a subconsultant to another engineering firm.



Firm em	ployed by	: KTA-Tator, Inc. 🖂	*		
Name	James H	Kretzler		Years of relevant experience with this employer	11
Title	Supervis	isor-Other (ASNT Level III)		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization			N/A		
Active re	egistration	number / state / expire	ration date	ASNT Level III MT, PT, RT, UT (#186946; expiration 10/202	5)
				AWS Certified Welding Inspector (#07020431; expirat	ion
				02/01/2025)	
				NACE Coatings Inspector CIP Level 1 (#54804; expirat	ion
				09/30/2026)	
Year reg	istered	N/A	Discipline	N/A	
Contract	role(s) / t	orief description of res	sponsibilities	ASNT Level III to establish techniques, procedures, methods, o	etc.
				for performing NDE inspections (meets MPR No. 7)	
<b>.</b> .			1.0		
Experien	ice dates	Experience and qua	lifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	assessment", "steel and
(mm/yy-	-mm/yy)	concrete rehabilitation	on, "Non-destructiv	e Testing", "Project Management".	
0//15-1	Present	nt <b>NDE Department Manager</b> – Mr. Kretzler is managing the NDE Department of the KTA Steel/Concrete/NDE Group. He		rete/NDE Group. He has	
		financial and operational responsibilities along with project management, business development, hiring, and training for non		ig, and training for non-	
		destructive examination services. Mr. Kretzler is providing Level III services internally for KIA and externally for (		DE training convises for	
		I evel II Magnetic Particle and Level II Dya Penetrant inspection as well as Illtrasonic Level I.		Dye Department inspection as well as Illtrasonic Level Land II classe	DE training services for
		straight beam and angle beam inspections			
10/21-	-10/21	North Dakota Department of Transportation Rismarck ND			
10/21	10/21	Mr. Kretzler was the	e KTA project mana	or the provident of the	lges throughout North
		Dakota. KTA was a	subconsultant to an	other engineering firm.	Bes unoughout rorth
03/16-	-05/16	I-10 Calcasieu Brid	lge, Baton Rouge,	LA.	
		Mr. Kretzler superv	ised the UT inspect	tion of the bridge pins on this structure. He reviewed the inspe	ction data and issued an
		opinion regarding th	e condition of the p	ins. KTA was a subconsultant to another engineering firm.	
06/15-	-12/19	New York State De	epartment of Trans	sportation, Albany, NY.	
		As the prime consul	ltant, Mr. Kretzler v	was the KTA project manager for CWI/NDT and coating inspec	ction services during the
		fabrication of bridge	e girders at various	shop locations. KTA also provided material sampling services f	for flat bar and rebar and
		verifying welding te	sts in accordance w	ith NYSDOT standards.	
12/12-1	Present	<b>Connecticut Depar</b>	tment of Transpor	tation, Newington, CT.	
		As the prime consul	tant on three conse	cutive multi-year statewide contracts, Mr. Kretzler was and is the	ne KTA project manager
		for steel and concret	e fabrication and co	batings inspection services at various shop locations.	
12/12-	-07/15	Pennsylvania Depa	rtment of Transpo	ortation, Harrisburg, PA.	



	Mr. Kretzler was a KTA Supervisor overseeing the inspection responsibilities of QA inspectors on bridge fabrication projects in
	various shops throughout Pennsylvania and Ohio. He reviewed NDE procedures and completed site audits on NDE technicians
	and oversaw all NDE activities on various projects.
06/08-12/12	As an employee of A&A Consultants, Mr. Kretzler provided NDE and CWI services to three inspection consultant companies,
	conducted inspections for Pennsylvania Department of Transportation bridge projects involving the fabrication of girders, cross
	frames, and tooth dams. He managed and trained a staff of nine inspectors.
05/08, 12/09,	As an employee of A&A Consultants, Mr. Kretzler performed various inspections for the North Shore Connector Project in
01/10	Pittsburgh, PA. He performed visual and dye penetrant weld examinations for a temporary bridge and shoring on Tony Dorset
01/10	Pittsburgh, PA. He performed visual and dye penetrant weld examinations for a temporary bridge and shoring on Tony Dorset Drive spanning the "cut and cover" portion of the light rail system (served as A&A Consultants' Structural Steel Inspection
01/10	Pittsburgh, PA. He performed visual and dye penetrant weld examinations for a temporary bridge and shoring on Tony Dorset Drive spanning the "cut and cover" portion of the light rail system (served as A&A Consultants' Structural Steel Inspection Supervisor). Mr. Kretzler also provided inspection services on 30 light poles for this project at Jett Industries, Ellwood City, PA
01/10	Pittsburgh, PA. He performed visual and dye penetrant weld examinations for a temporary bridge and shoring on Tony Dorset Drive spanning the "cut and cover" portion of the light rail system (served as A&A Consultants' Structural Steel Inspection Supervisor). Mr. Kretzler also provided inspection services on 30 light poles for this project at Jett Industries, Ellwood City, PA in December 2009, and completed MT/VT inspection of splice plate welds on retaining wall pilings and smoke wall rebar in



Firm emp	oloyed by	: Urban Systems, Inc.	USI		
Name	Alison (	C. Michel, P.E., PTO	E, PTP, RSP <sub>2i</sub>	Years of relevant experience with this employer	22
Title	Presiden	nt/Transportation Engin	neer	Years of relevant experience with other employer(s)	3
Degree(s) / Years / Specialization			BS / 1997 / Civil Engineering	- miles	
Active re	gistratior	n number / state / expir	ation date	30261 / Louisiana / 03/31/2025	
Year regi	stered	2002/2017/2023	Discipline	Professional Engineer: Civil Engineering	
			_	Professional Traffic Operations Engineering/ No.1023 / Louis	iana 🛛 🕹 👄 🏑
				/ 11/06/2026	
				Professional Transportation Planner /No. 626/ 11/20/2026	
				Road Safety Professional 1/ No. 115 / 12/2024	F
				Road Safety Professional 2i / No. 148/ 03/2026	
Contract	role(s) / ł	orief description of res	ponsibilities	Professional In Charge of Traffic Engineering Tasks	
Ms. Mich	nel has c	over twenty-five (25)	years' experience	in Traffic Engineering and Transportation Planning. Ms. Mic	chel has extensive design
experience	e that ind	cludes permanent and	temporary traffic si	ignals, traffic control devices for work zones, intelligent transp	ortation systems, signage,
and stripi	ng. She h	as also prepared constr	ruction documents a	and provided construction engineering services for roadway mod	lifications at intersections,
point repa	airs and r	oadway reconstruction	n. This experience p	provides an in depth understanding of the LADOTD road design	n requirements which will
be useful	be useful when preparing traffic plans. Ms. Michel has completed the Highway Safety Manual course sponsored by the LADOTD and the NEPA and			DOTD and the NEPA and	
Transport	Transportation Decision Making course sponsored by the National Highway Institute. She has a wide array of experience with transportation studies			with transportation studies	
including traffic management plans, safety, corridor, Stage 0/ feasibility, Stage 1/ environmental, multi-modal, and complete street facilities. She h			e street facilities. She has		
experience in the timing of coordinated signal systems and progressi			signal systems and p	progression analyses. She is proficient in microscopic simulation	n modeling using VISSIM
and COR	SIM and	also in analysis progra	ams such as Highwa	ay Capacity Software (HCS), Synchro, Tru-Traffic and SIDRA	•
Experien	ce dates	Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition assessment", "steel and			
(mm/yy-	$\frac{\text{mm/yy}}{0.5(1.2)}$	concrete rehabilitatio	on, "Non-destructive	e Testing", "Project Management".	<b>7.1</b> • )
03/11-	05/13	Huey P. Long Bridg	ge Widening - (We	stbank and Eastbank Approaches and Main Bridge Deck W	Videning)
		the flow of troffic d	uring required alog	urge Me Michel prepared traffic control devices plans (TCD)	D) for multiple phases of
		anotruction The T(	TDPs also included	the design of a traffic signal plan for the installation of tempore	(P) for multiple phases of
		long shifts	DPS also included	the design of a traffic signal plan for the instantion of tempora	ity signal neads to control
05/00	05/10	$\frac{1}{1000} = \frac{1}{1000} = 1$	hanga		
03/09-	03/10	Ms Michel undated	the permanent sign	age plans for the interchange on L-12 at LA 1088 in St. Tamman	w Parish I A to reflect the
		new alignment Tra	ffic control device	nlans were designed based on the sequence of construction dr	awings and two phases of
		construction Specifi	cations for require	d S-items and a construction cost estimate were provided	and two phases of
02/10_	07/10	US Army Corns of	Engineers LPV 16	2 Bonnabel Boulevard Floodgate	
<i>52</i> /10	07710	Ms. Michel designed	the traffic control	devices plans for construction of the LPV 16.2 Bonnabel Bly	vd. Floodgate in Jefferson
		Parish. LA. Plans in	ncluded: haul route	s, bypass for the ramp tie in to Bonnabel: diverting Bonnabel	southbound traffic to the
		temporary bypass ra	mp: and diverting r	northbound traffic to Bonnabel southbound travel lanes. Plan c	hanges due to unforeseen
		conditions included	details for floodwa	Il construction diverting Bonnabel northbound and southbound	d traffic to the temporary



	roadway and closing Bonnabel Boulevard. The plans met US Army Corps of Engineers, Jefferson Parish and MUTCD standards.
	Inspections were conducted after any changes to the traffic control plan and/or at thirty (30) day intervals.
01/14-08/19	US 90 (I-49 South) Albertson's Parkway to Ambassador Caffery Design-Build Project, Lafayette Parish, LA (LADOTD)
	Ms. Michel was a member of the key personnel for this design-build project as the Traffic Engineer. The project included
	converting US 90 to a controlled access facility by converting at-grade intersections to an interchange. The bridge structure had
	to span the intersection and railroad. She supervised the design and analysis and performed QA-QC for temporary and permanent
	signal plans, permanent signage plans, temporary traffic control plans and the Transportation Management Plan. Signal plans were
	prepared using the DOTDs latest TSI format. Analysis included developing design hour volumes for the design year and modeling
	signals in Synchro. Phasing and timing were developed for both permanent and temporary signal operation.
12/18-05/19	Manhattan Signal Controller Upgrades
	Traffic signal modification plans for eleven (11) intersections along the Manhattan Boulevard corridor in Jefferson Parish,
	Louisiana were prepared in accordance with Jefferson Parish and Manual on Uniform Traffic Control Devices (MUTCD)
	standards. The modifications included controller component upgrades, video detection and pedestrian accommodations at select
	intersections. During the project Ms. Michel offered her technical expertise from over seventeen (17) years of designing traffic
	signals and preparing technical specifications for Jefferson Parish.
02/20–Ongoing	LA 23: Belle Chasse Bridge & Tunnel (LADOTD)
	Ms. Michel is managing USI's tasks for Owner Verification services focused on reviewing design plans for traffic related
	submittals from the design-builder. These submittals included capacity analysis, plans for traffic signals, signage and striping. Ms.
	Michel conducted Quality Assurance/Quality Control reviews to confirm adherence with LADOTD standards and the Manual of
	Uniform Traffic Control. During the construction, Ms. Michel may provide support by reviewing Traffic Control Devices Plans
	for proposed lane closures, detours and advanced warning signage.

Firm em	ployed by	v: Urban Systems, Inc.	UN		
Name	Name Nicole Stewart, P.E., PTOE			Years of relevant experience with this employer	18
Title	Vice Pre	President / Transportation Engineer		Years of relevant experience with other employer(s)	1.5
Degree(s) / Years / Specialization			BS / 1997 / Civil Engineering		
Active re	egistratior	n number / state / expir	ation date	34750 / Louisiana / 09/30/2025	
Year reg	istered	2009/2012 Discipline		Professional Engineer: Civil Engineering	
				Professional Traffic Operations Engineering 2923 / Louisia	ana /
				08/2027	3
Contract	role(s) / l	orief description of res	ponsibilities	Traffic Engineering/Design Analysis and TMPs	
Ms. Stev	vart has ei	ghteen and a half year	s of experience in T	raffic and Transportation Engineering and is a certified Traffic	Control Design Specialist.
Ms. Stev	wart has	designed numerous Tr	raffic Control Devi	ices Plans to meet LADOTD and MUTCD standards. Ms. S	Stewart has experience in
Transpor	rtation/Tra	affic engineering inclu	iding transportation	studies, safety studies and traffic impact studies. Her design e	experience includes signal
design a	nd timing	of coordinated system	ns, striping, signage	e, geometric design, pavement design, and drainage. She has e	experience using Highway
Capacity	Software	e (HCS), Synchro, and	TruTraffic in the t	iming and coordinating of traffic signals.	
Experier	nce dates	Experience and qua	lifications relevant	to the proposed contract, <i>i.e.</i> , "Bridge Inspection", "condition	n assessment", "steel and
(mm/yy-	-mm/yy)	concrete rehabilitatio	on, "Non-destructiv	e Testing", "Project Management".	
02/15-	-06/16	Bridge Preventative Maintenance District 61 (LADOTD)			
		Ms. Stewart was the	principal in charge	for Traffic Management Plans (TMP) for bridge replacement a	nd repairs for various
		locations in Louisiana. This included developing various levels of TMP's based on LADOTD EDSM guidelines. Tasks included			
		conducting capacity analysis, safety analysis, detour analysis and developing proposed mitigations where applicable. For the			
		reconstruction of the LA 1 bridge over the Intracoastal Waterway, a detailed Level 3 TMP was prepared. For this TMP, detailed			
		work zone impact management strategies were developed to help minimize the project's impact on mobility.			
04/10-	-09/11	I-10 Crossing - Iris	h Bayou Bridge		
		Ms. Stewart was the	project manager fo	r this project which involved designing traffic control devices p	plans for the I-10
		Highway Crossing L	evee Enlargement	project at Irish Bayou Road in New Orleans East. The plans ind	cluded multiple and
		phased road closures	s of a six (6) lane se	ction of Interstate 10 including nighttime closures. In addition	to managing the project,
10/16	04/01	she was responsible	tor QA-QC.		
12/16-	-04/21	France Road - Nort	th Widening		1 6 1 1 1 1
		Over time, France Ro	between Gentilly I	Bive and Hayne Bive had deteriorated pavement and was in need	1 of widening and drainage
		repairs. Adjacent to	the west side of the	Ma Stanuart developed site analific traffic control plane imple	and the ability to maintain
		two-way traffic throu	ignout construction	. Mis. Stewart developed site specific traffic control plans imple	The plane were designed
		in accordance with the	ha latest varsion of	the MUTCD and the City of New Orleans traffic control stands	rite plans were designed
05/18	04/10	TMD for I 10. Wost	$\frac{1}{100} = \frac{1}{100} = \frac{1}$	the MOTED and the City of New Orleans traine control standa	iius.
03/10-	-04/17	As the lead anginger	for this Traffia Ma	normange. Rubblize and Overlay (LADOID)	n of the cafety analysis
		She conducted the or	not uns manne Ma	alines set forth by LADOTD in <i>Guidelines for Crash Data And</i>	ubusis for this TMD in
		Lake Charles IA	Tarysis per une guid	ennes set totul by LADOID III Guidelines for Crash Dala Ana	lysis IOI UIIS I MIF III
05/18-	-04/21 -04/19	France Road - Nort Over time, France Road repairs. Adjacent to two-way traffic throu and detouring traffic in accordance with the TMP for I-10: West As the lead engineer She conducted the an Lake Charles, LA.	th Widening d between Gentilly I the west side of the ighout construction that would normal he latest version of t of 108 to I-210 In for this Traffic Ma halysis per the guid She conducted queu	Blvd and Hayne Blvd had deteriorated pavement and was in need roadway was a concrete floodwall that limited Right Of Way a . Ms. Stewart developed site specific traffic control plans implet ly traverse in the opposite direction of the allowed movement. the MUTCD and the City of New Orleans traffic control standa <b>terchange: Rubblize and Overlay (LADOTD)</b> nagement Plan, Ms. Stewart was responsible for the preparation elines set forth by LADOTD in <i>Guidelines for Crash Data Ana</i> e analysis to identify when lane closures would be permitted, ic	l of widening and drainage and the ability to maintain menting a one-way system The plans were designed ards. n of the safety analysis. <i>clysis</i> for this TMP in dentified the construction



	impact area and reviewed crash data for more than 350 collisions. Ms. Stewart identified trends and calculated crash rates and determined that the section of I-10 that was going to be rubblized had a crash rate that was higher than the statewide average and
	required mitigation.
09/11-02/12	Williams Boulevard Floodgate
	The design of Traffic Control devices Plans including haul routes were prepared for the two phased closure of Williams
	Boulevard at the Lake Pontchartrain Levee Floodgate by Ms. Stewart. The plans were prepared in accordance with Jefferson
	Parish and MUTCD Standards. Once the plan was implemented MS. Stewart conducted inspections.
05/06-07/11	Clearview Parkway at West Esplanade
	For the Clearview Parkway and West Esplanade Avenue Intersection Improvement project, Ms. Stewart prepared permanent
	traffic signal plans which included replacing the controller cabinet, mast arms, signal heads, power source, signs and vehicle
	detection and interconnect. She also prepared the Traffic Control Devices and Detour Plans to facilitate traffic through the phases
	of construction.
06/11-03/12	Southeast Louisiana Urban Flood Control Project Improvements To Two-Mile Canal (Patriot Street Canal), Phase I,
	Barataria Blvd To First Avenue Canal
	Ms. Stewart designed the Traffic Control Devices Plans for the improvements to the Two Mile Canal. These plans included
	traffic closure details, signage, flagmen, and haul routes. Ms. Stewart conducted inspections throughout construction to confirm
	compliance with the plans that had been approved by Jefferson Parish.
03/12-11/13	MacArthur Interchange Signal Modification/ Signage & Striping / Traffic Control Devices Plans (LADOTD)
	The traffic study to evaluate the existing and projected operating conditions of the lower Westbank Expressway was prepared by
	Ms. Stewart. In the second phase, Ms. Stewart designed the new traffic signals for the interchange and adjacent signalized
	intersections. She prepared the striping and signage plans to accommodate the ramp changes and prepared Traffic Control
	Devices Plans for the various stages of construction.
03/10-07/10	USACE Traffic Control Devices Plans
	Ms. Stewart has designed numerous Traffic Control Devices Plans to meet US Army Corps of Engineers, LADOTD and
	MUTCD standards. The plans and specifications included, but were not limited to, the proper placement of temporary Traffic
	Control Devices (signs, barricades, drums, roadway markings, etc.) to facilitate traffic safely and efficiently through the traffic
	control zone. Haul routes were designated when necessary. Many of the plans were for Corps of Engineers' projects.

Firm employed by	v: Urban Systems, Inc.									
Name Christin	ne M. Darrah, P.E.		Years of relevant experience with this employer	9						
Title Transpo	rtation Engineer		Years of relevant experience with other employer(s)	20						
Degree(s) / Years	/ Specialization		BS / 1997 / Civil Engineering							
Active registration	n number / state / expi	ration date	25828 / Louisiana / 09/30/2025							
Year registered	1999	Discipline	Professional Engineer: Civil Engineering							
Contract role(s) / I	brief description of res	sponsibilities	Traffic Engineer							
Mrs. Darrah has ex	xperience in Transport	tation/Civil Engineer	ring including maintenance of traffic, plan and specification pro	eparation, geometric design,						
construction mana	gement and quality c	ontrol. She is profic	eient in the use of AutoCAD, Adobe Illustrator, and Highway	y Capacity Software (HCS).						
She also has expe	erience using MicroS	Station and TransCA	AD. She has experience developing temporary striping and	l signage plans for various						
conditions includi	ng lane closures, road	l closures, flagging	operations and full detour plans. Ms. Darrah also has experie	ence in traffic signal design,						
warrants analysis,	timing/phasing analy	sis, wiring diagrams	, interconnect layouts, construction quantities, specifications	and cost estimates.						
Experience dates	Experience and qua	alifications relevant	to the proposed contract, i.e., "Bridge Inspection", "condition	ion assessment", "steel and						
(mm/yy–mm/yy)	concrete rehabilitati	on, "Non-destructiv	e Testing", "Project Management".							
03/21-04/21	Entergy Louisiana	, I-610 Transmissio	on Line Crossing at Frenchman							
	Ms. Darrah was the	Project Engineer for	r the interstate closure project to assure public safety during o	verhead transmission lines						
	repairs, this included	d a full closure of bo	oth directions of I-610 and westbound on ramp Elysian Fields	Ave, in New Orleans. Ms.						
	Darrah coordinated the six hour interstate closure and associated detours with LADOTD and City of New Orleans, LA. She									
	designed Traffic Co	ntrol Devices Plans	applying MUTCD, LADOTD and City of New Orleans stand	lards for proper placement						
	of traffic control dev	vices including porta	able changeable message boards. Ms. Darrah utilized AutoCA	D to assist in final						
	preparation of plans									
04/18-01/22	N. Peters Sidewalk	Expansion								
	The Project Manage	er for the N. Peters s	idewalk expansion project was Ms. Darrah. She prepared con	struction drawings and						
	specifications for the	e reconstruction of t	he sidewalk adjacent to Canal Place Shopping Center in the L	Downtown Development						
	District (DDD). The	e plans included the	geometric layout, grading, drainage, street lighting, striping a	nd traffic control. The						
	plans followed all D	DDD, MUTCD, ADA	A, New Orleans DPW and S&WB requirements. Ms. Darrah a	ilso provided Construction						
00/14 10/14	Management Servic	es. This included fie	eld inspections, responding to inquiries and reviewing contrac	tors invoices.						
09/14-12/14	SELA 26 Widening	g of Florida Ave. C	anal Phase II and III (LADOTD)							
	Ms. Darrah designed	d Traffic Control De	vices Plans to meet US Army Corps of Engineers, LADOID a	and MUICD standards. The						
	plans and specificat	tions included, but v	were not limited to, the proper placement of temporary Irat	fic Control Devices (signs,						
	barricades, drums, r	oadway markings, e	etc.) to facilitate traffic safely and efficiently through the traff	ic control zone. Haul routes						
01/14 07/17	Were designated wh	en necessary.								
01/14-07/17	North Terminal Louis Armsuong New Oricans international An port									
	Ms. Darran led the C	Monual of Uniform	Traffic Control Devices and LADOTD standards. Ms. Darra	plans were designed in						
	accordance with the	a maintananca of tra	officitons	n also prepared						
06/22 10/22	KCS Acadian Thr									
00/22-10/22	INCO ACAUTAILI I III (	uway								
			SDR Engineering Inc							

	This project included lane closures and full closure of Acadian Thruway at the KCS bridge near the I-10 interchange in East
	Baton Rouge Parish. Ms. Darrah prepared the Traffic Control Devices Plans applying MUTCD and LADOTD standards for
	proper placement of traffic control devices. Additional project efforts included designing lane closures on an I-10 onramp for
	laydown access and police-controlled haul routes.
03/17-03/18	Port of New Orleans, Milan St Terminal
	As the project's lead engineer Ms. Darrah designed Construction Sequencing and Permanent Striping Layouts and Signage
	plans. Construction sequencing included keeping port tenants fully operational through each phase of construction. All plans
	were prepared in accordance with LADOTD and MUTCD guidelines.
07/22-08/22	Mossville Traffic Control Devices Plan
	As the project Manager Ms. Darrah designed Traffic Control Devices Plans for two rolling closures of I-10 and associated ramps
	in Lake Charles, LA for transmission line repairs. Efforts included designing plans for interstate closures and detours. Ms.
	Darrah coordinated with LADOTD and Calcasieu Parish in identifying optimal locations for Dynamic Message Signage.
01/14-07/17	North Terminal Louis Armstrong New Orleans International Airport
	Ms. Darrah led the design of the Maintenance of Traffic plans for the landside access roadways. The plans were designed in
	accordance with the Manual of Uniform Traffic Control Devices and LADOTD standards. Ms. Darrah also prepared
	specifications for the maintenance of traffic items.
11/20-02/23	US 190 at Northshore and Camp Villere Roundabouts
	As project engineer, Ms. Darrah oversaw the design of permanent striping & signage plans per LADOTD standards and
	specifications. She also managed the design of temporary traffic signals that will be required during the multiple phases of
	roundabout construction. A level 2 Traffic Management Plan (TMP) was also prepared. Ms. Darrah coordinated with the prime-
	consultant, St Tammany Parish, and LADOTD as needed.



## 17. FIRM EXPERIENCE:

Firm name	SDR Engineering Inc			ast Perfor	Bridge	Bridge			
Project name	TO#1: LA 3213 over Mississip	dge			Firm responsibil	ity (prime or sub?	)	Prime	
Project number	H.009730.5	Owner's na	ame	LADOT	D				
Project location	Gramercy, LA				Owner's Proje	ct Manager	Stephanie Dooli	ttle, PI	Ξ
Owner's address, pl	hone, email 1201 Capitol	Access Road	l, Baton	Rouge, (2	225) 379-1329, 2	Stephanie.Doolittl	le@la.gov		
Services commence	8/23	Total consultant contract cost (\$1,000's)					\$443	3	
Services completed	11/23	Cost of consultant services provided by this firm (\$1,000's)				\$305	5		

The scope was to perform a routine, in-depth, and fracture critical inspection of the bridges and create an inspection report create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation (MBE), the NBIS, and LADOTD Bridge Inspection Manual.

The bridge consisted of the following spans:

- (1) 3,012' main truss
- (1) 628' 3 span continuous two-girder system
- (1) 901' 3 span continuous two-girder system
- (33) 106' & 130' prestressed concrete girder

#### Team:

Osama Elsaad, PE; Zhiyong Liang, PhD, PE; Andres Rodriguez, EI; Bil Arab Al-Busaidi, EI; Mohsen Shahawy, PhD, PE; Parnian Abdi, EI











Firm name	SDR Engineering	g Inc	SDR	P	Past Performance Evaluation Discipline(s)Bridge					
Project name	TO#3: I-20 over 1	Mississippi &	US-80 over	Red Riv	ed River Bridges Firm responsibility (prim			orime or sub?)	Prime	
Project number	H.009730.5	H.009730.5 Owner			ne LADOTD					
Project location	Vicksburg, MS & Shreveport, LA					Owner's Proje	ct Manager	Step	phanie Doolittle,	PE
Owner's address, pl	1201 Capitol	Access Road	d, Baton	Rouge, (2	25) 379-1329, 2	Stephanie.Doolittl	le@la	a.gov		
Services commenced by this firm (mm/yy)			05/24	Total consultant contract cost (\$1,000's)				\$	1762	
Services completed by this firm (mm/yy)			Present	Cost of consultant services provided by this firm (\$1,000's)				00's) \$	1553	

The scope was to perform a routine, in-depth, and fracture critical inspection of the two bridges and create an inspection report in InspectX. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.

**I-20 over Mississippi River Bridge** consisted of the following spans:

- (1) 1,716' main truss
- (3) 426' approach truss
- (3) 127' steel girder
- (3) 170' two-girder system
- (1) 360' composite steel girder
- (101) 60' & 80' prestressed concrete girder

**US-80 Texas Street over Red River Bridge** consisted of the following spans:

- (1) 884' main truss
- (6) 103' approach deck truss
- (1) 81' steel girder
- (35) 24'-51' reinforced concrete deck girder

## Team:

Osama Elsaad, PE; Zhiyong Liang, PhD, PE; Andres Rodriguez, EI; Bil Arab Al-Busaidi, EI; Mohsen Shahawy, PhD, PE; Dr. Hao Yaun, PhD, PE; Dr. Mohammad Tahat, PhD, EI; Dasharath KC, EI; Abubaker Mohammad, EI; Parnian Abdi, EI









Firm name	SDR Engineering Inc	SDR	P	ast Perform	mance Evaluati	on Discipline(s)	Bridge	
Project name	Luling Bridge Rehabilitation					Firm responsibili	ty (prime or sub?)	Prime
Project number	H.010498	Owner's na	ıme	DOTD				
Project location	St. Charles, LA			Owner's Proje	ect Manager	Chris B. Guidry,	PE	
Owner's address, p	hone, email 1201 Capitol	Access Road	l, Baton	Rouge, (2	225) 375-1328,	Chris.Guidry@LA	A.GOV	
Services commence	07/13	Total consultant contract cost (\$1,000's)				\$667		
Services completed	by this firm (mm/yy)	07/15	Cost of consultant services provided by this firm (\$1,000's)				\$667	

The Luling Bridge (Hale Boggs Memorial Bridge) is a five-span cable-stayed bridge with twin steel towers supporting the cables and a floor beam-stringer deck system. The bridge's orthotropic deck overlay has a history of cracking and spalling starting shortly after the bridge being placed into service. Inspection of the bridge indicated cracks at the connection of a web stiffener to the deck plate, and rocker bearings for approach span support at Pier 1S may have permanent locked inward tilting.

Project Features:

- Investigation of the existing condition of the bridge structure including existing fatigue prone details, and the extent of the existing cracks.
- Load rating of the bridge superstructure using LRFR method in accordance with the DOTD Bridge Load Rating Manual.
- Development of 3-D FE models to investigate the cause of the fatigue cracks.
- Evaluation report with repair recommendations.
- Preparation of the bridge rehabilitation design documents and repair details for the individual required repairs for the bridge structure.
- Development of appropriate construction staging/phasing schemes.
- Cost estimation and schedule.



Adnan Elsaad; PE, Osama Elsaad, PE; Zhiyong Liang, PhD, PE; Mohsen Shahawy, PhD, PE; Feng Xie, PE.







Firm name	SDR Engineerin	g Inc	Past Performance Evaluation Discipline(s) Bridge							
Project name	Long-Allen Brid	lge (LA 182 ov	ver Atchafalaya River-Berwick Bay)			Bay)	Firm responsibil	ity (prime or sub?)	)	Prime
Project number	H.011487		Owner's na	ame	DOTD					
Project location	Lafayette Parish	, LA	Owner's H			Owner's Proje	ct Manager	Chris Guidry, PE		
Owner's address, p	1201 Capitol	Access Road	d, Bator	Rouge, (2	25) 379-1329,	Chris.Guidry@LA	A.GOV			
Services commence	ed by this firm (m	m/yy)	10/18	Total consultant contract cost (\$1,000's)					\$946	)
Services completed by this firm (mm/yy)			02/21	Cost of consultant services provided by this firm (\$1,000's)				(\$1,000's)	\$946	)
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				SHEAR STUDS ON STRINGERS	SHEAR STUDS ON STRINGERS	[· · · ·		1 '	
		CONCRETE RAILING REPAIR		STEEL RAILING REPAIR			CONCRETE RAILING REPAIR		
			1						
		EXPANSION JOINTS CLEANING AND SEALING		FINGER JOINT REPLACEMENT			EXPANSION JOINTS CLEANING AND SEALING	1 '	
			DECK			DECK		1 '	
SLAB SPAN		CONCRETE T-BEAM	TRUSS	MAIN TRUSS		TRUSS	CONCRETE T-BEAM	L_'	SLAB SPAN
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The bridge was built in 1933 and consists of 47 spans with a total length of 3,746'. The approach spans consist of two reinforced concrete slab spans, 40 reinforced concrete T-beam spans, and 2 deck truss spans. The main spans consist of 3 identical through truss spans with span length of 608'. The substructure is comprised of concrete pile bents, two-column concrete bents, and concrete piers. The scope of work includes:

- Inspection of superstructure.
- Load rating of main truss, deck truss, and approach spans.
- Evaluation of superstructure and substructure to determine scope of rehabilitation.
- Diagnostic load test of approach spans using strain gauges and calibration trucks.
- Design rehabilitation and develop construction plans and cost estimate.
- Develop temporary traffic control plans.

Bridge rehabilitation includes cleaning and painting of all steel members, CFRP strengthening of approach slab spans, replacing concrete deck of deck truss spans, heat-straightening of selected truss members, jacking the deck truss and repair of the rocker bearings, replacing finger joints, and supporting beams, cleaning and sealing of expansion joints, repairing concrete railing, applying epoxy-urethane overlay system on roadway, and applying methyl methacrylate concrete sealer on sidewalks.

# Team:

Adnan Elsaad, PE; Osama Elsaad, PE; Sarah Elsawah, EI; Zhiyong Liang, PhD, PE; Andy Rodriguez, EI; Mohsen Shahawy, PhD, PE; Feng Xie, PE.





Firm name	SDR Engineerin	g Inc	SDR	1	Past Performance Evaluation Discipline(s)Bridge						
Project name	TO#2: LA 27 Bt	ridge over ICW	W				Firm responsibil	lity (j	prime or sub?)		Prime
Project number	H.009730.5	.009730.5			LADOTD						
Project location	Gibbstown, LA					Owner's Proje	ct Manager	Ste	phanie Doolittl	e, PE	
Owner's address, pl	hone, email	1201 Capitol	Access Road	l, Bato	n Rouge, (2	225) 379-1329, 2	Stephanie.Doolitt	le@l	<u>a.gov</u>		
Services commenced by this firm (mm/yy)			02/24	Total consultant contract cost (\$1,000's)					\$239		
Services completed by this firm (mm/yy)			05/24	Cost of consultant services provided by this firm (\$1,000's)				000's)	\$182		

The scope was to perform a routine, in-depth, and fracture critical inspection of the bridge, create an inspection report and SNBI report in InspectX, perform load rating analysis, and develop repair plans for deficient members. The inspection was in conformance with AASHTO Manual for Bridge Evaluation, the NBIS, and LADOTD Bridge Inspection Manual.

The bridge consisted of the following spans:

- (1) 750' 3 span continuous two-girder system
- (40) 70' & 95' prestressed concrete girder
- (7) 20' concrete slab

#### Team:

Osama Elsaad, PE; Zhiyong Liang, PhD, PE; Andres Rodriguez, EI; Bil Arab Al-Busaidi, EI; Mohsen Shahawy, PhD, PE; Parnian Abdi, EI









Firm name	WSP USA Inc. 🕸 🖞			P	Past Perform	nance Evaluati	Bridge			
Project name	US 82 Greenville	e Bridge over t	he Mississip	pi Rive	River Firm responsibility (prime or sub					ne
Project number			Owner's na	ume	South Carolina Department of Transportation, Districts 2 and 7					
Project location	Greenville, Miss	issippi				Owner's Proje	ect Manager	Terry Neal, PE		
Owner's address, pl	none, email	401 N West S	treet, Jackso	n, MS,	39201, (60	1) 359-7200, <u>r</u>	nterry@mdot.ms.go	<u>DV</u>		
Services commenced by this firm (mm/yy)			09/22	Total consultant contract cost (\$1,000's)					\$999	
Services completed by this firm (mm/yy)			01/23	Cost of consultant services provided by this firm (\$1,000's)				\$999		

WSP was contracted by the Mississippi Department of Transportation (MDOT) to perform an in-depth inspection of the cable-stayed bridge carrying US 82 traffic over the Mississippi River in Greenville, MS, which is 2.6 miles long. The main spans of the cable stayed bridge comprise edge girders and transverse floor beams that are Fracture Critical Members (FCM). The approach spans are continuous post-tensioned concrete girders and continuous steel plate girders.

The in-depth inspection of the bridge main spans and approach spans included:

- ✓ Routine NBI inspection
- ✓ Element-level inspection
- ✓ Fracture critical inspection of edge girders and transvers floor beams
- $\checkmark$  Stay cables non-destructive testing including vibration testing and analysis
- ✓ Ultrasonic testing of anchorage
- ✓ Inspection of anchorages
- $\checkmark$  Deck elevation survey
- ✓ Hydrographic survey of river channel
- ✓ Repair quantities and locations

The inspection team consisted of 18 members who are either Certified Bridge Inspectors (CBI) or registered Professional Engineers (PE). Rope access work was supervised by inspectors certified through the Society of Professional Rope Access Technicians as Level

III supervising technicians. Drone inspection work was completed by 2 licensed part 107 pilots. Inspection and testing of the entire structure including the approach spans and main spans was completed in 12 days. A comprehensive report was produced to document inspection methods, inspection findings, testing results, and repair.

# Team:

Michael Craig; Matthew Sullivan; Casey Howard; Mark Pearson; William Mitchell; Hatem Seliem









# **SDR Engineering Inc**

Firm name	WSP USA Inc. 🕷 🖞			F	Past Perform	nance Evaluation	Bridge		
Project name	Engineering Services for Cable-Stayed Structu				tures-Statewide Firm responsibility			ty (prime or sub?	) Prime
Project number	188658	ame	Georgia l	Department of Transportation					
Project location	Georgia					Owner's Proje	ct Manager	Robbie Koirala,	PE
Owner's address, pl	none, email	935 East Con	federate Ave	enue, Bi	uilding 24,	Room 408, Atla	anta GA, (404)635	5-2893, <u>rkoirala@</u>	<u>dot.ga.gov</u>
Services commenced by this firm (mm/yy)			06/16	Total consultant contract cost (\$1,000's)				\$10,000	
Services completed by this firm (mm/yy)			Ongoing	Cost of consultant services provided by this firm (\$1,000's)				\$1,000's)	\$4,500

Under this task-order contract, our scope of work has encompassed various critical aspects:

- 1) Special Member Inspection of Sidney Lanier Cabley-Stayed Bridge: We conducted a meticulous inspection of 49 cable stays within deck-level guide pipes. Notably, 25 of these showed significant deterioration.
- 2) Routine Safety Inspection of Talmadge Memorial Cable-Stayed Bridge: This comprehensive inspection involved a visual assessment of all aspects of the bridge, including the bridge deck, tower interiors and exteriors, substructure, cable exteriors, and various support structures like light poles and overhead signs.
- 3) In-Depth Inspection of Talmadge Bridge: Our scope involved a comprehensive visual inspection and repair recommendations of all primary structural elements.
- 4) Operation and Maintenance (M&O) Manual for Sidney Lanier and Talmadge Cable-Stayed Bridges: We developed a comprehensive manual to guide GDOT's staff in maintaining these bridges effectively throughout their service life.
- 5) Load Rating of Sidney Lanier and Talmadge Cable-Stayed Bridges: We conducted a thorough evaluation, including in-depth inspections, internal guide pipe assessments, dampening system analyses, and forced vibration testing, to determine the current condition and recommend necessary repairs. Detailed 3-D numerical models were developed to analyze the bridges for load rating of the superstructure and substructure. The load rating analysis incorporated inspection findings.
- 6) Repair Plans for Sidney Lanier Cable-Stayed Bridge: We addressed substantial deficiencies linked to excessive cable vibration, including issues like cracked stay piles, neoprene bearing failures, and corrosion of stay strands. Bearing replacement included bridge jacking analysis and deisgn.
- 7) Dampening Retrofit Plans for Sidney Lanier Cable Stays: Our team designed a retrofit solution to mitigate excessive cable vibration, incorporating an external viscoelastic damping system.
- 8) Dampening Retrofit Plans for Talmadge Memorial Bridge: Similar to task #4, we formulated dampening retrofit plans to address vibration concerns on this bridge.

WSP was asked by GDOT to present this project at the 2023 Southeast Bridge Preservation Conference.

#### **Relevant Features:**

- ✓ Routine inspection of two cable-stayed bridges
- In-depth inspection of two cable-stayed bridges
- ✓ Load rating of two cable-stayed bridges incorporating inspection findings
- ✓ Dampening retrofit plans for Talmadge Memorial Bridge
- ✓ Renair of Sidney Lanier Bridge including



#### Team:

Michael Craig; Hatem Seliem; Matthew Sullivan; Casey Howard; William Mitchell; Mark Pearson; Arunava Saha



SDR Engineering Inc

Firm name	WSP USA Inc. 👭 🖇 🖞				Past Performance Evaluation	Bridge			
Project name	SCDOT, District	5 Underwater	Bridge Insp	ections		Firm responsibili	ty (prime or sub?)	Prime	e
Project number	30902241.002 Owner's nam			ame	South Carolina Department of Transportation (SCDOT)				
Project location	District 5, South	Carolina			Owner's Project	ct Manager	William Mitchell		
Owner's address, pl	none, email	128 Talbert R	oad, Suite A	, Moore	esville, NC 28117; 704.662	2.0100; <u>William.n</u>	nitchell@wsp.com		
Services commenced by this firm (mm/yy)			02/23	Total of	Total consultant contract cost (\$1,000's)			\$7,000	
Services completed by this firm (mm/yy)			Ongoing	Cost o	cost of consultant services provided by this firm (\$1,000's)			\$3,958	

WSP was contracted by the South Carolina Department of Transportation (SCDOT) to perform underwater inspections for **over 550 bridges** substructures, including pile bents, column bents, drilled shafts, column piers, pier walls, and also culverts with materials ranging from timber, steel, reinforced concrete, prestressed concrete, and FRP fender systems.

The underwater inspection services provided include:

- ✓ Routine Underwater Bridge inspection
- ✓ Level 1 Underwater inspection of 100% of submerged members
- ✓ Level 2 Underwater inspection of 10% of submerged members
- ✓ Level 3 Underwater inspection of 5% of submerged members, when applicable
- ✓ In-depth Timber Underwater Inspection (IDTUWI) using resistance drill
- ✓ Ultrasonic thickness testing of submerged steel members
- ✓ Element-level inspection
- ✓ Scour inspection
- ✓ Detailed channel survey
- ✓ Repair quantities and locations
- ✓ 2D/3D Underwater acoustic imaging capabilities

The inspection team consists of 6 members who are all ADCI certified commercial divers meeting the 23 CFR 650.309(e) requirements for Underwater Bridge Inspection Divers with four being qualified underwater bridge inspection team leaders having at least 5 years of underwater inspection experience. Team also consists of 2 Level I Society of Professional Rope Access Technicians and 2 licensed Part 107 pilots. Project is ongoing with over 100 underwater inspections successfully completed to date utilizing both surface-supplied air and commercial scuba diving modes. Comprehensive underwater inspection reports are produced for each inspection to document inspection procedures, inspection findings, testing results, channel profiles, scour comparisons, and repair recommendations/quantities. 2D and 3D underwater acoustic imaging services are also available for this project.

## Team:

Michael Craig, William Mitchell, , Stuart Pitre, Stephen Rowley, Tyler Patterson, Ray Cortright, Nicholas Schilling







## **SDR Engineering Inc**

Firm name	Consor Engineers, LLC <b>CONSOR</b>				ast Perform	mance Evaluation	Bridge			
Project name	NBIS In-Depth a	NBIS In-Depth and Routine Bridge Inspectio					Firm responsibilit	ty (prime or sub?)	) P	Prime
Project number	219AA (Current	ame	Iowa Department of Transportation							
Project location	Statewide, Iowa					Owner's Proje	ct Manager	Michael Todsen		
Owner's address, pl	hone, email	800 Lincoln V	Way, Ames,	IA 5001	0/515.233	.7726/Michael.	todsen@dot.iowa.g	gov		
Services commenced by this firm (mm/yy)			01/23	Total consultant contract cost (\$1,000's)				\$133 to date		
Services completed	Ongoing	Cost of consultant services provided by this firm (\$1,000's)				\$133 t	to date			

Consor performed in-depth, hands-on NSTM inspections for six key bridges under multiple contracts for Iowa DOT. The US 30 Bridge over the Missouri River in Harrison County consists of 17 spans, with a total length of 1,983 ft. The I-129 Bridge over the Missouri River in Sioux City consists of 15 spans in total with the main span across the Missouri River being a three-span, continuous welded plate girder. For these two bridges, Consor utilized both rope access and an UBIV, the overall traffic restrictions needed were significantly reduced to ensure the main span's fascias were thoroughly inspected.

The US 20 (Julien Dubuque) Bridge over the Mississippi River in Dubuque, constructed in 1943, is a 5,760-ft. steel tied-arch bridge with an 845-ft. main span. The Iowa 926 Bridge over the Des Moines River in Fort Dodge was constructed in 1935 and is a 562-ft. deck truss bridge with a 136-ft. main span. The inspection of the Iowa 926 Bridge was performed entirely with the use of specialized access techniques; no mechanical access or traffic control was needed. The Julien Dubuque inspection utilized specialized access



and mechanical access vehicles both on land and from a barge; this combination of techniques permitted the inspection without any lane closures or disruption to traffic on the bridge.

The US 34 Bridge has three welded plate girder spans and fifteen pre-cast, pre-stressed concrete beam approach spans. Both the Eastbound and Westbound I-80 Bridges over the Missouri River consist of 12 weathering steel multi-girder superstructures totaling 2,468 ft. The inspection included element-level evaluation of all bridge components and a visual assessment of the bridge roadway, superstructure components, portions of the substructure above water, and channel protection. Areas of concern received an in-depth inspection to verify all field conditions. The inspection team utilized industrial rope access techniques to inspect all bays within the plate girder spans. An under-bridge inspection vehicle (UBIV) was used to access the approach spans. Soundings for areas of deteriorated concrete were taken as required. A detailed engineering report of findings was prepared, including an executive summary, photographs, detailed summary of findings, element data updates, and repair recommendations.

#### Team:

Eric Harbeson; Dustin Noel; Randall Fabyanic; Benjamin Schaefer; Chris Sasher; Dylan Lewis; Luke Brandherm


Firm name	Consor Engineer	rs, LLC 🏠 🕻	onsor	Р	ast Perform	mance Evaluation	on Discipline(s)	Bridge		
Project name	Statewide Bridge	e Inspection &	Evaluation I	Enginee	ring Servio	ces	Firm responsibili	ity (prime or sub?)	)	Prime
Project number	0383		Owner's na	ame	South Carolina Department of Transportation			ion		
Project location	South Carolina,	Statewide				Owner's Proje	ct Manager	Emily Bickley		
Owner's address, pl	none, email	955 Park Stre	et, Columbia	a, SC 29	202/803.7	37.1053/ <u>Bickle</u>	yEJ@scdot.org			
Services commence	menced by this firm (mm/yy) 05/20				consultant	contract cost (\$	1,000's)		\$20,	909
Services completed by this firm (mm/yy) Ongoing				Cost o	f consultai	nt services prov	ided by this firm (	\$1,000's)	\$20,	909

Consor provides NBIS routine, NSTM, and underwater bridge inspections statewide under a task order-based contract. Our topside NBIS inspection contract has included 100+ bridges with load ratings in Anderson, Laurens, and Hampton counties. Consor was also an active contributor to the South Carolina Department of Transportation load



rating contract, conducting more than 1,000 site assessments and 500+ load ratings. Each inspection includes a visual review of all accessible components, including the substructure, superstructure, and top of deck. All initial inspections of bridge undersides are performed from the ground or from a vessel (when above water). Industrial rope access was used to inspect the Arthur Ravenel Bridge, which has a 1,546-ft. long main span, making it the third longest cable-stayed bridge in the Western Hemisphere. In fact, due to the traveler being inoperable, rope access was the only method to inspect the lower portions of the Ravenel bridge. Consor was able to perform the inspection of the



edge girders and floor beams with in-house personnel, ensuring consistency and flexibility of the inspection. Each inspection requires a detailed engineering report including an evaluation of conditions encountered, bridge element condition data, bridge sounding data, and repair recommendations. Inspections are performed in accordance with the current AASHTO Element Inspection Manual, AASHTO Manual for Bridge Evaluation, as well as FHWA's guidance, policies, and legislation (MAP 21). Load ratings are performed using AASHTOWare's Bridge Rating software in

accordance with the South Carolina Department of Transportation Load Rating Guidance Document and the AASHTO Manual for Bridge Evaluation.

Team:

Michael Dukes, Eric Harbeson, Heath Pope, Dustin Noel, Randall Fabyanic, Ben Schaefer, Chris Sasher, Dylan Lewis; Luke Brandherm; Matt Ratliff; Michael Sorensen; Andrew Harrison; Arthur LeForge



Firm name	Consor Engineers, LLC 🏠 🕻	onsor	Р	ast Performance Eval	luatio	on Discipline(s)	Bridge		
Project name	FDOT District Two Area Wide	State Bridge	e Inspec	tion (Interstate and N	on-	Firm responsibility (prime or sub?)			Prime
	Interstate)								
Project number	CAJ78	Owner's na	ame	Florida Department	of T	ransportation – Di	strict 2		
Project location	Florida, Districtwide			Owner's I	Proje	ct Manager	Melissa Morga	n	
Owner's address, pl	hone, email 710 NW Lake	e Jeffrey Rd,	Suite 2	02, Lake City, FL/38	6.961	1.7060/ <u>melissa.mc</u>	organ@dot.state	<u>fl.us</u>	
Services commence	ed by this firm (mm/yy)	07/22	Total o	consultant contract co	ost (\$	1,000's)		\$6,71	1 to date
Services completed	by this firm (mm/yy)	Cost o	f consultant services	provi	ided by this firm (	\$1,000's)	\$6,71	1 to date	

In 2022, Consor was re-selected by District 2 to perform four additional years of in-depth NBIS routine and hands-on complex inspections, including NSTM and underwater, for an expanded inventory of more than 270 bridges carrying on-interstate and off-interstate highways located primarily in the Jacksonville area. Included in this contract are two of Jacksonville's signature steel trusses: the Isaiah David Hart Bridge and the John E. Mathews Bridge. The Hart bridge consists of a 1,620-ft., three span continuous arch and suspended deck, bolted-connected modified warren through trusses using rivetless welded built-up members. The Hart's main span is 1,088 ft. with a vertical clearance of 141 ft. and 14 prestressed concrete multi-beam approach spans. The Mathews bridge consists of a 2,586-ft. six span steel cantilever riveted truss, with pin and hanger connections. The Mathews main span is 810 ft. with a 152-ft. vertical clearance. Technical rope access techniques are utilized to inspect these bridges to not interrupt traffic. Aerial lifts are only used to gain access to the pin and hangers for NDT.



An additional complex bridge inspection included the Dames Point Cable Stay bridge. Technical rope access techniques were used for this inspection. The Dames Point Bridge's main three spans are cable stay with 471-ft. tall towers, a main span of 1,300 ft. with a vertical clearance of 175 ft. Excessive vertical clearances of the northern approach spans and the roadway width of more than 100 ft. require approved drone inspection techniques with high resolution cameras and impact avoidance AI to observe the deck bottom surfaces, floor beams, and post tension grouted pockets. Off-interstate complex inspections included two bascule bridge inspections, one of which is the 1,545-ft.-long historic Bridge of Lions, with approach spans consisting of a nonredundant two girder floor beam system. Difficult access locations utilize under bridge inspection vehicles, bucket trucks, barges, aerial lifts, and approved drone techniques.

Our scope also includes underwater inspection services for an additional 103 bridges with lengths ranging from less than 500 ft. to 5,000+ ft. using surface-supplied air or commercial SCUBA, performing level II and level III inspections, including penetration dive inspections, hydrographic multibeam swath surveys for six bridges, LRFR bridge load rating on an as needed basis, and post-storm assessment inspections. Underwater ROVs were also used. Structures are in tidal areas, high velocity flows waterways, and large lakes with water depths up to 90 ft. Each inspection requires a comprehensive BrM engineering report with photographs and drawings.

Team: Eric Harbeson, Dustin Noel, Benjamin Schaefer, Chris Sasher; Dylan Lewis; Luke Brandherm; Andrew Harrison



Firm name	Forte & Tablada, Inc.	FORTE & TABLADA		P	ast Perform	nance Evaluation	on Discipline(s)	Survey	
Project name	Amite River Basin M	odel-Hydi	rographic Su	rvey			Firm responsibili	ty (prime or sub?)	) Sub
Project number	4400008293		Owner's na	me	LADOTI	)			
Project location	Livingston Parish, LA	1				Owner's Proje	ct Manager	Edward Knight, I	P.E.
Owner's address, pl	none, email 120	1 Capital	Access Road	, Baton	Rouge, LA	A 70804, 225-3	79-3007, <u>edward.k</u>	<u>knight@la.gov</u>	
Services commence	res commenced by this firm $(mm/yy)$ 06/17				Total consultant contract cost (\$1,000's)				\$349
Services completed	ervices completed by this firm (mm/yy) 02/19			Cost o	f consultar	nt services prov	ided by this firm (	\$1,000's)	\$349

Forte and Tablada, Inc. worked with LA DOTD and Dewberry to provide hydrographic surveying of the Amite River and Comite River. Task orders included typical cross-sections of these rivers, as well as detailed 3-D bathymetric data collected with sonar equipment. Forte and Tablada also provided ground control for LiDAR of the Amite River Basin. Notably, Forte and Tablada provided a high-resolution survey of the Amite River Diversion Weir utilizing a variety of techniques including multibeam sonar and traditional survey methods. The largest challenge for this project was the varying water depths of the Amite and Comite River, which prevented the use of a single type of data collection system. Forte and Tablada was able to overcome this challenge through the multiple types of data collection systems within its inventory. A wide swath multi-beam sonar unit was used to collect data remotely into shallow water areas, single-beam sonar equipment was used to confirm the results of the multi-beam areas as well as collect bathymetry data in water less than 2 feet deep. LiDAR laser scanners were used on bridge structures to give a seamless representation of the underwater conditions as well as above water conditions for a precise bridge opening area. The image depicts the seamless merging of these two data sets collected utilizing two different types of data collection systems.

Team:

Joey Coco, Jr., P.E., Principal-in-Charge Brent Campbell



Firm name	Forte & Tablada	, Inc. FORTE &		P	ast Performance Evaluation	on Discipline(s)	Survey	
Project name	LA DOTD Unde	erwater Acousti	ic Imaging –	Mississ	ippi River Bridges	Firm responsibili	ty (prime or sub?)	) Sub
Project number	H.009730.5		Owner's na	ame	LADOTD c/o Moffatt &	z Nichol		
Project location	Statewide, LA				Owner's Proje	ct Manager	Jonathan Hird	
Owner's address, pl	none, email	301 Main St.,	Suite 800, E	aton Ro	ouge, LA 70801			
Services commence	d by this firm (m	m/yy)	08/22	Total c	consultant contract cost (\$	1,000's)		\$171
Services completed	ces completed by this firm (mm/yy) 09/22				f consultant services prov	ided by this firm (S	\$1,000's)	\$171

Forte and Tablada worked with LADOTD and Moffatt and Nichol to provide Hydrographic Surveys for the following Mississippi River Bridges:

- Rigolets Bridge,
- Crescent City Connection Bridges (East and Westbound)
- Vicksburg Bridge

The purpose of the survey is to document bridge scour, bridge piers, and other water bottom features below the waterline. The work included typical cross-sections, and water bottom features below waterline were collected using multi-beam and single beam sonar equipment. Terrestrial LiDAR was used to capture the above water surface. Limited traditional survey methods were used to collect ground data along the bank.

	N	lorth			South Fascia So ft 100 ft 20   reline -  - </th <th colspan="7">South</th>			South						
200 ft	100 ft	50 ft	North Fascia	Location	South Fascia	50 ft	100 ft	200 ft						
-	*	π.		W. Shoreline				-						
-22.0	-22.8	-23.4	-23.7	Mid Span	-25.8	-26.8	-27.2	-30.3						
-31.5	-31.4	-33.5	-59.1	Pier 4	-36.4	-41.2	-37.9	-34.0						
-53.8	-57.4	-60.1	-60.9	Mid Span	-55.9	-55.4	-55.3	-53.3						
-79.1	-76.5	-87.7	-92.7	Pier 3	-67.6	-69.8	-76.3	-78.5						
-88.6	-85.7	-89.9	-91.6	Midspan	-93.0	-90.8	-88.7	-87.6						
-16.8	-9.5	-11.5	-16.5	Pier 2	-16.1	-14.8	-12.4							

Table 1.0 – Channel Soundings From Water Surface

Team:

Joey Coco, P.E., Principal-In-Charge Brad Holleman, P.E., P.L.S. Brent Campbell





Firm name	Forte & Tablada	, Inc. FORTE &		P	Past Perform	mance Evaluation	on Discipline(s)	Survey		
Project name	LA DOTD Und	erwater Acoust	ic Imaging	- LA 14	4 Over De	cambre Canal	Firm responsibili	ty (prime or sub?	)	Sub
	Hydrographic Su	urvey								
Project number	H.009730.5		Owner's na	ame	Moffatt a	& Nichol				
Project location	Iberia Parish, LA	A				Owner's Proje	ect Manager	Jonathan Hird		
Owner's address, pl	hone, email	301 Main St.,	Suite 800, E	Baton R	ouge, LA ´	70801				
Services commence	ed by this firm (mi	m/yy)	06/23	Total	consultant	contract cost (\$	(1,000's)		\$171	l
Services completed	by this firm (mm	/yy)	08/23	Cost o	of consultat	nt services prov	ided by this firm (	\$1,000's)	\$171	1



Team:

Joey Coco, P.E., Principal-In-Charge Brad Holleman, P.E., P.L.S. Brent Campbell

**Gavin Lake** 

**Nicholas Babin** 

**Trenton Inglehart** 

Forte and Tablada conducted a hydrographic survey as a subconsultant to Moffatt & Nichol to capture the area around the LA-14 Bridge over Delcambre Canal. The work included typical cross-sections, and water bottom features below waterline were collected using multi-beam and single beam sonar equipment. Terrestrial LiDAR was used to capture the above water surface.

Limited traditional survey methods were used to collect ground data along the bank and around the canal.





Firm name	KTA-Tator, Inc.	<b>KTA</b>		I	Past Perform	nance Evaluation	on Discipline(s)		Bridge	
Project name	Krotz Springs B	ridge					Firm responsibil	ity (p	orime or sub?)	Sub
Project number	4400025311		Owner's nar	me	LADOTI	D (Hardesty &	Hanover, LLP – p	rime	consultant)	
Project location	St. Landry Paris	h, LA				Owner's Proje	ect Manager	Bab	ak "Bobby" Nag	havi, PE,
								PH,	PhD – Hardesty	&
								Han	lover	
Owner's address, pl	hone, email	3850 N. Caus	eway Blvd, S	uite 10	625, Metaiı	rie, LA 70002	504-605-7940			
		bnaghavi@ha	rdestyhanover	r.com						
Services commence	ed by this firm (m	y this firm (mm/yy) 02/24				contract cost (\$	51,000's)		\$5	,000
Services completed	by this firm (mm	/yy)	04/24	Cost	of consultar	nt services prov	vided by this firm (	(\$1,00	00's) \$1	2



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

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

A visual assessment of the coated surfaces was conducted to determine the type, extent, and location

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

Team:

# **Robert Lanterman**



Firm name	KTA-Tator, Inc.	74		Р	Past Performance Evaluation	Bridge		
Project name	Jackson Avenue (Re	ed River) Li	ft Bridge			Firm responsibilit	y (prime or sub?)	Sub
Project number	4400013322, TO #1	-	Owner's na	ame	LADOTD (Gresham, Smith Partners – GSP – prime consultant			
Project location	Alexandria, LA				Owner's Proje	ct Manager	John Weres, PE,	GSP
Owner's address, pl	hone, email 10	000 Perkins	Rowe, Suit	e 280, I	Baton Rouge, LA 70810	225-960-5480 jol	nn.weres@gresha	msmith.com
Services commence	ad by this firm (mm/yy) $02/20$			Total of	Total consultant contract cost (\$1,000's)			\$5,000
Services completed by this firm (mm/yy) 05/20 0			Cost o	Cost of consultant services provided by this firm (\$1,000's)				



The Jackson Avenue (Red River) Lift Bridge in Alexandria, Louisiana carries two lanes of traffic over the Red River. The main span is a through truss design with a 300' vertical lift span centered between the two towers.

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

A visual assessment of the coated surfaces was conducted to determine the type, extent, and location of coating breakdown and corrosion on the structure. Coating thickness, number of coats, and adhesion were determined using appropriate instrumentation. Samples were removed for further laboratory examination to determine if toxic metal concentrations were present in the existing

coatings and to generically identify the coating type. Photographs of typical coating conditions were taken. The results of the field and laboratory testing, a discussion of those results, and photographs were included in a report prepared and submitted to Gresham Smith. A discussion of various maintenance painting operations was presented along with recommendations for the maintenance painting of this structure.

Team:

**Robert Lanterman** 



Firm name	KTA-Tator, Inc.	KTA		Р	Past Performance Evaluation Discipline(s) Bridge							
Project name	Phased Array U	T Inspection of	Bridge Pins					Firm respo	onsibil	ity (prime or sub?)		Sub
Project number	N/A	Owner's nar				ne North Dakota DOT (Fickett Structural Solutions – prime const				nsultan	ıt)	
Project location	Various location	rious locations throughout North Dakota				Owner's	s Proje	ct Manager		Todd Demski (Fi	ckett)	
Owner's address, pl	none, email	11425 Hanson	n Blvd. NW,	Minnea	apolis, MN	55433	763-2	85-7963	<u>tden</u>	nski@fickettinc.co	m	
Services commence	mmenced by this firm (mm/yy) 10/21				Total consultant contract cost (\$1,000's)					\$200	Į.	
Services completed by this firm (mm/yy) 10/21				Cost of consultant services provided by this firm (\$1,000's)				\$21				



In October 2021, as a subconsultant to Fickett Structural Solutions (Fickett), KTA provided Phased Array Ultrasonic Testing (PAUT) of bridge pins on various bridges throughout the state of North Dakota. PAUT is used to detect component failures and can be applied for inspection of welds, thickness measurements, corrosion inspection, and flaw detection.

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

Team:

James Kretzler (project management and supervision of PAUT inspection services)



FINREDH JETTERSON

Firm name	Urban Systems,	ban Systems, Inc. UNI				nance Evaluation	Traffic		
Project name	Huey P. Long B	ridge Widenin	g (Westbank	and Ea	ist bank Aj	oproaches and	Firm responsibili	ty (prime or sub?)	Sub
	Main Bridge De	ck Widening)							
Project number	SP 005-10-0037	/006-01-	Owner's na	ame	LADOTI	)			
	0021/006/02/006	64/006-25							
	0001/006-30-004	41							
Project location	Route US 90 Jef	ferson Parish, I	LA			Owner's Proje	ct Manager	Lee Horstmann	
Owner's address, pl	hone, email	1201 Capitol	Access Road	d Baton	Rouge, LA	A 70802, (504)3	02.2200, <u>lee.horst</u>	mann@kiewit.com	<u>n</u>
Services commence	ed by this firm (mi	this firm (mm/yy) 02/11				Total consultant contract cost (\$1,000's)			
Services completed	by this firm (mm	/yy)	04/13	Cost o	f consultar	nt services prov	ided by this firm (	\$1,000's)	\$49.3K

Urban Systems, Inc. provided Traffic Engineering Services for the Huey P Long Project for the contractor starting about half-way into the construction project. This was a multiphase project as construction conditions and required closures changed.

A few of the phases that were addressed were:

- Jefferson Highway Detours
- Huey P. Long Bridge Southbound Approach Closure
- Huey P. Long Bridge Rerouting Huey P. Long Northbound Approach

Plans for these phases included the following:

- Traffic Control Devices Plans for the redirection and protection of traffic in the active area of construction.
- Traffic Signal Plans for the installation of temporary traffic signal heads. The temporary signals were utilized in conjunction with the permanent signal plan. The plans included the temporary striping and signage that were required in addition to the permanent installation.

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• Permanent Pavement Markings and Signs Plans which were used to identify which signs should be covered and which striping should not be installed during each phase of construction.

Team:

# A. Michel, N. Stewart



Firm name	Urban Systems, In	c. UN		F	Past Performance Evaluation Discipline(s) Tra					
Project name	Bridge Preventative	e Maintenan	ce District 6	1			Firm responsibili	ty (prime or sub?)	Su	ıb
Project number	F.A.P. and SP H.00	A.P. and SP H.000351 Owner's				)				
Project location	Baton Rouge, LA	ton Rouge, LA				Owner's Proje	ect Manager	Mr. Danny Tullie	er	
Owner's address, pl	none, email 12	201 Capitol	Access Road	l, Bator	n Rouge, LA	A 70804, 225-3	879-1355, <u>Danny.</u> 7	<b>Tullier@LA.GOV</b>		
Services commence	s commenced by this firm (mm/yy) 11/12			Total	consultant of	contract cost (\$	51,000's)		Unknow	vn
Services completed by this firm (mm/yy) 09/16				Cost c	of consultan	t services prov	vided by this firm (	\$1,000's)	\$69.8	

The objective was to conduct a Level 4 Transportation Management Plan (TMP) based on LADOTD EDSM VI.1.1.8 for bridge component repairs at five (5) locations on I-10, I-110 and I-12 in Baton Rouge, Louisiana. A TMP was critical for these locations as the interstates serves up to 85,000 vehicles per day and closing lanes and/or ramps would have a significant impact on mobility.

Seven-day hourly volume counts were collected and adjusted using LADOTD seasonal and axle factors. A queue analysis was conducted, as specified in LADOTD EDSM VI.1.1.4, to determine when the proposed lane closures could be implemented with the least impact with the high interstate volumes.

A safety analysis was conducted based on the LADOTD's Guidelines for Crash Data Analysis, June 2014. Crash rates were calculated for each location and compared to LADOTD's statewide averages and to LADOTD's High Potential for Safety Improvements (formerly the Abnormally High Crash) List. Charts were developed at each location based on collisions by type, log mile and time.

An important strategy to minimize work zone impacts was an evacuation plan as I-10 and I-110 are critical arteries during a hurricane evacuation.

A stakeholders meeting was held during the TMP process to obtain input and share information with:

- LADOTD Headquarters
- LADOTD District 61
- LADOTD TMC
- East Baton Rouge Sheriff's Office
- Louisiana State Police
- Baton Rouge Police Department
- Prime and sub consultants.

Team: Alison Michel, Nicole Stewart, Matthew Morgan





Firm name	Urban Systems,	rban Systems, Inc.				nance Evaluati	Traffic		
Project name	TMP for I-10 W	est of LA 108 a	and I-210 In	terchang	ge		Firm responsibil	ity (prime or sub?)	Sub
Project number	H.009620.5-1		Owner's na	ame	LADOTI	)			
Project location	Calcasieu Parish	, LA				Owner's Proje	ect Manager	Hadi Shirazi	
Owner's address, pl	hone, email	1201 Capitol	Access Road	l, Baton	Rouge, L	A 70804, <u>Hadi</u>	<u>Shirazi@la.gov</u>		
Services commence	d by this firm (m	y this firm (mm/yy) $05/18$				contract cost (S	51,000's)		Unknown
Services completed	by this firm (mm	/yy)	04/19	Cost o	f consulta	nt services prov	vided by this firm (	(\$1,000's)	\$70

The objective of this project was to assist with conducting a Level 4 Transportation

Management Plan (TMP) based on LADOTD EDSM VI.1.1.8 for rubblize and overlay work on the US 90 bridge over I-10 in Calcasieu Parish, Louisiana. The objective of the TMP was to identify the challenges and to address strategies to minimize the traffic delays associated with the lane closures, demand volumes and incidents within the construction limits and primary detour roadways on I-10 and I-210 within the Lake Charles Metropolitan Area. This TMP was also updated for the I-210 Prien Lake Bridge Re-Decking and Safety Improvement Project (H.010916.5) dated January 2016.

Traffic data was reviewed within the study area and a field visit was conducted to verify information on roadway geometrics and traffic conditions. A traffic data report was developed and submitted for inclusion in the TMP document.

A safety analysis was conducted based on LADOTD guidelines. Crash rates were calculated for each location and compared to LADOTD's statewide averages and to LADOTD's High Potential for Safety Improvements (formerly the Abnormally High Crash) List. Charts were developed at each location and compared to statewide averages based on various categories. Crash diagrams were also developed to document the number, location and type of crashes. Each crash report was reviewed for accuracy.

An alternative route analysis was conducted for an assessment of the proposed detour routes. The analysis also included a safety and mobility plan to gather and address concerns for the detour routes.

Team: Nicole Stewart, Matthew Morgan, Christine Darrah



# Section 18

SDR LA-82 Mermentau , LA



# 18. <u>APPROACH AND METHODOLOGY:</u>

**SDR** has been successfully serving DOTD as a prime contractor on multiple IDIQ contracts over the past fifteen years and served as the prime consultant for the development of the DOTD Bridge Design and Evaluation Manual. SDR's team composition for this project is designed to provide and highlight unique capabilities to meet all aspects of the work scope.

*Team Composition* **SDR** will be assisted by **Consor** and **WSP** to perform the complex bridge inspections. Since 1994, **Consor** has established an outstanding reputation in structural inspection, having completed more than 65,000 structural inspections with over 28,000 NBIS and 19,000 underwater bridge inspections. Consor has performed over 1,400 underwater inspections for LA DOTD.

**WSP** is a globally recognized professional services firm providing bridge design and inspection services throughout the U.S. WSP will assist in the complex bridge inspection and conducting the mechanical and electrical inspections of movable bridges, according to AASHTO Movable Bridge Inspection, AASHTO Evaluation and Maintenance Manual, and DOTD manuals and guides. In addition, WSP will perform any required underwater imaging.

**Forte and Tablada (F&T)** will provide any required Hydrographic and Topographic Surveying to determine bridge clearance and alignment verification. F&T has a proven record of utilizing the latest remote sensing technology, including a 360-degree mobile imaging camera, a 24-foot boat with a mounted R2Sonic 2022 Multibeam Echosounder for underwater point cloud imaging, and an 18-foot boat with single beam hydrographic surveying capabilities. If a superstructure is not easily accessible, Forte and Tablada have the personnel and equipment to measure out-of-reach bridge components efficiently and accurately without costly specialized access teams.

**KTA-Tator** will perform Coating Inspection. KTA has the largest pool of Independent NACE Certified & SSPC-QP 5 Inspectors in the U.S. KTA will provide a broad range of in-process inspection services to verify and test surface preparation and coating systems.

**Urban Systems, Inc. (USI)** is very familiar with DOTD traffic control requirements and will remain squarely focused on the safety of both the traveling public and the bridge inspection personnel. As required, USI

will provide traffic plans and roadway design for preliminary and final plans.

*Concurrent Tasks And Speed Of Execution* SDR's team has over 30 NBIS bridge inspectors available for this project, who have previously conducted in-depth inspection of over forty major complex bridge crossings for DOTD. In addition to NBIS level inspection, SDR prepared preliminary and final repair plans for sixteen major bridges (ex. H.011484-US 80 Red River Bridge, H.011487-LA 182 over Berwick Bay, H.010498-Luling Bridge, H.002281-Big Bayou Sara Bridge and H.009859.5- Mermentau Bridge, a swing truss).

SDR's team composition allows for sufficient staff to perform multiple large inspection tasks concurrently with over thirty (30) NBIS bridge inspectors and eight (8) ATSSA-certified Team Leaders on staff. Our unique access methods will allow inspection of a superstructure and/or underwater foundations that is not easily accessible by personnel. We have the necessary equipment to measure out-of-reach bridge components efficiently and accurately without costly specialized access teams. Our team's ability to remotely measure bridge features, without direct contact, improves the safety of field personnel, and accelerates delivery schedule.

Repair/Rehabilitation & Accelerated Bridge Construction (ABC): The main challenge for any repair project is selection of appropriate repair/strengthening methodology to limit traffic interruptions and excessive bridge closure. Limiting impact could be enhanced through the selection of the bridge elements and construction methods. The suitability of accelerated construction techniques should be considered to shorten construction time and minimize impact on the public. SDR has performed a significant number of projects over the U.S. and for DOTD utilizing ABC, having pioneered the use of advanced Carbon Fiber Reinforced Polymer, CFRP, in bridge rehabilitation in the early 90's. SDR has completed over 1,200 repair projects utilizing these innovative techniques. An example is the rehabilitation of H.013450-LA 27 I-10 Overpass where CFRP repair of concrete elements and heat straightening of steel beams was used for the first time in Louisiana. Other similar projects include H.013378.5- I-10 East at the High-Rise Fire Damage Repair, and H010016- US11 over lake Pontchartrain. All



these examples included in-depth inspection, rapid assessment, development of repair plans and construction support.

*Emergency Response* SDR has an established emergency response plan for inspection and structural damage assessment of bridges that has been used and refined over thirty years for rapid assessment of bridges. Customized in house software programs installed on laptops are used for on-the-fly structural analysis and assessment of existing damage due to impact, flooding, and any other unforeseen circumstances. The ability for rapid assessment guides DOTD in making the decision to open, close or limit access to a certain type of vehicle.

*Experience of Project Management Team* **Dr. Liang, PE**, SDR PM, has 28+ years of experience in bridge design, rehabilitation, inspection and NDT. He has managed several IDIQ contracts. He is the PM for the ongoing IDIQ contract for NBIS in-depth inspection of complex bridges.

**Osama Elsaad**, **PE** will be serving as SDR deputy PM. He has a proven record of serving efficiently as the lead engineer/NBIS inspector for complex bridge inspection and NDT of bridges. He will be 100% dedicated to this retainer, providing consistency in all inspections.

Both will ensure consistent and clear communication to keep DOTD abreast of any critical issues, schedule changes and timely overall project progress.

**Lloyed Peason** (WSP) is a bridge inspection and preservation senior manager with over 40+ years' experience on a variety of bridge replacement, widening, inspection, load rating, and QA/QC projects.

**Eric Harbeson** (Consor) is a senior project manager with more than 18 years' experience in complex bridge inspection. He has led and conducted more than 1,500 hours of rope access inspection of bridges.

**Bradley Holleman** (F & T) has 18+ years' experience in surveying and has served as Principal-in-Charge for topographic survey, 3D laser scanning and underwater inspections utilizing multi-beam and single-beam sonar scanning.

**Project Understanding** The main scope of each task is to perform statewide NBIS in-depth inspections of complex structures and any necessary underwater inspections of submerged bridge elements. Services include assessment of the coating system (if required) and NDT evaluation when necessary. When necessary, MOT plans will be

coordinated with and submitted to the district where work is being performed.

Generally, bridge inspection projects are broken down into three primary phases: mobilization/field inspection; analysis and load rating, if required; reporting with project management; and quality control and assurance deeply woven into each phase. At the conclusion of each task, a report is prepared and submitted to DOTD PM containing recommendations as to repairs, rehabilitation, load capacity analysis, corrections, and any other maintenance functions related to observed deficiencies and deteriorations. If repairs are required, the consultant may be assigned a supplemental task to develop design repairs/rehabilitation plans as shown below in the example of a single IDIQ task order.



*Approach to Scope of Services* Upon receiving task order from DOTD, SDR's team will review the bridge list for inspection type, bridge type, access method, geographic area, railroad impacts, if any, and urgency, as determined by DOTD PM. A tentative schedule will be developed,

optimizing labor and expenses. If railroad permitting and/or flagger scheduling is required, obtaining these permits will begin immediately with NTP in-hand. RR's are generally slow to respond, and expedited submittal is essential.

**Prior to the <u>kickoff meeting</u>**, 1) Coordinate with DOTD Project Manager on date, time and required attendees, 2) Request for review all available and relevant bridge data including prior bridge inspection/load rating reports, 3) Investigate maintenance of traffic requirements, 4) Prepare tentative work plan and schedule, 5) Prepare Quality Control Plan for the task, 6) Prepare an agenda for the kickoff meeting and submit all relevant information to DOTD PM for review and distribution to attendees for discussion during the kickoff meeting.

**The kickoff meeting will be used to**: 1) Establish clear understanding of the project goals and discuss any DOTD and Parish concerns to be addressed in terms of access and MOT, 2) Determine the frequency for coordinating progress meetings and developing line of communication, 3) Discuss and finalize proposed work plan, QC plan and work schedule.

Based on comments from the kickoff meeting, a refined work plan, task schedule and QC/QA process plan will be submitted to DOTD PM for approval prior to starting inspection work.

Prior to the inspection, we will review the bridge-specific inspection procedures for opportunities to improve efficiency and reduce traffic impacts. Updates will be discussed with DOTD and, if necessary, an updated inspection procedure will be submitted for approval prior to the inspection.

**Field Inspection:** Access methods and associated equipment for achieving arms-length reach of all components shall be identified and utilized. Arrangements shall be made to have the bridge thoroughly cleaned before inspection to remove dirt and debris that would inhibit visual observations and taking measurements. All inspections shall be conducted under the direct supervision of the Inspection Team Leader, who is also responsible for performing quality assurance. SDR's team has the technical expertise & staff capacity necessary to provide all the equipment & labor required to perform in-depth & fracture critical inspections. In addition, our team is experienced in NDT, conducting Ultrasonic testing of pins and Ground-Penetrating Radar (GPR) to measure concrete cover, locate the position, and approximate size of embedded steel reinforcement, if required. We have also used Pulse Velocity, Impact-Echo, Infrared Thermography, Neutron Probe for Detection of Chlorides, Endoscopes and Videoscopes for post tension inspection, and Chloride Testing on numerous projects.

We are familiar with OSHA safety standards and performing NBI Element Level and Fracture-Critical inspections in accordance with all FHWA and DOTD manuals and guidance. The great majority of inspection engineers and technicians allocated to this project hold SPRAT certifications, including **seven (7) Level III Technicians**.

In cases lacking existing bridge plans, it will be necessary to obtain measurements of structural members and the general configuration of the structure. In addition, locations, distribution, and size of the reinforcement need to be verified using a digital multi-detector and limited invasive testing.

Our inspection team leaders have extensive experience utilizing climbing techniques as well as mechanical access, sometimes in conjunction with each other, to efficiently reach all components of a bridge. Each Lead Inspector must directly oversee all work performed on-site by any supporting staff assisting them during the inspection.

**Paint/Coating Systems & Laboratory Analysis**: When required, KTA shall assess the current paint/coating systems for relevant physical and chemical properties of the existing systems and performance. This work includes visual examination of visible coating deterioration/corrosion in accordance with SSPC-VIS 2, surface area take-offs, if required, measurement of the total dry film thickness of the existing coating systems, examination of substrate beneath the coating to verify the type of surface preparation previously performed, and identification of potential concerns. Coating adhesion will be assessed in accordance with ASTM D3359.

Consor will perform underwater inspection and F&T will provide any required underwater point cloud imaging. F&T utilizes remote sensing technology, including a 360-degree mobile imaging camera, a 24-foot boat with a mounted R2Sonic 2022 Multibeam Echosounder for underwater point cloud imaging, and an 18-foot boat with single beam hydrographic surveying capabilities. Our team has the personnel and equipment to measure out-of-reach bridge components efficiently and accurately without costly specialized access teams.

Our team has developed and/or enhanced tools and techniques in-house, such as beam rollers, which minimize and/or eliminate the need for costly mechanical access and/or traffic control. Our **fully digital project process** relies on recording field documentation/observation on customized iPads ensuring smooth, efficient, and accurate high-quality reports.



### Ground-Penetrating Radar (GPR):

In addition to traditional bridge inspection, SDR has the capability of utilizing ground penetrating radar (GPR) for the inspection of bridge decks. Recently, SDR inspected and evaluated decks of five bridges using the GPR system, including a 4.4-mile-long I-10 Bridge (RC #300240) and a 2.3-mile-long US-90 bridge (Contract No. 4400017310). Air-launched GPR was mounted on a vehicle traveling at highway speed while scanning the deck, which allowed bridge deck inspection without closing traffic. The collected data was processed later to generate contour maps, showing the location and severity of deficiencies on the deck surface as well as inside the deck. The same unique capabilities could be utilized on this project if needed.

<u>Analysis and Load Rating:</u> LRFR load rating will be performed based on inspection findings. In cases where the analysis show low load rating values; however, field observation shows no deficiencies, a higher level of refined analysis and/or NDT will be carried out to avoid unnecessary repair/strengthening. For bridges with missing plans, a refined computer model using the data collected from the field is necessary to accurately assess the bridge capacity. SDR's engineers are experts in refined finite element modeling and condition assessment and have a proven record of performing complex FE analysis on numerous projects for DOTD.

**<u>Reporting</u>:** SDR's team has extensive experience on large inspection projects utilizing Inspector X reporting systems. Data collection is performed in the most efficient manner to smooth entry into Inspector X.

We put significant focus on <u>Repair and Maintenance</u> <u>Recommendations</u> to assure accurate, sensible, and appropriate solutions. **Preliminary and Final Plans:** As stated in the RFP, development of Preliminary and Final Plans could be performed under supplemental task if repairs were recommended in the report and approved by DOTD. Our team will follow the latest DOTD requirements for development of different milestone submittals for both Preliminary Plans and Final Plans, including the use of the latest approved Greenbook, DOTD EDSMs, Minimum Design Guidelines, Complete Streets Initiative, DOTD and AASHTO Bridge Design Manuals, Bridge Design Technical Memorandums (BDTM), Hydraulics Manual, and DOTD CAD standard submittals. The design requirements are clearly stated in the RFP and our team will conform to all requirements in the development of the preliminary and final plans.

<u>Construction Support</u>: Upon award of the project and contract execution, the SDR construction support lead, along with select members of the design team will assist the DOTD Project Manager in addressing and coordinating all construction related issues.

**Quality Control & Assurance:** SDR will provide the DOTD PM with the internal QA/QC manual for the design team. This manual will be the basis of our team's quality control and quality assurance for each submittal; additionally, we will supplement this manual with all required DOTD checklists for the submittals. Our team will also perform independent QC reviews at all submittal milestones by team members who are not directly associated with the progression of the project. These reviewers will check the inspection data and reports for accuracy and compare them to field notes, check calculations/analyses and ensure that all recommendations are valid and supported by sound engineering judgment. Our team will maintain records of all correspondence between SDR PM and DOTD PM.







# SDR LA-3213 Gramercy, LA

SDR

# 19. WORKLOAD:

Firm(s)	Past Performance Evaluation Discipline(s)	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance
SDR Engineering Inc	Bridge	H.010015.5	IDIQ Contract 4400024188, Task Order # 8	192,809
		H.011487.6	IDIQ Contract 4400024188, Task Order # 5	4,206
		H.015352.6	IDIQ Contract 4400024188, Task Order # 7	23,508
		H.009730.5	IDIQ Contract 4400023510, Task Order # 3	347,560
		H.015988.5	IDIQ Contract 4400023510, Task Order # 4	6,250
WSP USA Inc.	Bridge	4400004763 / H.010253.5 Supplement No.3	Electrical & Mechanical C. & MECH. ENG. ON CALL TO9	109,387
wsp	Planning	4400017327 / H.003931.5	LADOTD P3 Advisory Services On-Call TO2	40,552
		4400017327 / H.003931.5	LADOTD P3 Advisory Services On-Call TO2	884,763
Consor Engineers, LLC	Bridge	Co #4400019122 SP H.009730.5	Statewide Underwater Bridge Inspections – Task Order 1	259,031
<b>☆</b> consor	Bridge	Co #4400019122 SP H.009730.5	Statewide Underwater Bridge Inspections – Task Order 2	605,245
	Bridge	4400021594/H.009859.5	Task Order No. 1 - Load Rate Selected Statewide Bridges	165,129
	Bridge, Survey	4400021594/H.011965.6	Task Order No. 2 - IWGO Bridge Rehabilitation (Drone Flyover)	52,359
Forte & Tablada, Inc. FORTE & TABLADA	Bridge	4400021594/H.000303.6	Task Order No. 3 - Danziger Bridge Rehabilitation	5,681
	Bridge	4400021594/H.009730.5	Task Order No. 4 - In Depth Bridge Inspection T-1 Steel Weld Assessment	562
	Bridge	4400021594/H.015228.5	Task Order No. 5 - LA 70: Sunshine Bridge Emer Truss Repair	123
	Bridge	4400021594/H.009859.5	Task Order No. 6 - Load Rate Selected Statewide Bridges	2,171,019
	Bridge	4400021594/H.009730.5	Task Order No. 7 - In-Depth Bridge Inspections	92,522



	Bridge	4400021594/H.009730.5	Task Order No. 8 - In-Depth Bridge Inspections	173,672
	Bridge/Survey	4400024589/H.014990.5	OSBR S. Tiger Bend Rd & East Achord Rd Bridges	49,265
	Bridge/Survey	4400013387/H.013137.5	OSBR Ouachita	23,249
	Bridge/Survey	4400019864/H.014318.5	OSBR Gurney Road Bridges	94,154
	Bridge	4400025037/H.014994.5	OSBR Bonne Idee Rd over Bonne Bayou	70,902
	Road/Bridge	4400024641/H.005734.5	LA 447 Corridor	180,226
	CE&I/OV	4400023837/H.013090.6	Gretna Downtown Pedestrian Improvements	55,022
	CE&I/OV	4400023837/H.009290.6	LSU Laboratory School SRTS Project	53,040
	Survey	4400021532/H.013537.5	LA 93: Ditch Bridge	21,405
	Survey	4400025029/H.015341	D61(EBR) IIJA Off-System Bridge	83,332
	Survey	4400025029/H.015341	D61(EBR) IIJA Off-System Bridge - SA 3	47,004
	Survey	4400004128/H.004273.5	I-49 Connector	35,942
KTA-Tator, Inc.	Bridge	Contract No. 4400021514 State Project Nos. H.012003, H.011995, H.010007, H.012568, and H.012000	Contract 2 for Moveable Bridges (5)	N/A
	Bridge	Contract No. 4400023511	IDIQ Contract for Bridge Inspection Services	2,493
			(Task Order – Coating assessment on LADOTD US190 Krotz Springs Bridge)	12,772
Urban Systems, Inc.	Traffic	No. 440005142 H.011309.5	Mac Arthur Final Design	30,700
	Traffic	No. PSLC-STJ-Supp-2 H.004891	Reserve to I-10	1,800
	Traffic	No. H011221.5, H.011222.5; No.4400022581	I-10: N.O. CBD3 (Poydras- Louisa) & I-10:N.O CBD4 (Louisa – I-510)	100,300
	Traffic	H.001234.6, H.014258.5, H.014258.6 No.4400021128	LA 1:Port Allen BR Replacement (PH1)(HBI) and (PH2)(HBI)	10,100

DO NOT SUM



# 20. CERTIFICATIONS/LICENSES:

Zhiyong Liang, PhD, PE



FHWA-NHI Bridge Inspector



U.S. Department of Transportation Federal Highway Administration	National Highway Institute Certificate of Training		y	
		Zhiyon	g Liang	
	FH	WA-NHI-130053 Bridge	Inspection Refresher Training	
	Indiana Department of Transportation			
	Date: Location:	December 1-4, 2020 Virtual Delivery, MI	Hours of Instruction: 18	
	lab All ogt h	Digitally signed by Callein A. MacDougal, P.E. Date: 2020.12.15.13.16.39.45500	William Dittrich	
	Instructor Town Hubbard	Finn K. Hubbard 2020.12.09.08:24:05 -06'00'	Local Coordinator Thomas Harman	
	Instructor		Thomas Harman, Director National Highway Institute	





Traffic Control Supervisor certification has expired therefore has been removed.







# FHWA-NHI Bridge Inspector









# FHWA-NHI Bridge Inspector

nhi highway institute National Highway Institute U.S. Department of Transportation **Certificate of Training** Federal Highway Administration **FENG XIE** has participated in FHWA-NHI-130056 Safety Inspection of In-Service Bridges for Professional Engineers hosted by LA DOTD/LTRC Date: October 11-15, 2021 Hours of Instruction: 34 Location: Baton Rouge, LA Allison H. Landry Local Coordinator Instructor Ruhu 2h Thomas Harman Instructor Thomas Harman, Director National Highway Institute



Yuan Hao, PE, SE





SDR

Andres Rodriguez, EI







# Michael Craig, PE, SE









# Hatem Seliem, PhD, PE, PMP

Participa	LOUISIANA PROFESSIONAL
ENGI	NEERING & LAND SURVEYING BOARD
	9643 Brookline Avenue, Suite 121
	Baton Rouge, LA 70809
	Phone (225) 925-6291
	www.lapels.com
Mr. Hatem Moh	amed Seliem Ph.D.
License/Certificate Type - Numb	er Expiration Date
PE.0039759	09/30/2025
Status: Active	



# Lloyd (Mark) Pearson, PE

Para	LOUISIANA PROFESSIONAL
(Contraction)	ENGINEERING & LAND SURVEYING BOARD
	(LAPELS)
	9643 Brookline Avenue, Suite 121
North State	Baton Rouge, LA 70809
	Phone (225) 925-6291
	www.lapels.com
Mr. Lle	oyd Mark Pearson
License/Certificate Type	-Number Expiration Date
PE.0039629	09/30/2025



# Arunava Saha, PE

ENGINEERIN		LOUISIANA PROFESSIONAL
OF LOUIS + LE	ENGINEERI	NG & LAND SURVEYING BOARD
STA STA		(LAPELS)
	96	43 Brookline Avenue, Suite 121
Bellor Ouron out		Baton Rouge, LA 70809
		Phone (225) 925-6291
		www.lapels.com
	Mr. Arunav	va Saha
License/Certifi	cate Type - Number	Expiration Date
PE.0038334		03/31/2026
Status: AC	tive	



# Casey Howard, PE





# SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

**Rope Access Certification** 



Acknowledges that

### **CASEY HOWARD**

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

### Level 2 Technician

SPRAT #151444 AWARDED: 17 November, 2023 Expires: 19 February, 2027

REHARD DELANEY, SPRAT PRESIDEN











# Matthew Sullivan, PE



# SOCIETY OF PROFESSIONAL **ROPE ACCESS TECHNICIANS Rope Access Certification**



### Acknowledges that MATTHEW SULLIVAN

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

Level 3 Technician

SPRAT #130358 AWARDED: March 11, 2022 Expires: March 11, 2025



SPRAT's Technician Ventication System may be used to write the accuracy of data on this certificate C2012 - Present; Society of Professional Rope Access Technician











SDR


#### Gilberto "Gil" Rosado, PE











Veline Bugy

Valerie Briggs, Director National Highway Institut



#### Joshua Fisher











#### Noemy Roman, PE





### Mustapha Ibrahim, PhD, PE, SE





#### Jude Bonsu, PE



National Highway Institute



Jude Bonsu

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by

**T&M** Associates

Date: September 18-20, 2007 Location: Middletown, New Jersey

Sean a. Patrick Instructor - Sean Patrick

or - Jeff Row

Each day of training = 6 hours ocal Coordinat - Laura A. Donlon Joseph S. T Office of ociate Administrator

nal and Corporate Development

09/30/2024

Hours of Instruction:



PE.0044561

Status: Active



### Robert "Robb" Algazi, PE





# Kevin Walsh, PE

LUL ENGINEER	LOUISIANA PROFESSIONAL
OF LOUIS TE	ENGINEERING & LAND SURVEYING BOARD
STAL STAL	(LAPELS)
	9643 Brookline Avenue, Suite 121
19307 - GHVON O'TH	Baton Rouge, LA 70809
	Phone (225) 925-6291
	www.lapels.com
Mr. K	evin William Walsh
License/Certificate Type	e - Number Expiration Date
PE.0044049	03/31/2026
Status: Active	



#### Jeremy Herndon









# Kevin M. Carpenter

KONEL TORA	Ŵ			
The A	American Society fo	r Nondestru	ctive Testin	ng, Inc.
	Bei	it known that		
	Kevin M	Carper	iter	
Ha	s met the established and publishe	ed Requirements for	Certification by AS	NT as
	In the following Nor	Level III	Methods:	
	Method	Issue Date	Expiration Date	
	Liquid Penetrant Testing	9/19	9/24	11 34 36 89
- MARANA	Magnetic Particle Testing	9/19	9/24	
Sold in the second second	Radiographic Testing	9/19	9/24	
ASNT	Ultrasonic Testing	9/19	9/24	
A CONTRACT				
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Certificate Number	Certification	Management Council C	hair	ASNT President
Note: All ASNT NDT Level III ex accredited by the American ASNT's raised cold seal and	ams are developed and maintained in accordance National Standards Institute (ANSI) - BASIC, ET 1 is subject to revocation prior to the listed expirat	with ISO/IEC 17024 guideline , MT, PT, RT, UT, and VT. 7 ion date. This certificate shall	s for certification of persons. his certificate is the property be verified on the ASNT well	The following exams are currently of ASNT, is not official without wite or by contacting ASNT.



#### William "Coley" Mitchell, CBI





SPRAT Certification Verification System			
SPRAT Cert	tification Verification System		
SPRAT Number 130359	r Last Name mitchell		
Reset Form Search for SPRAT Technician(s)			
Search Result(s):			
First Name: •	Coley		
Last Name:	Mitchell		
SPRAT Number:	130359		
Rope Access Certification:	Level 1		
Rope Access Expiration: 17 November, 2026			
Work-at-Height Certification:	_None_		
Work-at-Height Expiration:	_None_		



#### William "Jake" Cochran, P.E.









U.S. Department of Transportation Federal Highway Administration	National Hi Certificate	ghway Institute e of Training	
	Allillia	m Cachran	
	have	participated in	
	· · · · · · · · · · · · · · · · · · ·		÷
	FHWA-NHI-130055 Safety	v Inspection of In Service Bridges	
	h	osted by	
	Connecticut Depar	rtment of Transportation	
	Date: May 13-24, 2019 Location: Newington, CT	Hours of Instruction:	67
	Denni R. Baufunger.	Much B Brogo Local Coordinator	
	H CRogend P.E. Instructor	Michael Janies Michael Davies Director National Highway Institute	



#### Stuart W. Pitre





#### Stephen Rowley





#### Tyler Patterson













### Ray Cortright **WS**





U.S. Department of Transportation Federal Highway Administration	National Highw Certificate o	yay Institute national highway fraining		
	Ray E Cortright			
	Stream Stability and Scour at Highway Bridges for Bridge Inspectors FHWA-NHI-135047V			
	hosted by WSP			
	Date: 10/26/2023 - 10/27/2023 Location: VIRTUAL/Mooresville, NC	Hours of Instruction: 6		
	Jame of Hotel	Amanda Ellís		
	Instructor	Local Coordinator		
	Kyun Kong-	Thomas Harman		
	Instructor	Thomas Harman, Director National Highway Institute		



#### Nicholas J. Schilling

**NICHOLAS J. SCHILLING** 



**SDR Engineering Inc** 

ENTRY LEVEL TENDER/DIVER

LD.

**Commercial Diver Certification Card** 

4239

#### **Consor Michael Dukes, PE**



LOUISIANA PROFESSIONAL ENGINEERING AND LAND SURVEYING BOARD

As of 5/2/2023 the Louisiana Professional Engineering and Land Surveying Board (LAPELS)

has the following information on file:

Mr. Michael D. Dukes 609 South Kelly Avenue, Suite J1 Edmond, Oklahoma 73003



Print and keep the following information for your record or verification. The pocket card may also be printed on card stock or laminated to keep with you as license/certificate verification.

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National Highway Institute



Michael Dukes

has participated in

FHWA-NHI-420018 Instructor Development Course

hosted by National Highway Institute

Date: March 18-21, 2014 Location: Arlington, VA Hours of Instruction: 21

Betty C Wiekim

Instructor

Instructor

Local Coordinator



#### Eric Harbeson, PE 🛛 🕅 CONSOT

BUREAU OF PROFESSIONAL AND OCCUPATIONAL AFFAIRS P. O. Box 2649 Harrisburg, PA 17105-2649 07/16/2024				
License Information				
ERIC WILLIAM HAP	ERIC WILLIAM HARBESON			
Dripping Springs, Te	Dripping Springs, Texas 78620			
Board/Commission:	State Registration Board for Professional Engineers, Land Surveyors and Geologists	Status Effective Date:	10/17/2023	
LicenseType:	Professional Engineer	Issue Date:	01/07/2016	
Specialty Type:		Expiration Date:	09/30/2025	
License Number:	PE084508	Last Renewal:	09/28/2021	
Status:	Active			

#### Disciplinary Action Details

No disciplinary actions were found for this license.

This site is considered a primary source for verification of license credentials provided by the Pennsylvania Department of State.



### SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

**Rope Access Certification** 



Acknowledges that

#### **ERIC HARBESON**

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

and is a certified

#### Level 3 Technician

SPRAT #171728 AWARDED: 13 January, 2023 Expires: 13 January, 2026





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





**National Highway Institute** Certificate of Training

Eric W. Harbeson

has participated in FHWA-NHI-130055: Safety Inspection of In-Service Bridges

hosted by **Pennsylvania Department of Transportation** 



Hours of Instruction:

Instructo

Joseph S. Office of Pr sional and Corporate Develop



Administration

National Highway Institute



# Certificate of Training

## Eric W. Harbeson

has participated in FHWA-NHI-130053 Bridge Inspection Refresher Training

> hosted by Whitman, Requardt & Associates, LLP

Date: September 14 - 16, 2021 Virtual Delivery, MD Location:

Hours of Instruction: 18 Debra Rizzieri

Local Coordinator

Instructor

Instructor

Thomas Harman

National Highway Institute

Thomas Harman, Director



National Highway Institute



U.S. Department of Transportation Federal Highway Administration

National Highway Institute



Certificate of Training

Eric Harbeson

hasparticipated in

FHWA-NHI-130091 Underwater Bridge Inspection

hosted by

Texas Department of Transportation

Date: April 10-13, 2023 Location: Austin, TX

Instructor

Hours of Instruction: 24

Local Coordinator

Thomas Harman

Thomas Harman, Director National Highway Institute



Certificate of Training

Eric Harbeson

has participated in

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

hosted by

Kansas Department of Transportation

Date: April 18-21, 2023 Topeka, KS Location:

Hours of Instruction: 25

Instructor

Local Coordinate Thomas Harman

Thomas Harman, Director National Highway Institute



FHWA-NHI-420018 Instructor Development Course

hosted by

Washington State Department of Transportation Local Programs LTAP Center

Date: September 26, 2023-September 29, 2023 Hours of Instruction: 25 hours

Location: Tumwater, Washington

Duda Huu Instructor

Local Coordinator

Instructor

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



### Heath Pope, PE \land CONSOT



LOUISIANA PROFESSIONAL ENGINEERING AND LAND SURVEYING BOARD

As of 9/1/2022 the Louisiana Professional Engineering and Land Surveying Board (LAPELS)

has the following information on file:

Mr. Heath Kennedy Pope 17411 135th Lane East Puyallup, Washington 98374

Fold Here	Engineerin 964	LOUISIANA PROFESSIONAL 5 & LAND SURVEYING BOARD (LAPELS) 1 Brookline Avenue, Suite 121 Baton Rouge, LA 70809 Phone (225) 925-6291 www.lapels.com	Cut Here
	Mr. Heath Kenr		
	License/Certificate Type - Number PE.0036946 Status: Active	Expiration Date 09/30/2024	
	Please be advised that your license mus for you to (a) provide or offer to provide services in Louisians or (b) use the word "land surveyor", "land surveying" or any thereof in your name or in connection w in Louisiana. Licenses whose licenses a "Expined" status are prohibited from en- described above in items (a) and (b). LA R. S. 37:689 requires firms practicing engineering or land surveying in the stat by the Board prior to offering such servi-	the in "Active" status in order engineering or land surveying a "engineer," engineering", modification or derivative ith your business or activities in "Retired", "Inactive", or gaging in the activities or offering to practice e of Louisiana to be licensed ces.	

Print and keep the following information for your record or verification. The pocket card may also be printed on card stock or laminated to keep with you as license/certificate verification.

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# National Highway Institute Certificate of Training

Heath Pope

has participated in Safety Inspection of In-Service Bridges hosted by

Michigan Department of Transportation



Instructo Director, National Highway Institute Federal Highway Administration



Hours of instruction:



# National Highway Institute Certificate of Training

### **HEATH POPE**

has Successfully Completed

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

#### LA DOTD/LTRC



Hours of Instruction: 25

MI es

Instructor

Allison H. Landry Local Coordinator

Stacey 1. Caston Stacey J. Caston, Eirector National Highway Institute





# **National Highway Institute** Certificate of Training

Heath K. Pope

has participated in

**Underwater Bridge Inspection** NHI Course 130091

hosted by

Collins Engineers, Inc.

Location: Holland, Michigan

Date: September, 2007

Moges Aug

Director, National Highway Institute Federal Highway Administration

Hours of Instruction: 20

Class. Ale Coordinat

Director, Office of Professional Developmen Federal Highway Administration



#### **SDR Engineering Inc**

highway

2

Federal Highway



# National Highway Institute

# **Certificate of Training**

#### Heath Pope

has participated in

#### FHWA-NHI-420018 Instructor Development Course

hosted by

#### CONSOR Engineers, LLC

Date: Location: February 2 Dallas, TX

February 20-23, 2024

Huber Juda

Instructor

Stephnie Dyen Local Coordinator

Hours of Instruction: 21

Stacey]. Caston

nhi highway institute

Stacey J. Caston, Director National Highway Institute



#### Dustin Noel, PE 🛛 🕅 CONSOT



# **Association of Diving Contractors**

International

Cert. # 58346



Expires 10/16/2028

SURFACE-SUPPLIED AIR DIVING SUPERVISOR DUSTIN W. NOEL I.D. 496275835 Commercial Diver Certification Card





To: SPRAT Certified Rope Access Technician

Congratulations on successfully completing certification testing under SPRAT standards1

Adhered to this letter you will find your secure ID card with designated level of certification, date of certification and expiration. A copy of your certificate of certification can be downloaded from your online account within the association's website interface. Instructions for accessing your account have been emailed to you. If you have trouble accessing your account or have any questions about your certification materials please contact the SPRAT Office at <u>certification@sprat.org</u>.

As a reminder, as a certified technician you should adhere to the current version of the Society's consensus safety standard, *Safe Practices for Rope Access Work* and ensure your certification remains up to date based on the expiration listed. Current versions of our standards and supplementary documentation can be found on SPRAT's website at <u>www.sprat.org/publications/</u>.

Once again, congratulations on your certification!

- The SPRAT Office



Society of Professional Rope Access Technicians 994 Old Eagle School Road, Suite 1019; Wayne, PA 19087-1866 610-971-4850 (phone) info@sprat.org www.sprat.org







### National Highway Institute Certificate of Training Dustin W. Noel

has participated in

FHWA-NHI-130053 Bridge Inspection Refresher Training

Colorado Department of Transportation

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

Hours of Instruction: 18

Instructor



National Highway Institute

U.S. Department of Transportation Federal Highway Administration

## National Highway Institute Certificate of Training

Dustin Noel

has participated in

FHWA-NHI-130078 Fracture Critical Inspection Techniques

for Steel Bridges hosted by

GAI Consultants. Inc.



National Highway Institute

Certificate of Training

Dustin Noel has Successfully Completed

FHWA-NHI-130056 Safety Inspection of In-Service Bridges

for Professional Engineers

Ohio Department of Transportation

Hours of Instruction: 34.0

Tina M. Potter Local Coordinator

Stacey J. Caston Stacey J. Caston, Director

National Highway Institute

February 26-March 1, 2024



# Certificate of Training

**Dustin Noel** 

has participated in

NHI 130091 Underwater Bridge Inspection Course

hosted by

#### Infrastructure Engineers, Inc.

Date: January 21 - 25, 2019 Location: Orlando, FL

Hours of Instruction: 24

Instruct

Instructor

Michael Michael Davies, Director National Highway Institute



December 10-13, 2019

Cranberry Township, PA

Instructor

Date:

Location:

Hours of Instruction: 25

el Davies, P.E Director, National Highway Institute

U.S. Department of Transportation Federal Highway Administration

**SDR Engineering Inc** 

U.S. Department of Transportation

Federal Highway

Date:

Pat Kane

Instructor John Wackerly

Instructor

Location: Columbus, Ohio

Administration

National Highway Institute



# National Highway Institute Certificate of Training

عب معالم المعالم Scanned with CamScanne

Dustin Noel

# FHWA-NHI-420018 Instructor Development Course

Consor Engineering

Date:February 19-22, 2019Location:Fort Worth, TX

Hours of Instruction: 21

Fort Worth, TX

Instructor

Michaef Danies Michael Davies, Director National Highway Institute


## Randall Fabyanic, PE 🛛 🕅 CONSOF



283

## OFFICIAL DOCUMENT

READ THE FOLLOWING INFORMATION CAREFULLY CONCERNING YOUR LICENSE 1. SIGN THE WALLET CARD AND CERTIFICATE WHERE INDICATED. 2. DETACH THE WALLET CARD AND CERTIFICATE AT PERFORMITION.

#### Pennsylvania Licensing System (PALS)

Visit our website at: <u>www.pals.pa.gov</u> to renew your license, change your personal or license address, or order duplicate licenses.

RANDALL SCOTT FABYANIC 263 SILVER SPRING LANE NEW BRIGHTON, PA 15066



## **Association of Diving Contractors**

International

Cert. # 54194



Expires 05/21/2026

## SURFACE-SUPPLIED AIR DIVER RANDALL FABYANIC I.D. 8994

Commercial Diver Certification Card



Letter V Rev 7/08



March 9, 2010

Randall Fabyanic Infrastructure Engineers, Inc.

Dear Randall:

Congratulations! Having completed the required hours of attendance and passing the examinations for **Basic Bridge** Safety Inspection Course No. 052 held February 8-25, 2010, you now qualify as a Certified Bridge Inspector in the Commonwealth of Pennsylvania. A certificate and a wallet-sized certification card are enclosed. The certification card is valid for two years. At the end of this period, you will be required to attend a three-day Refresher Course to renew your certification for two more years. Refresher Courses are typically held in eastern, central and western Pennsylvania during any given year. Please consult the Department website for exact dates and locations at <u>http://www.ddt.stde.pa.udfc</u>.

Should you have any questions about the enclosed certificate or certification card, please contact Joseph McKool, PE of Infrastructure Engineers, Inc. at 412-257-2898 or jmckool@infrastructureengineers.com.

Sincerely,

Technical Training and Development Section Business Leadership Office

Enclosures

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

Certificate of Training

RANDALL FABYANIC

ATTENDED

**BASIC COURSE ON BRIDGE SAFETY INSPECTION** 

SPONSORED BY THE BUREAU OF DESIGN

PRESENTED BY: INFRASTRUCTURE ENGINEERS, INC. COURSE DATE: FEBRUARY 8-25, 2010

BLIM STAINSSIN BRIAN G. THOMPSON, P.E. DIRECTOR, BUREAU OF DESIGN

lary sh MARY SHARP

TRAINING DEVELOPMENT MANAGER



Rope Access Certification Level 3

### **Randall Fabyanic**

SPRAT Certification # 110218 Date of Birth: 30 OCT 1986

Certification Date: 13 JAN 2023 Expiration Date: 17 JAN 2026





highway



### National Highway Institute national highway Certificate of Training

Randall S. Fabyanic

has Successfully Completed

FHWA-NHI-130053 Bridge Inspection Refresher Training

hosted by Kansas Department of Transportation

Date: April 05-07, 2022 Topeka, KS Location:

Hours of Instruction: 18

For

Instructor



Thomas Harman Thomas Harman, Director National Highway Institute



## National Highway Institute Certificate of Training



U.S. Department of Transportation Federal Highway Administration

2

S

U.S. Department

of Transportation Federal Highway

Administration

Date:

Location:

Instructor

National Highway Institute Certificate of Training

National Highway Institute

Certificate of Training

**Randall Fabyanic**, PE

has Successfully Completed Safety Inspection of In-Service Bridges for Professional

Engineers .

hosted by Wisconsin Department of Transportation

January 08-12, 2024

Madison, WI



Randall Fabyanic

has participated in

NHI 130091 Underwater Bridge Inspection Course hosted by

Infrastructure Engineers, Inc.

Date: January 21 - 25, 2019 Location: Orlando, FL

Instructor

Hours of Instruction: 24

Michael Michael Davies, Director National Highway Institute



**Randall Fabyanic** 

hasparticipated in

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

hosted by

Office of State Aid Road Construction

Date: January 21-24, 2020 Location: Ridgeland, MS

Hours of Instruction: 25

Paulill S Jal

Instructor

Marie allerton Local Coordinato

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

Hours of Instruction: 34

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



## National Highway Institute Certificate of Training



Randall Fabyanic

has participated in

FHWA-NHI-420018 Instructor Development Course

hosted by Consor Engineering

Date:

February 19-22, 2019 Hours of Instruction: 21

Location: Fort Worth, TX/ Instructor

Local Coordinator

Instructor

Michael Adamies Michael Davies, Director National Highway Institute



## Benjamin Schaefer, PE 🛛 🕅 CONSOF

7/16/24, 1:38 PM

Print Lookup Details



### **Lookup Detail View**

#### Licensee Information

This serves as primary source verification\* of the license.

\*Primary source verification: License information provided by the Colorado Division of Professions and Occupations, established by 24-34-102 C.R.S.

Name	Public Address	
Benjamin Jerry Schaefer	Lakewood, CO 80227	

#### **Credential Information**

License	License	License Type	License	Original	Effective	Expiration
Number	Method		Status	Issue Date	Date	Date
PE.0054369	Examination	Professional Engineer	Active	06/13/2018	11/01/2023	10/31/2025

#### **Board/Program Actions**

Discipline

There is no Discipline or Board Actions on file for this credential.

Generated on: 7/16/2024 12:38:13 PM



## SOCIETY OF PROFESSIONAL ROPE ACCESS TECHNICIANS

**Rope Access Certification** 



Acknowledges that

### **BENJAMIN SCHAEFER**

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

Level 3 Technician

#### SPRAT #160617 AWARDED: February 02, 2024 Expires: February 02, 2027

TROLL, EVALUATIONS COMMITTEE CHARK



REHARD DRANNY, SPRAT PRISIDEN SPRAT'S Technician Verification System may be used to verify the accuracy of data on this certificate.



https://apps2.colorado.gov/dora/licensing/Lookup/PrintLicenseDetails.aspx?cred=1174729&contact=1236266

1/1



National Highway Institute Certificate of Training



### **Benjamin Schaefer**

hasparticipated in FHWA-NHI-130053 Bridge Inspection Refresher Training

> hosted by Texas Department of Transportation

Date: July 14-17, 2020 Location: Web-Conference Course

Imple

Hours of Instruction: 18

Local Coordina Nathar hiel Coley, Jr

Acting Director, National Highway Institute



National Highway Institute Certificate of Training

**Benjamin Schaefer** 

has participated in

Fracture Critical Inspection Techniques for Steel Bridges (FHWA/NHI)

#### hosted by

Washington State Department of Transportation Local Programs LTAP Center

Date: October 27, 2015-October 30, 2015

Location: Olympia, Washington

Instructor

Fit. A.W Local Coordinato

Hours of Instruction: 25 hours

Value Buog Valerie Briggs, Director

National Highway Institute





Certificate of Training



Benjamin Schaefer

FHWA-NHI-130091 Underwater Bridge Inspection

hosted by

U.S. Army Corps of Engineers

Date:April 8-11, 2014Location:Portland, OR

Alune M. Brou Instructor

Pupet Pres Local Coordinato

Hours of Instruction: 21

Mallen & Donahur

Richard Barnaby, Director National Highway Institute





## National Highway Institute Certificate of Training



Ben Schaefer

has participated in

### FHWA-NHI-420018 Instructor Development Course

hosted by

### Consor Engineering

Date: February 19-22, 2019 Location: Fort Worth, TX Hours of Instruction: 21

Fort Worth, TX

LocarCoordinator

Instructor

Instructor

Michael Jamis Michael Davies, Director National Highway Institute



## Chris Sasher, PE 🕋 CONSOF

1/17/2023

List Search

DBPR - SASHER, WILLIAM CHRISTOPHER, Professional Engineer

THE OFFICIAL SITE OF THE FLORIDA DEPARTMENT OF BUSINESS & PROFESSIONAL REGULATION



2001 Blair Stone Road, Tallahassee FL 32399 :: Email: Customer Contact Center :: Customer Contact Center: 850.487.1395

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https://www.myfloridalicense.com/LicenseDetail.asp?SID=&id=BC2C2A98D2B3754659ADBC9C4CF75456

1/2



## SOCIETY OF PROFESSIONAL **ROPE ACCESS TECHNICIANS**

**Rope Access Certification** 



Acknowledges that

### WILLIAM CHRISTOPHER SASHER

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

Level 3 Technician

SPRAT #090511

AWARDED: 28 January, 2022 Expires: 17 June, 2025

DAVIDE SARTONI, EVALUATIONS COMMITTEE CHAIR

RICHARD DELANEY, SPRAT PRESIDENT

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



### **SPRAT Certification Verification System** Federal Highway SPRAT Certification Verification System SPRAT Number Last Name 090511 Sasher Reset Form Search for SPRAT Technician(s) Search Result(s): First Name: William Christopher Last Name: Sasher SPRAT Number: 090511 Rope Access Certification: Level 3 Rope Access Expiration: 17 June, 2025 Work-at-Height Certification: Certified

Work-at-Height Expiration: 01 February, 2026



## National Highway Institute Certificate of Training

## William C. Sasher

hasparticipated in FHWA-NHI-130053 Bridge Inspection Refresher Training

> hosted by Missouri Department of Transportation

September 22-24, 2020 Date: Location: Virtual Delivery, MO Hours of Instruction: 18

Caller A Mo eye At Digitally signed by Callein A. MacDougall, P.E. Date: 2020.09.25 16:13:08-04'00'

Instructor Finn K. Hubbard

Instructor

Local Coordinator

Thomas Harman Thomas Harman, Director National Highway Institute

David Koenig

highway



National Highway Institute

## Certificate of Training



**Chris Sasher** 

has participated in NHI 130055 Safety Inspection of In-Service Bridges

> hosted by **Oklahoma Department of Transportation**

Date: October 20-31, 2008 Location: Oklahoma City, OK

Nillan K. Jahris P.E. William R. Gedris, P.E. Instructo

Hours of Instruction: 60

ma

nal and Corporate Develop

National Highway Institute



Chris Sasher

has participated in FHWA-NHI-130078 Fracture Critical Inspection Techniques for Steel Bridges

hosted by Eastern Federal Lands Highway Division

February 19-22, 2013 Date: Sterling, VA Location:

Hours of Instruction: 21

Instructor

M. R

Local Coordinator 1201G

**Richard Barnaby**, Director National Highway Institute



Teren Instructor



## National Highway Institute Certificate of Training



### Chris Sasher

has participated in

#### FHWA-NHI-420018 Instructor Development Course

hosted by

#### CONSOR Engineers, LLC

Date: February 20-23, 2024 Location: Dallas, TX

Hours of Instruction: 21

And

Atyphan Dyn Local Coordinator

Instructor

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



## Laura Miller, EIT 🕋 CONSOT



LOUISIANA PROFESSIONAL ENGINEERING AND LAND SURVEYING BOARD As of 4/23/2024 the Louisiana Professional Engineering and Land Surveying Board (LAPELS) has the following information on file:

Ms. Laura Christian Miller 1442 Gardenia Lane Baton Rouge, Louisiana 70820



Print and keep the following information for your record or verification. The pocket card may also be printed on card stock or laminated to keep with you as license/certificate verification.

#### Disclaimer

All information provided by LAPELS on this web page, and on its other web pages and internet sites, is made available to provide immediate access for the convenience of interested persons. While LAPELS believes the information to be reliable, human or mechanical error remains a possibility, as does delay in the posting or updating of information. Therefore, LAPELS makes no guarantee as to the accuracy, completeness, timeliness, currency, or correct sequencing of the information. Neither LAPELS, nor any of the sources of the information, shall be responsible for any errors or omissions, or for the use or results obtained from the use of this information. Other specific cautionary notices may be included on other web pages maintained by LAPELS.

9643 Brookline Avenue, Suite 121 \* Baton Rouge, Louisiana 70809-1433 \* (225) 925-6291 \* Fax (225) 925-6227 \* www.lapels.com

# Laura Miller



ADCI Air Diving Supervisor (Back)





## National Highway Institute Certificate of Training

Laura Míller

has Successfully Completed

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

hosted by SDR Engineering Consultants

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

Hours of Instruction: 67

Instructor

Local Coordinator Thomas Harman

> Thomas Harman, Director National Highway Institute

National Highway Institute

## Certificate of Training



## LAURA MILLER

has participated in

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

> hosted by LA DOTD/LTRC

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

 Location:
 Baton Rouge, LA

Instructo

Instructor

Allerin H. Landry Local Coordinator Michaef Damis

Michael Davies, Director National Highway Institute



U.S. Department of Transportation Federal Highway Administration National Highway Institute Certificate of Training NATIONAL HIGHWAY INSTITUTE

nhi national highway 2

U.S. Department of Transportation

Federal Highway Administration

Laura Miller

has participated in

FHWA-NHI-130091 Underwater Bridge Inspection

#### hosted by

Terracon Consultants, Inc.

Date:June 05-08, 2018Location:Rocky Hill, CT

Hours of Instruction: 24

Local Co alue

Valerie Briggs, Director National Highway Institute



#### **Consor** Matt Ratliff

## Association of Diving Contractors International



Cert. # 63277

Expires 07/26/2026

SURFACE-SUPPLIED AIR DIVING SUPERVISOR

LD.

**Commercial Diver Certification Card** 



U.S. Department of Transportation Federal Highway Administration

2

National Highway Institute Certificate of Training



Matt Ratliff

has participated in

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

hosted by North Dakota Department of Transportation

Date: July 26 - August 6, 2021 Location: Bismarck, ND

Hours of Instruction: 67

Ture Hundley

Thomas Harman Thomas Harman, Director National Highway Institute

Scanned with CamScanner

U.S. Department of Transportation Federal Highway Administration

National Highway Institute Certificate of Training

Matthew Ratliff

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

hosted by

**CONSOR** Engineers

January 18 - 21, 2022 Date: Location: Dallas, TX

Tontell

Instructor

Instructor

MATTHEW RATLIFF

Hours of Instruction: 25

Hen AlBeching

Brand. Duction to

Thomas Harman

1271

nhi highway

Thomas Harman, Director National Highway Institute

National Highway Institute Certificate of Training

**Matthew Ratliff** 

NHI Course No. 130091 **Underwater Bridge Inspection (4 Days)** hosted by

#### LA DOTD/LTRC

October 7-10, 2014 Baton Rouge, LA

Hours of Instruction: 21

Terma M. Brome

Ting Coli-Instructor

Allion H Landrer Local Coordinate

Velue Burn

Valerie Briggs, Directo National Highway Institute



**SDR Engineering Inc** 

tremtraged 20 Federal Highway

C

## Michael Sorensen \land CONSOT





## Andrew Harrison \land CONSOT



## Arthur David LeForge **CONSO**



National Highway Institute



#### Arthur LeForge

has participated in

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

hosted by

#### WSP USA Inc.

September 20- October 1, 2021 Hours of Instruction: 67 Date: Location: Mooresville, NC

Instructor

Willin ( White Local Coordinator

Thomas Harman Thomas Harman, Director National Highway Institute



National Highway Institute Certificate of Training



Arthur LeForge

has participated in

NHI 130091 Underwater Bridge Inspection Course

hosted by

Infrastructure Engineers, Inc.

Date: January 21 - 25, 2019 Location: Orlando, FL

Hours of Instruction: 24

Instructor

National Highway Institute













Certifies
Robert Lanterman, PCS
Has fulfilled the requirements for recognition as an SSPC
PROTECTIVE COATINGS SPECIALIST

Valid Through December 31, 2027

2015-820-136 Certification Number

August 20, 2015 Original Date Issued



Executive Director AMPP





The American So	ciety for Nonde	structive Testing, Inc.	
67 De	James A Kretzler has met the heretofore published ASNT requirements for certification as		
ESN.	ASNT I	VDT Level III ve testing methods indicated:	
	Method MT	Expiration Date 10/25	
		10/25 10/25 10/25	

One Oderrow

ASNT - Director of Certification

186946 Certificate Number





Certifies that

11/6/2002

Original Certification Date:

Steve Kuciemba,

**Executive Director and CEO** 





Transportation Professional Certification Board, Inc.

certifies that

Alison Marie Catarella Michel

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 and subject to the provisions for renewal. Certificate number 626 issued in Washington, DC, USA

11/20/17

PTP



## Alison Michel, PE, PTOE, PTP, RSP











## PROOF OF CERTIFICATION

THIS CERTIFICATE IS PROUDLY PRESENTED TO



THIS INDIVIDUAL IS CERTIFIED BY ATSSA AS A

### **Traffic Control Supervisor**

This certified individual has demonstrated a thorough knowledge of the standards, guidelines and practices of traffic control in highway construction and maintenance work areas; has completed all the requirements of the American Traffic Safety Services Association Certification Program to the satisfaction of the Certification Board; and is hereby awarded the above designation. This certified individual is fully entitled to all the rights and privileges associated with this designation. This certificate will remain in effect until the expiration date noted herein unless otherwise revoked by action of the Certification Board.

Dome M. Clark

ISSUE DATE 11/4/2020 EXPIRATION DATE 11/3/2024 CERTIFICATION# 840319

annes Sull



SDR













ATSA America	an Traffic Safety s Association
This is t	o affirm that
Christ	ine Darrah
has satisfied the require CERTIFIE	ments to be designated as a D FLAGGER
Issue Date 7/1/2024 Exp. Date 6/30/2028 State Issued Louisiana —	ATSSA Instructor Name Instructor Signature
A1000213222	Verify at Flagger.com











### 21. <u>QA/QC PLAN:</u>

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



## 22. SUB-CONSULTANT INFORMATION:

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

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
WSP USA Inc.	1100 Poydras Street, Suite 1175 New Orleans, LA 70163	Max Nassar, Senior VP <u>Max.nassar@wsp.com</u>	225-218-3584
Consor Engineers, LLC	110 West Airline Drive, Suite F Kenner, Louisiana 70062	Michael Dukes, PE mdukes@consoreng.com	405.757.2351
Forte & Tablada, Inc. FORTE & TABLADA	9107 Interline Avenue Baton Rouge, LA 70809	Russell J. "Joey" Coco, Jr., P.E. jcoco@forteandtablada.com	225-927-9321
KTA-Tator, Inc.	145 Enterprise Drive Pittsburgh, PA 15275	Robert Lanterman <u>rlanterman@kta.com</u>	(412) 722-0745
Urban Systems Associates, Inc. dba Urban Systems, Inc.	2000 Tulane Ave. Suite 200 New Orleans, LA 70112	Alison C. Michel, P.E., PTOE, PTP President/Transportation Engineer <u>acmichel@urbansystems.com</u>	(504) 569-3958



### 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**.

