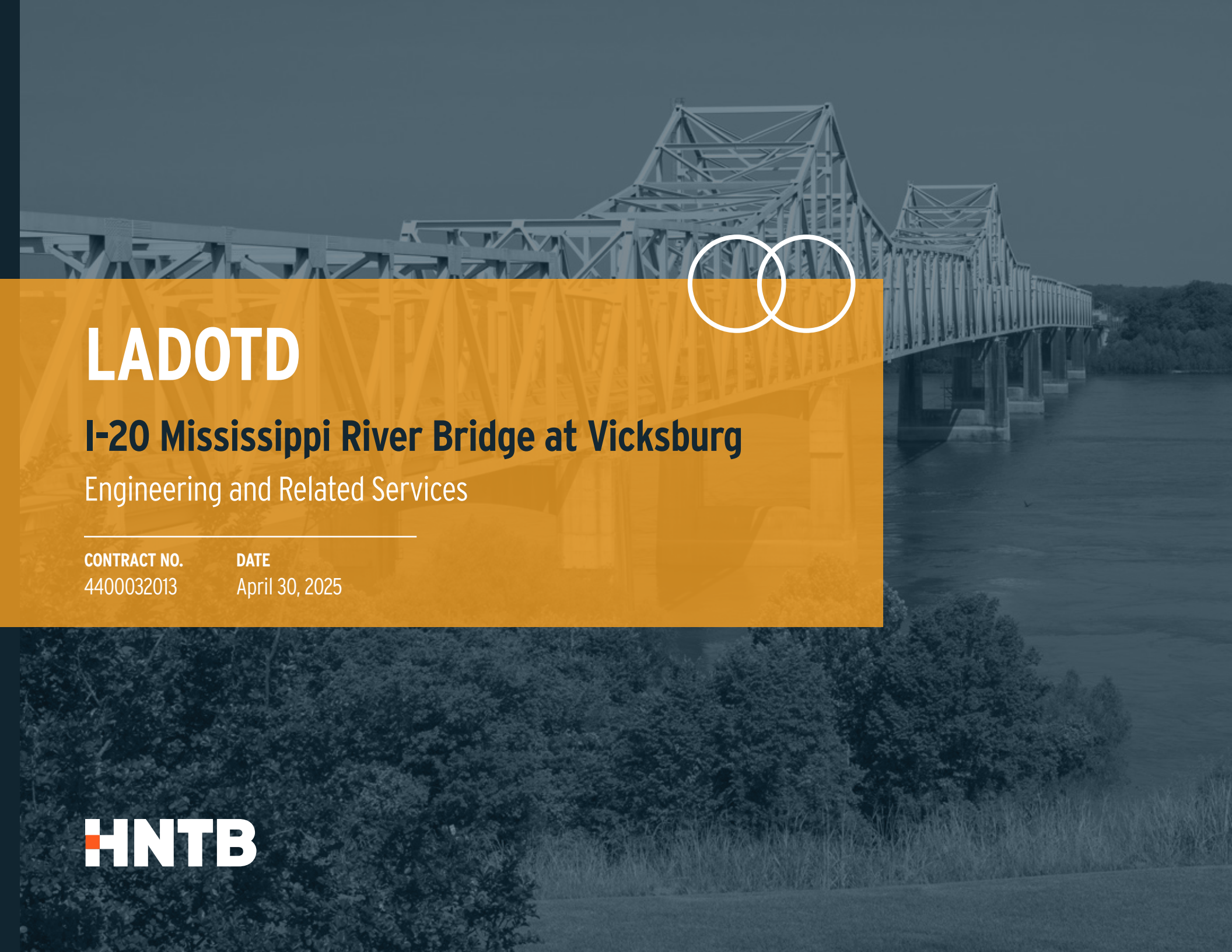




LADOTD

I-20 Mississippi River Bridge at Vicksburg

Engineering and Related Services

CONTRACT NO.
4400032013

DATE
April 30, 2025

HNTB

April 30, 2025

Louisiana Department of Transportation and Development (LADOTD)
Attn: Ryan Morvant
1201 Capitol Access Road, Room 405-E
Baton Rouge, LA 70802

Re: Contract No. 4400032013 - I-20 Mississippi River Bridge at Vicksburg Engineering and Related Services

Dear members of the project evaluation team:

For nearly 60 years, HNTB Corporation (HNTB) has partnered with LADOTD on your most complex projects to help advance our state's infrastructure forward. The HNTB team stands ready to expand this partnership with LADOTD in developing highly innovative concepts to help determine the path forward for the I-20 Mississippi River corridor near Vicksburg.

Our team has been thoughtfully built to integrate national subject matter expertise with local staff who have knowledge of the area to ensure all possible solutions are identified and vetted with the utmost attention to detail. Additionally, HNTB has a clear understanding of LADOTD's requirements and will leverage our significant experience with the Mississippi DOT (MDOT) as well. The HNTB team brings the following to LADOTD to ensure this project's success:

 **Industry-Leading Planning and Environmental Linkage (PEL) & National Environmental Policy Act (NEPA) Expertise:** In April English, we have an experienced project manager (PM) and support staff who have successfully completed relevant and similar PEL and NEPA work within the region and across the country. April managed the environmental elements of the 30 Crossing PEL Study for the Arkansas DOT (ARDOT), the I-29/I-35/U.S. 169 PEL Study for the Missouri DOT (MoDOT), and the U.S. 412 PEL Study for the Oklahoma DOT (ODOT) and ARDOT. Jennifer Halstead will assist April as the lead for Part I - Enhanced Planning. As a subject matter expert for PEL projects, Jennifer has coordinated with all the above referenced DOTs and state FHWA divisions as well as Tennessee and Texas for over 20 years. Lynn Maloney-Mujica will work with April on Part II - Environmental Evaluation, bringing to the project her ongoing NEPA experience in Louisiana and her close relationships with FHWA LA Division environmental specialists and regulatory agency representatives.

 **Bridge and Geotechnical Design Experience:** HNTB has major river-crossing bridge design experience and technical expertise alongside a strategic partnership with Ardaman & Associates, Inc. and Burns Cooley Dennis, Inc. We have intimate knowledge of the geotechnical complexities of the project through our teaming partners who are both currently monitoring geotechnical

conditions. Our team will utilize a fresh perspective in our approach to developing potential innovative solutions that avoid or mitigate soil movement and complex geologic and geotechnical conditions.

 **Building on Past Success:** All of the environmental staff identified in our organizational chart have experience in the I-10 Calcasieu River Bridge environmental impact statement (EIS), a major bridge environmental review process with a NEPA re-evaluation approved in 2025. Jennifer's and Kate Prejean's experience with the this dates back to before 2013. April led the EIS from 2016-2018, and Lynn shepherded the project through the draft and final EISs, the Record of Decision, and the re-evaluation. This team continues to support the project as it transitions into permitting, final design, and hand-off to the Public Private Partnership (P3) developers. In addition, April led the America's River Crossing Bridge Replacement (I-55 Bridge) Environmental Assessment (EA) in Memphis, Tennessee and West Memphis, Arkansas, a similar bridge replacement project over the Mississippi River. From this relevant experience, we will leverage our lessons learned and knowledge base in the development and delivery of the I-20 Vicksburg PEL. We have a highly capable team ready and available to deliver, starting day one.

Our experienced project team pledges to continue to be responsive to your needs and provide services with a focus on quality results, open communication, and timely coordination. HNTB is committed to continue partnering and serving as an extension of your staff to solve your most complex transportation challenges.

Sincerely,
HNTB Corporation



Dusty Bastion, PE
Gulf Coast Office Leader
(225) 368-2810
dbastion@HNTB.com



April English
Project Manager
(504) 343-3837
aenglish@hntb.com

Table of Contents

Section 1-11	5
Section 12: Discipline Table	8
Section 13: Firm Size	10
Section 14: Organizational Chart	14
Section 15: Minimum Personnel Requirements	16
Section 16: Staff Experience	20
Section 17: Firm Experience	92
Section 18: Approach and Methodology	113
Section 19: Workload	122
Section 20: Certifications/Licenses	130
Section 21: QA/QC Plan	135
Section 22: Sub-consultant Information	137
Section 23: Location	139



Section 1-11

DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

(Revised April 10, 2025)

1. Contract Name as shown in the advertisement	I-20: Mississippi River Br at Vicksburg
2. Contract Number(s) as shown in the advertisement	4400032013
3. State Project Number(s), if shown in the advertisement	H.015788.1
4. Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include</u> screenshot from SOS at the end of Section 20)	HNTB Corporation
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0001775
6. Prime consultant mailing address	450 Laurel Street, Suite 1200, Baton Rouge, LA 70801
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	450 Laurel Street, Suite 1200, Baton Rouge, LA 70801
8. Name, title, phone number, and email address of the prime consultant's contract point of contact	Dusty Bastion, Gulf Coast Officer Leader (225) 368-2810 dbastion@HNTB.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Dusty Bastion, Gulf Coast Officer Leader (225) 368-2810 dbastion@HNTB.com

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

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



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

April 30, 2025
Date:

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

Firm(s):
Vectura
Franklin Associates
The Lakvold Group

Firm(s)' %:
4%
2%
1%



Section 12:

Discipline Table

12. DISCIPLINE TABLE

Discipline	% of Overall Contract	HNTB Corporation (Prime)	Ardaman & Associates, Inc.	Burns Cooley Dennis, Inc.	Vectura Consulting Services, LLC (DBE)	Forte Tablada, Inc.	Seamen's Church Institute	The Lakvold Group, LLC (DBE)	Coastal Environments, Inc.	Krebs	Franklin Associates, LLC (DBE)	Each Discipline must total to 100%
Bridge	19%	100%										100%
Geotech	19%	40%	30%	30%								100%
Survey	5%					100%						100%
Traffic	5%	20%			80%							100%
Road	10%	100%										100%
Environmental	15%	90%							10%			100%
Planning	20%	100%										100%
Right-of-Way	1%							100%				100%
Other (Navigation)	2%						100%					100%
Other (Public Outreach and Relations Support)	2%										100%	100%
Other (Cost Estimating)	2%									100%		100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each subconsultant.												
Percent of Contract	100%	71.1%	5.7%	5.7%	4.0%	5.0%	2.0%	1.0%	1.5%	2.0%	2.0%	



Section 13:

Firm Size

13. FIRM SIZE

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
HNTB Corporation (Prime)	Accountant	1	15
	CADD Technician	2	24
	Clerical	1	16
	Engineer	5	11
	Engineer Intern	2	45
	Engineer-Other	3	67
	Environmental Manager	1	3
	Planner	3	12
	Principal	1	5
	Senior-Technician	4	16
	Supervisor-Engineer	6	11
	Supervisor-Other	10	71
Ardaman & Associates, Inc. (Ardaman)	Administrative	1	1
	Clerical	1	2
	Engineer	2	4
	Engineer Intern	3	6
	Principal	4	6
	Senior Technician	7	9
	Supervisor - Eng	3	3
	Supervisor - Other	2	2
	Technician	10	14
Burns Cooley Dennis, Inc. (BCD)	Geologist	1	2
	Other (Geotechnical Engineer)	2	9

13. FIRM SIZE

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Vectura Consulting Services, LLC (Vectura)	Supervisor - Eng	2	2
	Engineer	3	3
	Engineer Intern	2	2
	Senior Technician	0	2
	Supervisor - Other	1	1
	Technician	1	1
	Clerical	1	1
Forte and Tablada, Inc. (F&T)	Principal	1	2
	Administrative	0	2
	Surveyor	1	5
	Supervisor - Other	1	1
	Senior Technician	1	7
	CADD Technician	2	3
	Technician	1	2
	Party Chief	2	6
	Instrument Man	2	4
	Rodman	0	3
Seamen's Church Institute (SCI), Center for Maritime Education	Supervisor - Other	1	1
	Designer and GIS Analyst	1	1
	Project Office Manager	3	3
	Professional	4	4
	Technician	1	1
	Administrative	2	2

13. FIRM SIZE

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
The Lakvold Group, LLC (Lakvold)	Professional (Real Estate Appraiser)	1	2
Coastal Environments, Inc. (CEI)	Other (Archaeologist-Principal Investigator)	1	5
	Other (Architectural Historian)	1	3
	Other (Historian-Section 106)	1	8
Krebs Corporation (Krebs)	Other - Cost Estimators (Principal, Professional, Supervisor)	8	24
Franklin Associates, LLC (Franklin)	Other (Public Outreach and Relations Support)	4	38



Section 14:

Organizational Chart



Section 15:

Minimum Personnel
Requirements

15. MINIMUM PERSONNEL REQUIREMENTS

MPR No.	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification and number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Dusty Bastion, PE	HNTB Corporation	PE / #36719	LA	03-31-2026
2	Dusty Bastion, PE	HNTB Corporation	PE / #36719 - Civil	LA	03-31-2026
3	Dusty Bastion, PE	HNTB Corporation	PE / #36719 - Civil	LA	03-31-2026
4	April English	HNTB Corporation	n/a	n/a	n/a
4	Jennifer Halstead	HNTB Corporation	n/a	n/a	n/a
4	Lynn Maloney-Mujica, AICP	HNTB Corporation	n/a	n/a	n/a
5	Keith McCage, PE	HNTB Corporation	n/a	n/a	n/a
6	Tasnia Subrin, EIT	HNTB Corporation	n/a	n/a	n/a
7	Eric Viera	HNTB Corporation	n/a	n/a	n/a
8	Austin Meadows	HNTB Corporation	n/a	n/a	n/a
9	Douglas Wells, Ph. D	Coastal Environments, Inc.	n/a	n/a	n/a
10	Sara A. Hahn, M.A.	Coastal Environments, Inc.	n/a	n/a	n/a
11	Thurston H.G. Hahn III	Coastal Environments, Inc.	n/a	n/a	n/a
12	Lynn Maloney-Mujica, AICP	HNTB Corporation	n/a	n/a	n/a
13	Angela Lemoine-Lakvold, MAI, SRA, R/W-AC, MBA	The Lakvold Group, LLC	Appraisal - General	LA	12/31/2025
14	Steve Hague, PE, SE	HNTB Corporation	PE / #28414	LA	9-30-2025
14	Hans Hutton, PE, SE	HNTB Corporation	PE / #38204	LA	03-31-2026
15	Steve Hague, PE, SE	HNTB Corporation	PE / #28414	LA	9-30-2025
15	Hans Hutton, PE, SE	HNTB Corporation	PE / #38204	LA	03-31-2026
16	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE / #36725 - Civil	LA	03-31-2026

15. MINIMUM PERSONNEL REQUIREMENTS CONT.

MPR No.	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification and number (Ex: PE # - Civil)	State of license	License / certification expiration date
17	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE / #36725 - Civil	LA	03-31-2026
18	Alexis Templeton, PE	Burns Cooley Dennis, Inc.	PE / #9128 - Civil	MS	12-31-2026
19	Michael J. Wright, RPG	Burns Cooley Dennis, Inc.	RPG / 0241 - Geologist	MS	12-31-2025
20	Stephen Polk, Captain	SCI, Center for Maritime Education	USCG Captain	n/a	January 2026
21	Sheelagh Brin Ferlito, PE, PTOE	Vectura Consulting Services, LLC	PE / #25383 PTOE 932	LA	9-30-2025 9-9-2027
21	Laurence Lambert, PE, PTOE, PTP	Vectura Consulting Services, LLC	PE / #29901 PTOE 1303	LA	3-31-2026 2-3-2028
22	Kate Prejean, PE	HNTB Corporation	PE / #35036	LA	03-31-2026
23	Kate Prejean, PE	HNTB Corporation	PE / #19264	MS	12-31-2025
24	Bradley S Holleman, PLS, PE	Forte and Tablada	PLS 5082 - Survey	LA	09-30-2026
25	Ross Wilson, PLS	Forte and Tablada	PLS 5148 - Survey	LA	03-31-2026
26	Rick Krebs	Krebs Corporation	n/a	n/a	n/a



Section 16: Staff Experience



MPR
Staff

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Todd "Dusty" Bastion, PE		Years of relevant experience with this employer	12
Title	Gulf Coast Office Leader		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		BS / 2007 / Civil Engineering		
Active registration number / state / expiration date		36719 / LA / 03-31-2026 21004 / MS / 12-31-2026		
Year registered	LA; 2011 MS; 2012		Discipline	Civil
Contract role(s) / brief description of responsibilities		(MPR 1, 2, 3) Principal		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Dusty has 18 years of experience that consists of management experience in various types of design and alternative delivery projects, including serving as the responsible charge for multiple bridge design projects. He has participated in development of procurement documents for P3 and DB projects, ranging from bridge replacements on state highways to interstate interchange replacements. His work includes development of technical procurement documents, construction cost estimates, construction duration schedules and other procurement support activities. He has written performance specifications and technical provisions for various engineering disciplines, and has led owner verification design reviews. His management experience in bridge related projects includes PS&E development, cost estimating, quality control review, construction related engineering services, detailing, analysis, inspection and load rating of bridge structures on projects of various complexities, ranging from multi-level interchanges to off-system bridge replacements. Responsibilities have included coordination of structural, roadway, geotechnical, traffic, electrical and mechanical engineering disciplines.			
06/12-02/25	LADOTD I-10 Calcasieu River Bridge EIS, Lake Charles, Louisiana: Bridge lead whose responsibilities included line and grade investigations to determine lengths, widths, and structure type of all bridge structures to be replaced within the study limits. Particular focus was on layout of an elevated interchanges and developing structural design solutions to minimize or eliminate negative impacts from hazardous chemicals present in the soil. Current efforts include determining structure layouts which interface with at-grade infrastructure to ensure the final solution ensure traffic and safety improvements.			
04/20-4/25	LADOTD IDIQ Contract of Bridge Preservation, Statewide, Louisiana: PM who was in responsible charge for this task-order-based IDIQ contract focused on bridge preservation. Over the four years, he has directly managed the contracting and execution of more than 20 task orders. Task orders have consisted of interstate median barrier design and detailing (I-20 in Bossier and I-110 in Baton Rouge), bridge replacements using phased construction (LA 1 over Caddo Lake in Mooringsport) and girder replacements/repairs due to overheight vehicle impacts (Orange Street over I-20 in Monroe, LA 3250 over I-49 in Alexandria, I-12 over LA 1032 in Denham Springs). He has provided direct oversight of production staff, including plan development guidance, sequence of construction input, construction support oversight, internal coordination and coordination directly with LADOTD personnel. Due to time-sensitive project delivery needs, many projects required accelerated project delivery.			
08/15-04/22	LADOTD Retainer Contract for Bridge Preservation, Statewide, Louisiana: PM who was in responsible charge for this task-order-based retainer contract focused on bridge preservation. Over the nearly 6.5 years this contract has been active, he directly managed the contracting and execution of 32 task orders. Task orders consisted of bridge rehabs/replacements using accelerated bridge construction (ABC) techniques (I-20 Rehab in Bossier, US 80 over I-20 in Calhoun, US 90 over LDRR and LA 329 in New Iberia, US 90 over LA 14 in New Iberia, I-10 Slab Spans over Veterans Boulevard in New Orleans), bridge replacements using conventional construction techniques (LA 442 over Tangipahoa River in Hammond, LA 532 over I-20 near Minden) and analysis/rehabilitation of thru-truss structures (LA 182 Bridge in Charenton, US 90 Atchafalaya Bridge in Morgan City). He provided direct oversight of production staff, including plan development guidance, sequence of construction input, construction support oversight internal coordination and coordination directly with LADOTD personnel.			

Todd "Dusty" Bastion (cont.)

04/13-Present	LADOTD LA 1 Leeville to Golden Meadow Phase 2, Leeville, Louisiana: PM who was in responsible charge for this bridge project, which will eventually connect at-grade LA 1 to the existing Phase 1 structure. His duties include coordination with LADOTD personnel, superstructure development, substructure development and geometric\ alignment development. His additional project coordination responsibilities include subconsultants, permits, utilities, electrical/lighting design, ITS design and tolling system design. This project is multi-faceted, including a phased design and construction approach, a tolling facility, levee, flood wall and pipeline crossings, unique accelerated bridge construction methods, and environmental regulations. This project is currently under construction and he is leading all construction support services activities.
5/17-04/24	LADOTD US 90 Atchafalaya River Bridge Repairs, Morgan City, Louisiana: PM who was in responsible charge for this steel through-truss structure, which crosses the Atchafalaya River in Morgan City, LA. This project consists of numerous structural repairs to the steel superstructure and painting work which will allow the bridge to function for the foreseeable future. Dusty has managed distribution of all work assignments to date, including both internal assignments and workshare with other offices. This project development phase was accelerated to allow the client to start construction work as early as possible. Currently this project is near the end of construction and construction support services are nearly complete. Prior to bridge rehabilitation work, he participated as a lead inspector in the in-depth inspection of this structure. All bridge repairs were developed based off of this in-depth inspection.
02/17-04/22	MDOT I-20 EB Bridge over I-55, Jackson, Mississippi: PM who was in responsible charge for this large bridge and roadway realignment project located in the heart of the Jackson, Mississippi. Mr. Bastion participated in the preliminary line and grade development of this new corridor and during final plans, he helped manage design activities and resources to ensure the project development schedule was met. This project was executed on a condensed project development schedule and used complex design elements, such as post-tensioned cap beams and straddle bents to ensure the I-20 eastbound mainline could be replaced while minimizing traffic impacts and construction dollars. Construction of this project was completed in 2022.
08/17-06/20	2017 Bridge Services IDIQ Master Contract, Statewide, Mississippi: PM who was in responsible charge for this IDIQ bridge services contract, which has generated 10 work assignments over the past three years. Within this contract, Phases A, B and C assignments have been successfully completed, as well as NBIS bridge inspection of movable structures. Of the 10 work assignments, Dusty has managed six of them, but has been intimately involved in all work assignments issued as part of this very successful IDIQ contract.
09/17-06/18	I-10 EB Pascagoula River Bridge Bent & Crack Repairs, Pascagoula, Mississippi: PM who was in responsible charge for both of these repair projects focused on the I-10 EB Pascagoula River Bridge. The first project was focused on mitigating fatigue cracks located in the steel box girder main span. The second project was focused on correcting an apparent substructure settlement issue at two bent locations. On both projects, Dusty's efforts included performing a condition assessment inspection, obtaining detailed measurements for plan development, developing repair concepts and plans, developing the costs estimate, and then managing the Phase C once a contractor was selected.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	April English		Years of relevant experience with this employer	10
Title	Senior Project Manager - Planning		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MS / 2007 / Biology; Certification / 2007 / Geographic Information Systems (GIS); BA / 2000 / Biology		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		(MPR 4) Project Manager, Screening Methodology		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 April is a NEPA and environmental compliance specialist. She has experience in supervising and performing a full range of environmental assignments, including preparing environmental documents and biological and cultural permit applications, performing quality reviews for regulatory sufficiency and document readability, and directing extensive agency and public involvement activities. She has supervised and prepared numerous environmental studies, including EISs, Supplemental EISs, EAs, Categorical Exclusions (CEs) and Re-Evaluations (REs), as well as NEPA-like planning evaluations such as PEL studies. She has prepared documents for and worked with federal, state, and local agencies. As a biologist by training she utilizes that knowledge to perform the relevant studies and surveys needed for the completion and approval of environmental studies.				
03/24-04/25	America's River Crossing Bridge Replacement (I-55 Bridge), Memphis, Tennessee and West Memphis, Arkansas: Environmental PM working with Tennessee DOT (TDOT) and ARDOT on the replacement of the I-55 Memphis and Arkansas Bridge located in Shelby County, Tennessee and Crittenden County, Arkansas. Prepared an EA on an expedited schedule necessitated by the awarding of a Bridge Investment Program Large Bridge Grant. The project is needed to improve safety, maintain a state of good repair, and the ability to withstand a strong earthquake to provide route resiliency. April managed all environmental aspects of the EA, including work with subconsultants, coordination with cooperating agencies (USACE and USCG), and coordination with two state DOTs. The project included two Section 4(f) analyses, Section 106 consultation for the existing historic bridge, an extensive visual impacts analysis, and a Biological Assessment.			
2/23-Present	U.S. 412 PEL Study, ODOT and ARDOT, Numerous Counties in Oklahoma and Arkansas: Senior environmental planner and PEL specialist on a PEL Study for improvements to the U.S. 412 corridor, spanning approximately 190 miles from I-35 in Noble County, Oklahoma to I-49 in Benton County, Arkansas. The purpose of the PEL Study is to comply with Congressionally mandated legislation to convert U.S. 412 to an interstate, address safety, improve mobility, and enhance system linkage by connecting rural and urban communities, national airports and inland ports, and freight supply chains. Work has consisted of numerous public engagement activities and stakeholder one-on-one interviews; an extensive environmental, traffic, safety, and engineering baseline conditions analysis; and a purpose and need report. An alternatives analysis and screening is being performed and will be documented in a report along with a PEL to NEPA transition report, PEL Questionnaire, and overall PEL Report. Serving as a PEL expert, environmental task lead, and report writer for this PEL, to be completed in early 2025.			

April English (cont.)

4/22-10/23	I-29, I-35, U.S. 169 PEL Study, MoDOT, Clay, Jackson, and Platte, Counties, Missouri: Senior environmental planner and PEL specialist on a PEL Study for improvements to the I-29, I-35, and U.S. 169 corridors in Kansas City, Missouri. MoDOT desired to develop both short-term and long-term alternatives and proposed actions for improving existing safety, reducing congestion, improving operational performance, addressing asset management, and positioning for future transportation needs along I-29, I-35, and U.S. 169. The PEL process included an extensive environmental, engineering, traffic and safety existing conditions analysis for this heavily urbanized area, as well as multiple public and stakeholder engagement opportunities. The PEL Study was completed within a one-year time frame and included the preparation of numerous reports including baseline conditions/purpose and need, alternative screening reports, PEL to NEPA transition report, PEL Questionnaire, and overall PEL Report. Work consisted of preparation of numerous PEL reports, leading the environmental effort, presenting at public/stakeholder engagement meetings, and serving as a PEL expert.
07/13-07/14	30 Crossing from I-530 to Hwy. 67, Pulaski County, Arkansas: Senior environmental planner for the proposed RE of the 30 Crossing EA. Project included the widening and reconstruction of I-30 and I-40 in Little Rock and North Little Rock, including replacement of the highly traveled Arkansas River Bridge. Work included re-assessment of noise and air impacts and general oversight/review of the RE document.
11/22-11/23	I-49 from Highway 22 to I-40 RE, Sebastian & Crawford Counties, Arkansas: Senior environmental planner for the design of 13.7 miles of I-49. The schematic design included completion of the direct connect interchange at I-40, three local service interchanges and four grade separation bridges including a bridge over the UPRR. The Arkansas River bridge design included 9,000 feet of approach spans over Springhill Park and the river floodplain with a 450-foot main span over the navigable waterway. Work included managing all environmental work on the project, including scheduling, budget and environmental analyses.
08/13-07/21	I-10 Calcasieu River Bridge (I-10/I-210 West to I-10/I-210 East), Calcasieu Parish, Louisiana: Lead environmental planner on the proposed project, which extends along I-10 between the I-210 interchanges, approximately nine miles. The project includes widening and the replacement or rehabilitation of the National Register of Historic Places eligible Calcasieu River Bridge. The project purpose is to address traffic congestion, safety, roadway/bridge design issues and system continuity. Role includes management of all aspects of the EIS process, including technical expertise for natural, human, and physical environment analyses.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Jennifer Halstead		Years of relevant experience with this employer	25
Title	Project Director		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		MS / 1999 / Environmental Science; BS / 1994 / Geography		
Active registration number / state / expiration date		n/a		
Year registered	n/a		Discipline	n/a
Contract role(s) / brief description of responsibilities		(MPR4) Enhanced Planning Lead, PEL Lead, Community Impact, Comparison Matrix		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Jennifer is a specialist in PEL studies and NEPA document preparation. With extensive experience leading PEL Studies since 2011 and preparing all levels of NEPA documents, Jennifer provides comprehensive environmental compliance. Her expertise in the alternative project delivery process and her ability to expedite environmental documents make her an invaluable asset. Jennifer's leadership with PEL, including successfully transitioning PEL studies to NEPA, have significantly contributed to successful delivery by meeting applicable PEL guidance, best practices and legislation, including the statutory and regulatory PEL requirements (23 CFR 168, 23 USC 139 and 23 CFR 450). She also has expertise with alternative project delivery and coordinating environmental requirements from the procurement process through contract award for design-build, including progressive design build and concession projects.				
03/14-07/15 PEL		Connecting Arkansas Program (CAP), 30 Crossing PEL Study and EA, Pulaski County, Arkansas: Environmental manager for the most complex project on I-30 where HNTB serves as an integral role on the CAP Management Team. This project was later branded 30 Crossing and the CAP is one of the largest highway construction programs ever undertaken by ARDOT. In 2012, through a voter-approved constitutional amendment, the people of Arkansas passed a 10-year, half-cent sales tax to improve the state's intermodal transportation system, including 35 projects along 19 corridors along approximately 200 miles of highways and interstates. Because of the complexity, design-build delivery method, and numerous technical and agency coordination issues associated with 30 Crossing, Jennifer proposed the PEL process to identify and mitigate risk due to the proposed design build method of project delivery. A risk register was developed during the PEL and maintained throughout the project development process. As the PEL Task Leader, Jennifer developed a methodology and agreement among key stakeholders including ARDOT, FHWA, City of Little Rock, City of North Little Rock, Pulaski County and Metroplan (MPO) prior to beginning the PEL Study. The study area extended approximately 7 miles through portions of Little Rock and North Little Rock and included identifying transportation solutions for the most congested roadway in the state along I-30 from 530 to the south and extending northerly to I-40, then easterly along I-40 to its interchange with Highway 67. Jennifer provided oversight and managed the preparation of technical reports, public involvement materials, response to agency comments, quality control/quality assurance, directed the project team, including developing strategies for work groups, elected officials and public meetings. She also coordinated and provided guidance to ARDOT and FHWA Arkansas Division staff during bi-weekly Technical Oversight Committee meetings. The PEL study was initiated in March 2014 and approved by FHWA in July 2015. HNTB prepared a PEL to NEPA Transition Report that detailed issues that were identified but not addressed, issues that were resolved that can be dismissed during NEPA, and an environmental classification recommendation for FHWA review (to avoid delays starting NEPA). The Recommended PEL Alternative immediately transitioned to NEPA as an EA. Major issues addressed included multiple Section 4(f) properties, historic districts, and traffic noise. Land use and economic conditions in the Little Rock and North Little Rock communities and surrounding areas were studied extensively and a cost benefit analysis was prepared to inform the NEPA phase. A FONSI was issued by FHWA in June 2018. Major project documents including a Project Management Plan and Financial Plan, including Annual Updates were also prepared by HNTB.		
08/15-06/18 EA				

Jennifer Halstead (cont.)

06/14-06/15 PEL 06/15-10/18 EA	Border Highway East PEL Study and Farm-to-Market (FM) 1110 EA, El Paso County, Texas: Deputy project manager and PEL/NEPA Task leader, who developed a methodology and agreement that established expectations, level of analysis to be conducted, planning products and a schedule to completed in approximately one year among the TxDOT El Paso District, TxDOT Environmental Affairs Division and FHWA prior to beginning the PEL Study. The study area extended approximately 20 miles in a southeasterly direction from near the Zaragoza International Port of Entry (POE) to the Fabens International POE (future Tornillo-Guadalupe International POE). The western limit was the Rio Grande and the eastern limit was I-10. This study involved linking past planning efforts with current technical analysis and public involvement to develop a purpose and need, a defined affected environment and alternative concepts to be carried forward for further evaluation in NEPA. Jennifer provided technical support and oversaw document preparation and quality control/quality assurance and managed the project team, prepared strategies for work groups, elected officials and public meetings and directed the preparation of technical materials for distribution to project stakeholders. She also coordinated with TxDOT and FHWA staff, and over 30 federal, state and local agencies involved in the study. The PEL study recommend 10 projects/improvements for future implementation and was approved in June 2015. The BHE PEL was used to inform the El Paso MPOs long range plan, including FM 1110, which successfully transitioned to NEPA as an EA. Jennifer oversaw the FM 1110 EA, including the social, economic, and environmental impacts, resulting from the widening and realignment (including new location) of approximately 3 miles. The environmental process included evaluation of four build and a no-build alternative, the preparation of the EA, and separate technical reports for air quality, noise, indirect impacts, and historic resources in accordance with TxDOT's latest guidance. The Final EA was published in October 2018.
04/22-10/23	I-29, I-35, U.S. 169 PEL Study, MoDOT, Clay, Jackson, and Platte, Counties, Missouri: PEL process lead for this study that included three highly-trafficked highways in the Kansas City metropolitan area that extends through parts of Clay, Jackson, and Platte Counties. Jennifer and the study team developed a baseline conditions report, purpose and need, and alternatives screening methodology. The study team screened alternatives to determine both short and long-term alternatives. A public meeting was held on October 27, 2022 and the study team is currently analyzing the comments. MODOT will use the PEL study to inform future NEPA studies after the PEL Study is complete. FHWA acknowledged the completion of the PEL Study on September 27, 2023.
02/23-Present	U.S. 412: I-35 in Noble County, OK to I-49 in Benton County, Arkansas: PEL study lead for approximately 190 miles from I-35 in Oklahoma to I-49 in Arkansas. The PEL study was initiated in 2022 and completed in 2025. The PEL was initiated to develop a master plan for this future interstate route as designated by Congress. Extensive stakeholder and agency engagement was conducted to complete the PEL in less than two years. Jennifer directed the development of the purpose and need, analyzing and screening alternatives, and identifying and prioritizing projects to advance to the NEPA phase in accordance with 23 CFR 168. The first project immediately transitioned to NEPA and a CE is currently being prepared for ODOT. Jennifer led the development of a Framework and Methodology Agreement, requiring active participation in the PEL process; effective communicating/ coordinating with other agencies; and committing resources to provide input/reviews and timely decision making. Led the Baseline Conditions Report (Environmental), Purpose and Need and PEL to NEPA Transition Report.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation			
Name	Lynn Maloney-Mujica, AICP		Years of relevant experience with this employer
Title	Senior Planner / Senior Environmental Scientist		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2008 / Environmental Sciences BA / 1976 / Liberal Arts	
Active registration number / state / expiration date		20555 / AICP / n/a	
Year registered	2006	Discipline	Certified Planner
Contract role(s) / brief description of responsibilities		(MPR 4, 12) Environmental Evaluation Lead, Permitting Plan & Schedule, NEPA Lead, Phase I ESA, Section 4(F), Agency/Officials Coordination	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
 Lynn is a certified planner whose most recent experience has focused on infrastructure projects. She began her career as a bilingual consultant in Puerto Rico returning to her native Louisiana in 1998 to work as an economic/environmental planner for the Baton Rouge Planning Commission. Her master's thesis, "Comprehensive Planning in Louisiana," won the Martinez Award for outstanding thesis research in the Department of Environmental Sciences at LSU. As a consultant in the private sector for the last 25 years, she has worked for a wide range of city, parish, state, and federal agencies. Her expertise in environmental evaluations and documentation has grown since 2004 when she worked as an environmental scientist on the Future I-49 South and Kansas Lane Connector EIS teams for LADOTD. From 2007 until 2014, she authored three EAs that resulted in a Finding of No Significant Impact (FONSI) by LADOTD. She was also the NEPA lead on the Ouachita Bridge EIS that was postponed due to lack of funding and includes public outreach and stakeholder engagement as well as navigation studies, Section 106 and Section 4(f) compliance, and permitting required for these projects. During her 35-year career as an environmental professional she has prepared dozens of Phase I Environmental Site Assessments (ESAs) for both private and public clients. For LADOTD, she prepared Phase I ESAs for the LA 3234 Extension (2017), US 51 Hwy EAs (2016), and Florida Blvd (2025). She is currently preparing Phase I ESAs for the Baton Rouge and Gonzales Passenger Train Stations as part of LADOTD's Intercity Passenger Rail Program.			
06/18-Present	LADOTD I-10 Calcasieu River Bridge Improvements EIS, Lake Charles, Louisiana: Lead author of EIS documentation including the draft and final EISs, and the Record of Decision, as well as two 4(f) Statements for historic bridges and documentation regarding the significance of a boat launch. As Senior Project Manager, she shepherded the project through final alternatives scoping and screening, technical team oversight, preparation and/or review of technical documents, public involvement, interagency coordination, navigation studies and mitigation, Section 106, and enhanced stakeholder engagement required by FHWA. After the Record of Decision was issued in January 2024, she conducted a NEPA re-evaluation that included bridge/culvert assessments for bats that are proposed for listing as Threatened by USFWS. The NEPA Re-evaluation also included additional noise modeling and public outreach and was approved in March 2025. She is currently providing oversight of the P3 developers related to NEPA, along with USCG, USACE, SHPO, and other agency permits and approvals.		
08/22-02/25	LADOTD Florida Blvd. Corridor Enhancement Seg 2 (22nd St. to Airline Hwy), East Baton Rouge Parish, Louisiana: Senior Project Manager and Environmental Planner responsible for the Stage 0 and Stage 1 Environmental Determination checklists for this urban corridor project funded through MOVEBR and LADOTD HPP funds. Preparation of technical reports included a Phase I ESA and Environmental Justice Tech Memo.		
09/19-11/19	LADOTD College Drive Flyover Ramp, Baton Rouge, Louisiana: Responsible for coordinating the open house public meeting to provide information and collect comments on a flyover ramp designed to improve traffic flow within the I-10/I-12 westbound interchange. Also responsible for developing exhibits, looping presentation, and other meeting materials, addressing comments, and producing the meeting transcript.		

Lynn Maloney-Mujica (cont.)	
08/24-Present	East Baton Rouge Parish Off-System Bridges, Louisiana: Environmental lead for NEPA reviews and approvals included Tricolored Bat Bridge assessments and oversight of Section 106 and Section 404 permits.
09/23-Present	Baton Rouge and Gonzales Train Stations: Senior Project Manager for technical studies, public involvement, and agency coordination for two passenger train stations being funded by a RAISE grant in coordination with the LADOTD Intercity Passenger Rail Program. A Section 106 survey report for historic sites and archaeological resources has been prepared. The next steps include Phase I ESAs, traffic, noise, air quality, and natural resource analyses followed by stakeholder engagement.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Keith McCage, PE		Years of relevant experience with this employer	26
Title	Senior Technical Advisor - Engineering		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS/ 1999 / Civil Engineering		
Active registration number / state / expiration date		29611 / GA / 12-31-2025		
Year registered	2004	Discipline	Civil	
Contract role(s) / brief description of responsibilities		(MPR 5) Noise Analysis		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Keith McCage has over 25 years of experience with roadway projects. He has over 11 years of experience in noise analysis. He serves as a senior technical advisor with responsibilities in developing and reviewing noise analysis reports, traffic forecasting, traffic analysis, crash analysis and signing and marking plans. Keith has done traffic forecasting and analysis, crash analysis, noise modeling using the latest FHWA model, as well as signing and marking on a variety of roadways from local roads to interstates. He has been involved with the development of the managed lane signing guidelines for Georgia Department of Transportation (GDOT). He is proficient in the use of TNM 2.5, HCS, Synchro, SimTraffic, AutoTurn, GuidSign, and MicroStation.				
06/18-06/22	I-10 LADOTD, Calcasieu Parish, Louisiana: Noise Modeler who revised and re-ran models including changes to traffic, road alignments, and noise barriers to determine the results for a re-evaluation noise report to incorporate into project's FEIS for preliminary design for this over eight-mile project. Project had over 300 receptors, over 20 barriers reviewed with 3 proposed to be feasible and reasonable to be built. Project had multiple alternatives.			
1/23-12/23	GDOT Innovative Program Delivery IDIQ, Georgia: Reviewer of noise assessment studies to evaluate the increase in the level of traffic-generated noise expected to occur as a result of the proposed final design projects. Involvement included reviewing noise impact studies and FHWA TNM®. Example project is review of I-85 Expansion Phase III which has one proposed barrier and over 400 receptors.			
1/22-12/22	Transform 285/400, GDOT, Fulton County, Georgia: Noise Modeler and reviewer who reviewed noise impact studies and conducted noise assessment study for final design project to reevaluate two noise barriers modified by contractor. The project will improve 4.3 miles of I-285 from west of Roswell Road to east of Ashford Dunwoody Road and 6.2 miles along SR 400 from the Glenridge Connector to Spalding Drive.			
1/23-12/23	SR 515 Widening Project, GDOT, Union/Towns Counties, Georgia: Noise Modeler who conducted noise assessment studies to evaluate the increase in traffic-generated noise levels expected to occur as a result of the proposed final design widening of SR 515 from north of Blairsville in Union County to Young Harris in Towns County. Involvement included field monitoring existing traffic noise and using FHWA TNM® to predict future noise levels. Project is approximately eight miles and has over 200 receptors. One barrier was reviewed but not deemed feasible due to driveway breaks.			
1/18-12/18	I-85 Widening, GDOT, Gwinnett/Barrow/Jackson County, Georgia: Noise Modeler and reviewer who conducted noise assessment studies to evaluate the increase in traffic-generated noise levels expected to occur as a result of the proposed final design for the addition of a single general-purpose lane from just north of I-985 to SR 11/US 129 on I-85 northeast of Atlanta, a length of approximately 22 miles. Involvement included existing using FHWA TNM® to predict future noise levels and possible noise abatement as well as generating noise assessment report.			

Keith McCage (cont.)**1/18-12/18**

Northwest Corridor, GDOT Public-Private Initiative Program Management Services, Cobb County, Georgia: Noise Modeler responsible for performing reevaluation of noise abatement modeling for the final design of this I-75 corridor project with a length over 16 miles. Also prepared the updated reevaluation document. Project included over 30 barriers and over 1000 receptors.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation			
Name	Tasnia Subrin, Engineer in Training (EIT)		Years of relevant experience with this employer
Title	Transportation Planner/Modeler		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		MS / 2015 / Civil & Environmental Engineering; BS / 2012 / Civil Engineering	
Active registration number / state / expiration date		91146 / OR / n/a	
Year registered	2016	Discipline	EIT
Contract role(s) / brief description of responsibilities		(MPR 6) Air Analysis	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
 Tasnia has eight years of professional experience in travel demand modeling, air quality modeling, traffic analysis and transportation planning with a strong background in traffic engineering and quantitative analysis. Tasnia is proficient in various software packages including Cube transportation planning software, TransCAD, ArcGIS, and MOVES (Motor Vehicle Emission Simulator). She is skilled in programming and statistical software packages including Python, R/RStudio, MySQL and SPSS. She is also experienced with traffic analysis and simulation software packages such as VISSIM, Synchro, HCS and design and drafting software such as AutoCAD, Civil 3D, ETABS, MicroStation. She is involved in a wide variety of projects including air quality modeling and analysis using the latest EPA model, traffic and toll revenue studies, travel demand modeling, corridor studies and traffic operations.			
05/20-11/22	I-10 Calcasieu River Bridge, LADOTD, Lake Charles, Louisiana: Task Lead for air quality analysis for the EIS for the project with modeling MSAT and GHG. The specific tasks included coordinating with the leading office, preparing data needs, processing traffic volumes to develop MOVES input, setting up MOVES configuration for different scenario and analyzing MOVES output using SQL.		
01/19-Present	Major Mobility Investment Program (MMIP) Air Quality Analysis, GDOT, Atlanta, Georgia: Task Lead for air quality study for the Atlanta MMIP projects. Specific tasks include providing air quality guidance, attending coordination meeting, and reviewing air assessments and model files for each major project under this program.		
05/23-08/23	Brent Spence Bridge Corridor Project Mobile Source Air Toxic (MSAT) Analysis, Ohio DOT & Kentucky Transportation Cabinet, Ohio: Task Lead and modeler for quantitative MSAT analysis for the project. The specific tasks included performing MSAT analysis using MOVES and preparing technical memorandum following FHWA guidance.		
06/22-03/23	BART K-Line Interlocking Replacement Project, California: Task Lead for air quality analysis for the project with modeling Particulate Matter emission from construction activities utilizing Sacramento Metropolitan Air Quality Management District Road Construction Emissions Model (RCEM). The specific tasks included coordinating with the leading office, preparing data needs, setting up and customizing RCEM model for different phases of construction, summarizing results and preparing report to meet California Environmental Quality Act sufficiency.		
05/19-09/19	I-405 SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Washington State DOT, Washington: Lead Modeler for the air quality modeling for this project to compare emission for different future alternative scenarios with MOVES. The modeled pollutants included the criteria pollutants, MSAT and GHG and the specific tasks included developing MOVES input from traffic volumes, setting up configuration for different scenario and analyzing MOVES output using MySQL. She also used the FHWA Infrastructure Carbon Estimator spreadsheet tool to calculate GHG emissions.		

Tasnia Subrin (cont.)**05/24-02/25**

Air Quality Technical Report, I-24 Southeast Choice Lanes, Tennessee: Task Lead for air quality analysis to assess the impact of the choice lanes on air quality. The specific tasks included preparing MOVES inputs with coordination with the DOT and processing traffic volumes, processing and summarizing outputs. Authored methodology memo with proposed methodology and the final air quality technical report.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Eric Viera		Years of relevant experience with this employer	6
Title	Senior Scientist		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS / 1999 / Wildlife Ecology and Conservation		
Active registration number / state / expiration date		n/a		
Year registered	n/a		Discipline	n/a
Contract role(s) / brief description of responsibilities		(MPR 7) Wetland Delineations, Commitments/Mitigation/Permits		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Eric specializes in environmental permitting and NEPA. He has prepared NEPA documents, including supplemental environmental impact statements (SEIS), EA and categorical exclusions (CE), Section 4(f) coordination worksheets, Section 401/404 permit applications, species surveys and habitat assessments, noise studies, Phase I environmental site assessments (ESA) and National Pollutant Discharge Elimination System permitting.				
06/19-06/22	LADOTD I-10 Calcasieu River Bridge Improvements Project, Calcasieu Parish, Louisiana: Authored the stream, wetland and wildlife sections of the EIS document and performed the wetland delineation for the approximately 10.5-mile project. This work included fieldwork and agency coordination.			
6/24-Present	MoDOT I-70 Second Tier EIS of SIU7 (Wentzville to Warrenton) Re-evaluation, Missouri: Co-authored the EIS re-evaluation document and performed field investigations of the areas that were not cleared in the previous NEPA document. The fieldwork included investigations for wetlands, threatened and endangered species habitats, and bald eagle nests, and was used to obtain a Section 404 permitting.			
6/22-Present	Kansas DOT (KDOT) K-10 Express Lanes Project, Johnson County, Kansas: Co-authored the Environmental Analysis chapters of the draft EA for the approximately 17-mile project.			
06/22-06/23	KDOT & City of Olathe I-35 and Santa Fe Street Interchange and Santa Fe Corridor Improvement Project, Kansas: Co-authored the Environmental Analysis chapters of the draft EA, supported the public hearing, drafted responses for comments on the draft EA, revised the draft EA and prepared the Finding of No Significant Impact.			
06/20-Present	KDOT US 69 Express Project, Johnson County, Kansas: Co-authored the Environmental Analysis chapters of the draft EA for the approximately 10.8-mile project.			
06/19-Present	KDOT South Lawrence Trafficway Project, Douglas County, Kansas: Co-authored the Affected Environment and Environmental Consequences chapters of the Draft Supplemental EIS for the approximately 19-mile project.			

Eric Viera (cont.)	
06/20-06/22	Bob Kerrey Pedestrian Bridge EA Reevaluation, Omaha, Nebraska and Council Bluffs, Iowa: Prepared the re-evaluation for the environmental impacts for the re-evaluation of the EA and Finding of No Significant Impact (FONSI) for this bicycle/pedestrian crossing over the Missouri River. The work for this \$22 million design-build project also included resource agency coordination and environmental permitting.
06/19-06/22	BNSF Br. 425.2B Permitting, Sibley, Missouri: Coordinated with the USACE and USCG to finalize the USACE Section 404 and USCG Bridge permit submittal for a railway bridge replacement. Once permits were authorized, coordinated with the mitigation bank to help secure the necessary stream and wetland mitigation credits.
01/21-12/21	Bob Kerrey Pedestrian Bridge, Council Bluffs, Iowa: Performed the project's wetland delineation and Section 404 permitting. The project included concrete repairs on two bridge piers and bank stabilization of the south bank of the Avenue B/C Outfall Channel that drains to the Missouri River.
01/20-12/20	Upper Mill Creek, Johnson County, Olathe, Kansas: Performed stream/wetland delineations and 404 permitting for improvements to 2,500 feet of Mill Creek. The improvements included deepening and widening the Mill Creek channel within the project limits from Mulberry Street to Santa Fe Street, installing riprap and retaining walls, and converting three culverts to open-span bridges.
01/20-12/20	Stormwater Improvement Project, Johnson County, Olathe, Kansas: Performed stream/wetland delineations and 404 permitting for impacts to an unnamed tributary to Mill Creek. The project resulted in impacts to 719 linear feet of the unnamed tributary.
06/11-06/15	BNSF BR 3.8 Creston Subdivision EA, Cass County, Nebraska and Mills County, Iowa: Prepared environmental documentation for the BNSF BR. 3.8 Project and co-authored the EA. Environmental issues addressed in the EA documentation under U.S. Coast Guard (USCG) protocol included cultural resources, wetlands, threatened and endangered species, noise, air quality, hazardous materials, environmental justice and parklands. Mr. Viera prepared the EA sections on wetland resources, threatened and endangered species, noise quality, air quality and soils. The EA was prepared for a bridge permit necessary to construct the new bridge over the Missouri River.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Austin Meadows		Years of relevant experience with this employer	12
Title	Senior Project Manager - Planning		Years of relevant experience with other employer(s)	9.5
Degree(s) / Years / Specialization		BS / 2005 / Forestry and Resources		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		(MPR 8) Biological / Threatened and Endangered Species Surveys		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Austin Meadows is a science project manager and permitting specialist with over 17 years of experience in the field of environmental sciences and consulting. He specializes in wetland and stream delineations, qualitative and quantitative habitat assessments, threatened and endangered species surveys, aquatic species surveys, and water quality assessments. Austin has successfully obtained state and federal environmental permits on complex projects spanning the various physiographic provinces of the southeastern United States. His collaborative approach to interagency coordination, identification of complex environmental constraints, and early engagement strategies with key stakeholders and agencies has proven successful for some of the most challenging regulatory hurdles that transportation projects can face. He has worked with the Federal Highway Administration (FHWA), the state Department of Transportation's (DOTs), the United States Army Corps of Engineers (USACE), the State Historic Preservation Office (SHPO), the U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), the state environmental/natural resource protection agencies, and local constituents to ensure that project scopes and schedules are maintained while keeping compliant within the regulatory framework. In addition, Austin is an active member of the Georgia Partnership for Transportation Quality Ecology Subcommittee and serves on the Steering Committee.			
10/24-12/24	I-10 Calcasieu River Bridge NEPA Re-evaluation Report, Calcasieu Parish, Louisiana: PM and lead technical expert for surveys and findings for likely presence of the tri-colored bat in culverts and bridges that will be affected by the project. Based on his experience with a Programmatic Agreement between the State of Georgia and USFWS, he formed the team and provided oversight for preparation of the NEPA Re-evaluation Report to support the conclusion of "no effect" through the IPaC system. The findings were approved by FHWA in February 2025.			
06/22-06/24	CR 321/Taliaferro Springs At Chattooga River 1 MI South of Lyerly, Chattooga County, Georgia: Environmental lead for NEPA and ecology studies/permitting efforts on this large bridge replacement project. This federally-funded project included complex issues such as in-water archaeology resources adjacent to the bridge, seasonal in-water work restrictions for listed aquatic species, large and staged jetties and intricate Section 20 plans, 4(f) for an abutting historic farm resource, and unique detour coordination due to the presence of load restricted bridges on the only route to access the site. An in-depth understanding of the environmental process and active and engaged management allowed the team to successfully navigate these challenges and meet Environmental Certification for letting.			
06/15-06/20	SR 52 ALT at Town Branch - Bridge Replacement, Murray County, Georgia: Environmental lead for the NEPA, ecology studies/permitting, public involvement, and 4(f) for this bridge replacement. This project began as federally-funded and later switched to state funding, requiring extensive re-coordination and efforts in transitioning from FHWA to the U.S. Army Corps of Engineers (USACE) as the lead federal agency. This effort was compounded by substantial historic and archaeological resources along the corridor, requiring Phase III testing and data recovery work. Developed and led a recovery schedule that addressed mitigation of the cultural resources impacts and then successfully obtained permit authorization from USACE.			

Austin Meadows (cont.)	
06/14-06/16	SR 11/US 129 at House Creek – Bridge Replacement, Ben Hill County, Georgia: NEPA, Cultural Resources, Air/ Noise, and Ecology Studies/Permitting Lead for this bridge replacement project. This federally-funded project included an expansive and complex coastal plain wetland/stream system with eligible archaeology resources (old mill site) in the water adjacent to the bridge, eligible historic structures as well as an eligible old roadway bed, listed terrestrial species occurrences within the existing ROW, as well as seasonal in-water work restrictions for aquatic species. Prepared the Georgia EPD buffer variance application as well as USACE Section 404 permit and orchestrated both on-site postconstruction water quality designs as well as re-vegetation plans for state-mandated buffers. Project construction is complete.
06/17-06/19	Bridge Replacement on SR 11/US 129 Over House Creek, Georgia Department of Transportation (GDOT), Ben Hill and Wilcox Counties, Georgia: Conducted the ecology resource surveys, global positioning system (GPS) delineated wetlands and streams, invasive plant surveys, conducted habitat characterizations, and coordinated with regulatory agencies. Terrestrial protected species surveys were conducted for gopher tortoise, eastern indigo snake, Ocmulgee skullcap, and hummingbird flower as well as preparing all applicable ecology technical reporting, including the USACE Section 404 permit application and Georgia Environmental Protection Division (GA EPD) Buffer Variance Application.
06/23-Present	SR 133 Widening, GDOT, Colquitt, Worth, and Dougherty Counties, Georgia: Led the ecological field survey of this 40-mile widening and new alignment corridor. Tasks included state and federal waters delineations, habitat characterization and mapping, and species specific surveys for gopher tortoise and eastern indigo snake. Recently completed a USACE Section 404 Individual Permit for three GA EPD Buffer Variances for this project.
01/17-12/17	SR 25/US 17 Widening, GDOT, Glynn County, Georgia: Responsible for completing the ecological studies along this 6.4-mile roadway corridor in coastal Georgia. Studies included state and federal waters delineations, ranging from freshwater systems to tidally influenced areas and salt marsh, agency site visit verifications, habitat characterizations, and terrestrial surveys for gopher tortoise, eastern indigo snake, and pitcher plants. The delineations along this corridor included over 50 polygons representing multiple complex coastal flatwoods wetland systems.
01/17-12/17	SR 54 Widening, GDOT, Clayton and Fayette Counties, Georgia: This roadway project consists of widening and reconstruction of approximately 5.4 miles of SR 54 between two major urban arterial corridors. Responsible for re-delineating both state and federal waters as well as completing a general habitat assessment and re-evaluating suitable migratory bird habitat. Also, conducted the quality assurance review of the ecology documentation and is an active member of the Georgia Partnership for Transportation Quality Ecology Subcommittee and serves on the newly created Steering Committee.
06/20-06/24	Office of Environmental Services On-Call Contract for Environmental Services, GDOT Districts 6 and 7, Georgia: Deputy Project Manager for more than 25 projects under this on-call contract. Throughout the course of this contract, successfully managed multiple environmental teams, allocating staff resources based on project needs, and meeting right-of-way (ROW) and LET dates for a range of GDOT projects. Projects such as the CR 321/Taliaferro Springs bridge over the Chattooga River and the SR 3/US 19/US 41 widening in Clayton County had unique challenges ranging from bridge construction/staging plans with jetties and adjacent eligible cultural resources to a multitude of ROW and design changes throughout the project schedule, up to and beyond the lock-down dates. Projects that Austin managed required extensive coordination with design, the environmental team, and state and federal agencies regarding site visit verifications, complex delineations, and the development of several avoidance and minimization measures for inclusion in the Assessment of Effects (AOE) Reports..
06/16-06/23	State-Funded On-Call Contract Environmental Project Management and Document Reviews for State Aid Projects, Statewide, Georgia: Task Manager/Review Team Discipline Lead for this identical statewide on-call contract where he focuses on both document reviews as well as traditional environmental delivery. As a Review Team Lead, his organizational skills are critical to tracking review durations and metrics, keeping staff accountable, and ensuring that all comments are sound and in-line with current GDOT OES procedures, templates and guidebooks. Also, focused on document controls and maintaining accurate project records on ProjectWise and confirming that TPro and P6 updates are consistent, correct and frequent. Austin's depth of technical knowledge also translates well when leading environmental teams through state-funded projects with the USACE as the lead federal agency. Austin understands the key roles USACE takes in both the LCP process and Section 106, so that state-funded projects do not compromise the integrity of GDOT's PDP and OES procedures.

16. STAFF EXPERIENCE

Firm employed by: Coastal Environments, Inc.			
Name	Douglas C. Wells, Ph.D	Years of relevant experience with this employer	26
Title	Principal Investigator	Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		Ph.D./1998/Anthropology/Tulane University B.A./1985/Anthropology/Vanderbilt University	
Active registration number / state / expiration date		n/a	
Year registered	n/a	Discipline	n/a
Contract role(s) / brief description of responsibilities		(MPR 9) Cultural Resources	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
	Douglas has directed and participated in all phases of cultural resources investigations and management, including survey, excavations, monitoring, artifact analysis, National Register evaluations, artifact conservation, archival research, research design, writing, and report production. Dr. Wells meets the Secretary of the Interior's qualifications for Archaeologist and has completed courses in Section 106. After graduating from Vanderbilt University with majors in Chemistry and Anthropology, he attended Tulane University, where he studied the archaeology of Mesoamerica and the Southeastern U.S. His dissertation was supported by a National Science Foundation Dissertation Improvement Grant (Grant #SBR-9510509). Dr. Wells has specialized in the prehistoric cultures of the Lower Mississippi Valley, and although his range of experience has covered all time periods (historic and prehistoric), his primary research interests lie in the ceramics, social organization, and settlement patterns of the Late Woodland and Mississippi periods. In the course of his career, he has worked on more than 30 projects for six districts of the U.S. Army Corps of Engineers. He has served as Project Manager and Principal Investigator for CEI since 1998 on more than 100 cultural resources studies, and has worked on projects in Arkansas, Kentucky, Georgia, Illinois, Louisiana, Mississippi, Missouri, Tennessee, Texas, and Honduras.		
02/25-Present	Background Cultural Resources study for a project near Palmetto, Georgia: Desktop review to satisfy Section 106 in advance of the permitting process.		
7/23-10/24	Phase I Cultural resources survey of the proposed Caad Kuujaaminix/Bayou Salé Living Shoreline Project, Louisiana: Delineation of sites 16SMY17 and 16SMY95 on East Cote Blanche Bay as part of the planning for living shoreline protection construction.		
10/23-4/24	Phase I Cultural resources survey of the proposed Northwest Little Lake Marsh Creation Project (BA-0268), Lafourche Parish, Louisiana: Cultural Resources Survey of marsh creation area and delineation of three previously recorded sites.		
12/22-1/23	Phase I Cultural Resources Survey of the Smith County Broadband Project, Smith County, Mississippi: Cultural Resources survey of fiber optic lines locations.		
05/22-08/22	Delineation of site boundaries for site 16CU128, Calcasieu Parish, Louisiana: Probing and vibracore survey of subaqueous shell midden deposits at the Norris Point Site as part of the I-10 Calcasieu Bridge replacement project.		
11/19-03/21	Phase I Survey of Wetland Mitigation Areas, LA 307 Corridor, Lafourche Parish, Louisiana: Conducted Phase I Survey and served as Principal Investigator.		

Douglas C. Wells (cont.)	
10/18-12/19	National Register Testing of Site 16TR340, Schreiver, Terrebonne Parish, Louisiana: Conducted Phase II Archaeological testing of an historic plantation building.
02/18-05/19	Phase I Cultural Resources Survey for the Houma-Thibodaux to LA 3127 Connector, Terrebonne, Lafourche and St. James parishes, Louisiana: Directed the cultural resources survey for the proposed route connecting Houma and Thibodaux to the Mississippi River corridor at Vacherie.
06/17-03/18	LA 124 Extension near Larto, Catahoula Parish, Louisiana: Directed Phase I Cultural Resources Survey of the new LA 124 right of way.
06/15-03/17	U.S. 61 Port Gibson Bypass, Claiborne County, Mississippi: Conducted cultural resources survey for proposed alternatives of the U.S. 61 Bypass of Port Gibson, Mississippi.

16. STAFF EXPERIENCE

Firm employed by: Coastal Environments, Inc.				
Name	Sara A. Hahn, M.A.		Years of relevant experience with this employer	29
Title	Architectural Historian		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		M.A./2005/Anthropology/Louisiana State University B.A./1995/Anthropology/University of Southwestern Louisiana		
Active registration number / state / expiration date		n/a		
Year registered	n/a		Discipline	n/a
Contract role(s) / brief description of responsibilities		(MPR 10) Environmental Inventory, Cultural Resources - Architectural Historian		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Sara is very familiar with the historical and archaeological records housed at the Louisiana Department of Culture, Recreation, and Tourism, and the Mississippi Department of Archives and History, and has used those records to produce many cultural resources reports, as well as environmental documents in compliance with NEPA regulations. Ms. Hahn meets the Secretary of the Interior's qualifications for Architectural Historian, Historian, Historic Preservation Specialist and Archaeologist and has completed courses in Section 106, Section 106 Agreement Documents, Section 4(f) Compliance for Cultural Resources and NEPA Compliance. She has carried out numerous standing structure/architectural surveys and determined National Register eligibility for both individual structures and districts. Among the over 20,000 structures she has recorded and evaluated in Alabama, Arkansas, Louisiana, Tennessee, Texas and Mississippi are several thousand within the Parkview, Carrollton and New Marigny National Register districts in New Orleans (2006-2008), 521 in the Natchitoches Historic Landmark District in Natchitoches, Louisiana (2011), over 100 bridges for the Louisiana Statewide Historic Bridge Inventory (2013), 25 Cold-War Era National Guard Armories for the Mississippi Department of the Military (2018), 24 World War I and I Airfields and Hangars in Mississippi for the Mississippi Department of the Military (2021) and to date has evaluated over 4,300 properties for the RestoreLA program and determined 793 of those eligible for the NRHP. Ms. Hahn has collaborated on Level I and Level II HABS/HAER Documentation projects for the Louisiana Department of Transportation and Development, and HABS-level photographic documentation of over 700 structures for the Federal Emergency Management Agency (FEMA). She also has experience preparing Section 106 Adverse Effect Documentation and Section 4(f) Statements.			
08/24-Present	Louisiana Orphaned Wells Section 106 Review, Beauregard and Caddo Parishes, Louisiana: Conducted desktop architectural reviews of orphaned wells to determine their NRHP eligibility and compiled desktop Section 106 review packets to send to SHPO.			
03/22-Present	RESTORE Louisiana, Statewide: Evaluated applicants' properties to determine NRHP eligibility, reviewed construction scopes of work for historic properties and made recommendations to avoid adverse effects and to mitigate adverse effects if applicable.			
09/22-10/22	Determination of Eligibility Documentation of the MARAD Warehouse in New Orleans, Louisiana: Recorded and evaluated the MARAD warehouse complex to determine its NRHP eligibility.			
09/23-02/24	H-I-M Grant for Natchitoches Parish, Natchitoches Parish, Louisiana: Conducted architectural survey and NRHP evaluation of 1,694 resources throughout Natchitoches Parish. Recommended three new districts, the expansion of the existing district and 14 individual properties as eligible for the NRHP.			
09/21-03/24	H-I-M Grant for the City of Lake Charles, Lake Charles, Louisiana: Conducted architectural survey and NRHP evaluation of 3,899 resources in the City of Lake Charles. Recommended two new districts as eligible for the NRHP.			

Sara A. Hahn (cont.)	
11/22-11/22	Merrill Bridge Archival Photo Documentation, Stone County, Mississippi: Conducted archival digital photo documentation of the Merrill Bridge in Stone County, Mississippi.
09/22-10/24	Determination of Eligibility Documentation of Mission 66 Era Buildings along the Natchez Trace Parkway, Mississippi, Alabama and Tennessee: Conducted architectural survey and evaluation of 61 National Park Service structures and buildings along the Natchez Trace Parkway.
08/21-04/24	Architectural Survey and Archaeological Probability Study for the Proposed Florida Boulevard Corridor Enhancement Segment 2, Baton Rouge, Louisiana: Conducted architectural survey and NRHP evaluation of 125 resources and recommended 17 as eligible for listing on the NRHP.
11/20-09/21	Architectural Survey and Evaluation of 24 World War I and II Hangars and Airfields in Mississippi, statewide Mississippi: Conducted architectural survey and NRHP evaluation of 24 Airfields and Hangars statewide and developed an historic context for hangars in Mississippi.
05/2 -10/20	Architectural Survey for the Sabine to Galveston Coastal Storm Risk Management, Orange, Jefferson and Brazoria counties, Texas: Conducted architectural survey and NRHP evaluation of 2,694 resources in Jefferson County, Texas, and recommended 11 as eligible for listing in the NRHP.
2012-10/21	Phase I and II Cultural Resources Investigations Relative to the I-10 Calcasieu River Bridge, Route I-10, Calcasieu Parish, Louisiana: Conducted architectural survey and NRHP evaluation of 1,700 resources in the I-10 Calcasieu River Bridge corridor.
10/20-10/21	I-49 Inner City Connector, Shreveport, Louisiana: Conducted survey and NRHP evaluation of 922 structures and aided in the Section 106 consultation.
11/20-9/21	Architectural Survey for Historic Buildings at Camp McCain and World War II Ranges Structures at Camps McCain and Shelby, Mississippi: Conducted architectural survey and NRHP evaluation of two buildings at Camp McCain and photodocumented the World War II Range Structures at Camps McCain and Shelby.
12/19-3/20	Plank-Nicholson Bus Rapid Transit Project, Baton Rouge, Louisiana: Conducted architectural survey and NRHP evaluation of 58 resources and five were determined eligible for the NRHP.
05/18-12/18	Survey of 24 Mississippi National Guard Armories of the Cold-War Era, statewide Mississippi: Surveyed and evaluated 24 Cold-War era armories statewide in Mississippi and developed an historic context for them.
05/12-03/17	Statewide Historic Bridge Inventory, Louisiana: Conducted archival research for the historic bridge context, conducted archival research in 15 parishes, conducted 11 accelerated bridge surveys to determine NRHP eligibility and conducted survey of 86 bridges in 11 parishes.

16. STAFF EXPERIENCE

Firm employed by: Coastal Environments, Inc.				
Name	Thurston H.G. Hahn III		Years of relevant experience with this employer	38
Title	Historian - Section 106		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		B.A./1985/History/Louisiana State University		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		(MPR 11) Environmental Inventory, Cultural Resources - Historian		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Thurston has worked full-time for CEI since 1987 and currently serves as a Project Manager, Historian, Architectural Historian/Historic Preservation Specialist and Photographer. Mr. Hahn meets the Secretary of the Interior's qualifications for Historian, Architectural Historian and Historic Preservation Specialist and has completed courses in Section 106 and Section 106 Agreement Documents. He has conducted cultural resources investigations in Alabama, Arkansas, Florida, Louisiana, Mississippi, Tennessee, and Texas and is proficient in all phases of fieldwork, proposal and research design development, archival records research, historic artifact analyses, drafting and report writing, editing, and production. He has authored or co-authored well over 100 cultural resources investigation reports (e.g., Phase I, II and III reports) as well as archaeological sensitivity assessments, historical overviews, historic architecture contexts, National Register of Historic Places nomination forms, Determinations of Effect, Section 106 Adverse Effect Documentation, Section 4(f) Statements, Memorandums of Agreement, Programmatic Agreements, data-recovery plans, and portions of EAs and EISs in compliance with NEPA regulations. Mr. Hahn completed the Advisory Council on Historic Preservation's Introduction to Section 106 class in 2002 and the National Preservation Institute's Section 106 Agreement Documents class in 2017.			
03/22-Present	RESTORE Louisiana, Statewide: Reviewed reimbursement and estimated cost of repair solicitations of work for Section 106 compliance. Made determinations of effect and recommendations to avoid adverse effects and to mitigate adverse effects if applicable.			
12/20-02/23	Determination of Eligibility for the Acre Road Housing Development, Marrero, Louisiana: Compiled context to aid in the determination of eligibility of a public housing development and aided in the development of a Memorandum of Agreement for the project.			
05/12-10/21	Phase I and II Cultural Resources Investigations Relative to the I-10 Calcasieu River Bridge, Route I-10, Calcasieu Parish, Louisiana. Compiled comprehensive history of the project area for the project and aided in the development of a Memorandum of Agreement for the project.			
12/23-07/24	Cultural Resources Survey and Determination of Eligibility of World War I Trenches at Camp Shelby, Mississippi: Compiled history and context to determine the NRHP eligibility of the site.			
01/22-01/22	Grove Place Apartments, New Orleans, Louisiana: Developed a Section 106 Programmatic Agreement for the project.			
02/16-07/18 (on hold)	Florida Avenue Expressway, Orleans and St. Bernard Parishes, Louisiana: Conducted Phase I Cultural Resources Survey and served as historian for the project.			

Thurston H.G. Hahn (cont.)	
06/15-03/17	U.S. 61 Port Gibson Bypass, Claiborne County, Mississippi: Conducted Phase I Cultural Resources Survey and served as historian for the project.
08/12-06/13	Section 106 Adverse Effect Documentation: Chef Menteur Bridge and Approaches, Orleans Parish, Louisiana: Prepared Section 106 Adverse Effect Documentation for the project.
05/10-05/10	Section 106 Adverse Effect Documentation and Memorandum of Agreement for an unnamed hotel and Casino, East Baton Rouge Parish, Louisiana: Prepared Section 106 Adverse Effect Documentation and a memorandum of agreement for the project.
02/03-06/10	Front Street in Natchitoches, Route LA 6 Business, Natchitoches Parish, Louisiana: Conducted cultural resources survey, testing for National Register Eligibility and monitoring of construction activities of the refurbishment of the 1904 brick-paved LA 6 Business in Natchitoches; prepared Section 4(f) statements, memorandum of agreement and cultural resources report; participated in public meetings.
06/04-06/04	New Florida Avenue Bridge over Inner Harbor Navigation Canal, Orleans and St. Bernard Parishes, Louisiana: Prepared Section 106 Adverse Effect Documentation for the project.
10/01-03/04 (2003)	Huey P. Long Bridge Widening, Jefferson Parish, Louisiana: Prepared Section 106 Adverse Effect Documentation for the project.

16. STAFF EXPERIENCE

Firm employed by: The Lakvold Group, LLC				
Name	Angela Lemoine-Lakvold, MAI, SRA, R/W-AC, MBA		Years of relevant experience with this employer	25
Title	Certified General Real Estate Appraiser		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization		MBA / 1998; BS / 1985		
Active registration number / state / expiration date		n/a		
Year registered	1992	Discipline	Louisiana State Certified Real Estate Appraiser #G0575	
Contract role(s) / brief description of responsibilities		(MPR 13) Conceptual Stage Relocation Plan (CSRP)		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Angela began her career with the Louisiana Department of Transportation and Development and has extensive experience in public infrastructure projects, including appraisals for road expansions, pipelines, and Conceptual Stage Relocation Plans (CSRP) as part of the EA for projects in Louisiana and Mississippi. She holds both the MAI and SRA designations from the Appraisal Institute, certified in Right-of-Way Appraisal by the International Right of Way Association (IRWA) and is a General Certified appraiser in the State of Louisiana. She earned a Bachelor's degree in Business and Public Administration from Louisiana State University and an MBA from the University of Louisiana at Lafayette.				
09/14-01/15	State Project No. H.002344, CPP No. 12-CS-HC-0015, East Baton Rouge Parish, Louisiana: Prepared the CSRP for the Perkins Road - Siegen Lane to Highland Road.			
06/15-09/15	State Project No. H.004932 (Design-Build), St. Mary Parish, Louisiana: Prepared the CSRP for the US 90 (Future I-49) La 318 Interchange.			
12/16-02/17	State Project No. H.007970, CPP No. 12-CS-HC-0043, East Baton Rouge Parish, Louisiana: Prepared the CSRP for the Old Hammond Highway (LA 426) Segment 1.			
05/18-08/18	State Project No. H.005734, F.A.P. No. H005734, Livingston Parish, Louisiana: Prepared the CSRP for the LA 447 Corridor Study, Route LA 447			
06/18-12/18	State Project No. H.001271, Natchitoches Parish, Louisiana: Prepared the CSRP for the Cane River Bridge Church Street, Route LA 1-X.			
06/16-10/16	State Project No. H0012308, Livingston Parish, Louisiana: Prepared the CSRP for the Cook Road Imp: LA 16 to Juban Crossing.			

Angela Lemoine-Lakvold (cont.)	
07/19-09/19	State Project No. H.000284 and H.000289, F.A.P. No. H000284 and H000286, St. Tammany Parish, Louisiana and Hancock County, Mississippi: Prepared the CSRP for the US 90 Pearl River Bridges, Route US 90.
05/19-08/19	State Project No. H.009932, F.A.P. No. H009932, Ouachita Parish, Louisiana: Prepared the CSRP for the US 80 Widening: Vancil Road to Well Road
01/18-08/19	State Project No. H.011670 (Design-Build), F.A.P. No. H011670, Jefferson Parish, Louisiana: Prepared the CSRP for the Interstate 10/Loyola Interchange Improvements.
04/24-01/25	State Project No. H.005168, Formerly Legacy State Project No. 700-92-0021, F.A.P. No. DE-9208 (500), New Orleans Gateway Program, Jefferson Highway Rail Crossing Relocation, Jefferson Parish, Louisiana
12/24-01/25	State Project No. H.003931, F.A.P. No. 010121, I10 - Calcasieu River Bridge, Calcasieu Parish, Louisiana

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Steven Hague, PE, SE		Years of relevant experience with this employer	38
Title	Senior Project Director		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization		ME / 1982 / Civil Engineering; BS / 1981 / Civil Engineering		
Active registration number / state / expiration date		28414 / LA / 09-30-2025		
Year registered	1999	Discipline	Civil, Structural	
Contract role(s) / brief description of responsibilities		(MPR 14, 15) Potential Bridge Crossings, Navigational Constraints, Preliminary Cost Estimates, Bridge, Project Management Plan		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 As one of HNTB's leading bridge engineers, Steve brings 40 years of nationwide experience in complex bridge design and construction over major river crossings. His bridge experience includes roadway, rail and pedestrian structures constructed in both steel and concrete. He is responsible for managing multiple office/multiple-firm design assignments, which include specialists for tasks as diverse as wind tunnel studies, site-specific seismology, and geotechnical soil and rock remediation. He has developed the ability to review and coordinate a wide variety of disciplines to ensure that all the necessary pieces of complex design come together to successfully complete each bridge project.				
06/23-06/24	America's River Crossing (I-55) over the Mississippi River, Memphis, Tennessee to West Memphis, Arkansas: Bridge task lead for the planning and NEPA document for the replacement of the I-55 bridge. The existing structure was built in 1949, prior to the interstate system and current seismic design provisions. Responsible for coordination with the USCG, TDOT and ARDOT for the bridge type, pier placement and span configuration for this new crossing. The new bridge will feature a 4-lane (plus two axilliary lanes) cable-stayed bridge with a main span length of 1350 feet.			
07/22-Present	US 17 / SR 404 Spur Bridge (Eugene Talmadge Memorial Bridge) Major Maintenance Project, Georgia DOT, Savannah, Georgia: Senior structural engineer who performed the proof of concept engineering to demonstrate feasibility and independent design reviewer for this \$160 million major maintenance project. This first-of-its-kind project includes replacing 144 grouted stay cables with a state-of-the-art ungrouted stay system. Stay cable replacement will be followed by modifying the bridge profile to provide an additional 20 feet of underclearance for safe passage of larger vessels into the Port of Savannah. The work included structural analyses for stay cable replacement, adjustment of stay cables for the profile change to increase the clearance over the navigation channel, wind tunnel studies to determine the wind effects on the structure at the revised profile and an assessment of structural demand under the revised wind loads.			
12/13-09/15	US 84 Mississippi River Bridge Pin and Link Replacement, Natchez, Mississippi: Senior technical advisor for replacing the pins and link on the cantilever truss bridge. Mr. Hague was responsible for developing the concept to temporarily restrain the bridge supports during the pin and link replacement.			
06/07-06/10	Huey P. Long Widening, New Orleans, Louisiana: Project engineer overseeing the erection engineering and existing bridge analyses for the widening of the 1934 rail and roadway bridge over the Mississippi River. This bridge included a three-span continuous cantilever truss of 1,850 feet and a simple span truss of 531 feet. The bridge was widened with two additional trusses 50.5 feet outboard of the existing trusses, the extension of the roadway floor beams and new portals and sway frames.			

Steven Hague (cont.)

06/07-06/10	Stan Musial Veterans Memorial Bridge (I-70) over the Mississippi River, St. Louis, Missouri : Project manager for the design of a new four-lane crossing of the Mississippi River near downtown St. Louis. This project was the first new bridge constructed connecting downtown St. Louis and southwestern Illinois in more than 40 years and was planned to relieve congestion on the Poplar Street Bridge. This \$265 million project was part of the overall \$640 million program and included a 1,500-foot main-span cable-stayed bridge and approaches on either side. The bridge was designed to initially carry four lanes of traffic; however, if future demands require it, the bridge may be re-stripped to carry six lanes while MoDOT plans a parallel structure immediately downstream. The bridge was designed for a 2,500-year return period earthquake event in the New Madrid Seismic Zone for AASHTO Site Class F soils and for vessel allision forces in the Mississippi River. His responsibilities included managing a design team comprised of 15 consulting firms located in three different locations, as well as coordination between MoDOT and two additional consultants for adjoining projects. He was also responsible for the final technical review and approval for all aspects of the project from the design criteria document to final plan submittal, recommendations for foundation, substructure and superstructure types; key decisions with respect to structural design; review and approval of contractor-submitted design-phase alternative technical concepts (ATCs); USCG, USACE and FAA permits; geotechnical investigation plan and engineering; site-specific seismology; and seismic hazard assessment. The project was designed for HL-93 loads in accordance with AASHTO LRFD Bridge Design Specifications and the first edition of the AASHTO Guide Specifications for LRFD Seismic Bridge Design.
03/01-06/11	Great River Bridge over the Mississippi River, Desha County, Arkansas to Bolivar County, Mississippi: Project manager for new \$360 million, 22,000-foot crossing of the Mississippi River just north of Greenville, Mississippi. The bridge includes a cable-stayed navigation span of 1,520 feet and approach spans of up to 420 feet over the Mississippi River levees. Work included the management of five subconsultants, geotechnical investigation, site-specific seismology and seismic analyses, permitting including the USCG, USACE, and FAA.
02/01-03/04	Old Mississippi River Bridge at Vicksburg, Mississippi: Performed field investigation and evaluation of slope stability and its impact on the east substructure units for the only railroad crossing of the Mississippi River between Memphis, Tennessee, and Baton Rouge, Louisiana.
07/99-07/00	Great River Bridge over the Mississippi River, Desha County, Arkansas to Bolivar County, Mississippi: Responsible for conceptual design, plans, and cost estimates for Mississippi River crossings of five alignment alternatives during the environmental phase of the project, and Project Manager for the final design. The various alternatives include navigation span lengths from 1,000 to 1,400 feet and both roadway and railroad crossings, as well as combined highway/rail options.
06/98-06/10	U.S. 82 over the Mississippi River, Greenville, Mississippi: Responsible for conceptual, preliminary and final design, preparation of cost estimates, the preliminary design report, which was required in the early stages of design, and the final design for this new Mississippi River crossing. Design tasks included wind and seismic analyses; erection analysis, including time dependent effects; vessel collision analysis; and superstructure and substructure member design. Also project manager and SME for the construction inspection including review and approval of the Contractor's bridge design manual. The existing bridge, which was struck by more barge traffic than any other structure on the Mississippi River, was replaced with this former U.S. record 1,378-foot main span cable-stayed bridge in 2010.
06/95-06/96	Sidney Lanier Replacement Bridge over the Brunswick River, Brunswick, Georgia: Responsible for computer modeling and analysis, and superstructure design for this 1,250-foot main span steel cable-stayed bridge in Glynn County, Georgia. This bridge, located on the Atlantic coast, is designed to withstand hurricane force winds and moderate earthquakes.
06/92-06/03	Bill Emerson Memorial Bridge over the Mississippi River, Cape Girardeau, Missouri and Alexander County, Illinois: Project engineer and plan coordinator for this 1,150-foot main span cable-stayed bridge over the Mississippi River. This bridge, located in the New Madrid Fault region, was designed to withstand an earthquake of an approximate magnitude equal to 8.5. Also was assigned to perform wind and time history seismic analyses of the main-span unit and Illinois approaches. The navigation unit is supported on a spread footing-type foundation at Pier 2 and dredged caissons at Piers 3 and 4, while the approach bridge is supported on 106 large-diameter shafts drilled through up to 90 feet of alluvial deposits into limestone. Because of the variable water surface elevation of the Mississippi River, it was necessary to construct a causeway and cofferdam for each of the 10 approach span piers located inside the Illinois levee.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Hans Hutton, PE, SE		Years of relevant experience with this employer	28
Title	Practice Consultant		Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		MS / 1997 / Civil Engineering; BS / 1990 / Civil Engineering		
Active registration number / state / expiration date		38204 / LA / 03-31-2026 17198 / MS / 12-31-2025		
Year registered	2013		Discipline	Civil
Contract role(s) / brief description of responsibilities		(MPR 14, 15) Potential Bridge Crossings		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Hans is a vice president, HNTB Fellow and chief engineer in HNTB's Bridge Department. He has worked with various bridges, including suspension, cable-stayed, arches, trusses, segmental, girder and rigid frames. He has worked with fixed and movable bridges and roadways, railway and pedestrian bridges. He also has experience with various foundations and temporary structures, as well as experience in erection engineering. He has designed bridges over major rivers and other navigable waterways, including the Mississippi, Missouri and Ohio rivers and intercoastal waterways.				
06/23-06/24	I-55 over the Mississippi River, Memphis, Tennessee: Preliminary design of the cable-stayed unit across the Mississippi River. The cable-stayed unit consisted of a 1,350-ft main span with two 540-ft backspans.			
06/22-06/23	US 51 over the Mississippi River, Chester, Illinois: Engineer of record for this 2,846-foot bridge across the Mississippi River. This bridge incorporated a 1,005-foot, six-span prestressed concrete girder unit, a 515-foot, single-span steel plate girder unit, an 820-foot, single-span tied-arch unit, and a 505-foot, two-span steel plate girder unit. The substructure comprised reinforced concrete columns and caps supported on drilled shafts socketed into the bedrock. This bridge spans a navigable waterway. Structural analyses included detailed erection analyses and nonlinear seismic time history analyses. This was a design-build pre-award effort. The overall project cost is estimated to be \$300 million.			
01/21-12/21	I-40 over the Mississippi River, Memphis, Tennessee: Structural analysis of the main spans of the 1,800-foot, two-span trussed arch bridge across the Mississippi River. After a significant fracture in one of the tie-girders was found during a routine inspection, the ARDOT retained HNTB to inspect and evaluate the bridge. This was an emergency assignment as the State closed the bridge to vehicular traffic and the river to marine traffic. Mr. Hutton built a 3-D FE model of the bridge and evaluated it in its fractured state for progressive collapse.			
06/20-06/21	US 169 over the Missouri River, Kansas City, Missouri: Lead bridge engineer for this major interchange and Missouri River crossing that included ten bridges. Two bridges crossing the Missouri River are over 1800 feet long and comprise a series of steel plate girder spans and prestressed concrete girder spans. This is a navigable waterway, and its navigation spans are over 450 feet. The piers were designed for vessel impact. Two bridges are curved flyovers about 1500 feet in length that directly connect I-35 with US 169 and are comprised of steel plate girder and prestressed concrete girder spans. The remainder of the bridges are approaches or smaller flyover bridges that are a combination of curved steel plate girder and prestressed concrete spans. The project employed a variety of reinforced concrete substructures founded on drilled shafts. This MoDOT design build project had a value of \$220 million.			

Hans Hutton (cont.)	
06/08-06/14	I-70 Stan Musial Veterans Memorial Bridge over the Mississippi River, St. Louis, Missouri: Engineer-of-record is leading the design of this 2,700-foot cable-stayed bridge. The three-span, steel, cable-stayed unit incorporated a 1,500-foot main span over the Mississippi River. This bridge incorporated a composite of steel edge girders with a post-tensioned concrete deck. The concrete pylons utilized steel anchor boxes for the anchorage of the stay-cables. This bridge spans a navigable waterway. Structural analyses included detailed erection analyses and nonlinear seismic time history analyses.
06/07-06/08	Huey P. Long Bridge over the Mississippi River, New Orleans, Louisiana: Project engineer responsible for the erection engineering of this project, which involved the addition of eight 528-foot truss panels to the four-span cantilever truss unit over the Mississippi River by employing an innovative truss erection technique. He developed the erection concept and performed the erection analysis and structural design of the stability frame for the erection scheme. He also evaluated the truss spans, strengthening them when required for the temporary conditions.
06/96-06/06	US 82 Mississippi River Bridge, Greenville, Mississippi: Design engineer responsible for the erection analysis and assisting in the design of the main spans of this 783-meter steel, cable-stayed bridge.
07/99-06/02	Great River Bridge over the Mississippi River, Arkansas City, Arkansas: Design engineer responsible for conceptualizing a 22,500-foot parallel railroad bridge over the Mississippi River. Work included the design of the superstructure of the 1,520-foot cable-stayed highway bridge. This bridge included a deck plate girder and through truss, with approach spans of 1,520 feet cable-stayed, the main span being composed of a through truss. Substructure ranged from T-piers on piling to deep dredged caissons.
01/17-12/17	Hale Boggs Memorial Bridge over the Mississippi River, Luling, Louisiana: Subject matter expert and field inspector for the in-depth inspection of this cable-stayed bridge. This is a three-span, cable-stayed bridge with a 1,220-foot main span across the Mississippi River. Fieldwork included structural inspection of the cable-stayed unit and the disassembly and reassembly of the stay-cable friction damping devices.
01/16-12/16	John James Audubon Bridge over the Mississippi River, St. Francisville, Louisiana : Subject matter expert and field inspector for the in-depth inspection of this cable-stayed bridge. This is a three-span, 3,185-foot cable-stayed bridge across the Mississippi River. Fieldwork included structural inspection of the cable-stayed unit and the disassembly and reassembly of the stay-cable friction damping devices.
06/05-06/06	US 90 Bridge over St. Louis Bay, St. Louis, Mississippi: Project engineer who assisted in the design of this 11,200-foot bridge. This was a design-build project in the wake of Hurricane Katrina. This \$267-million 11,200-foot bridge rises 85 feet above the water and comprises 76 spans, typically 155 feet each. The substructure consists of concrete bents and hammer-head piers supported by concrete displacement piles. The typical superstructure consists of prestressed 78-inch bulb tees, with the main unit consisting of spliced, post-tensioned, 78-inch haunched bulb tees.
01/04-12/04	I-435 Bridge over the Missouri River, Kansas City, Missouri: Assisted in the fatigue evaluation, retrofit design and redundancy study of this 3,620-foot composite, steel plate girder bridge.

16. STAFF EXPERIENCE

Firm employed by: Ardaman & Associates, Inc.				
Name	Megan Bourgeois, PE		Years of relevant experience with this employer	18
Title	Project Engineer / Assistant Branch Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2006 / Civil Engineering Traffic Control Supervisor / LA / 6-21-2028, DOTD Flagger / LA / 8-14-2028 Certified NHI Drilled Shaft Inspector		
Active registration number / state / expiration date		0036725 / LA / 03-31-2026		
Year registered	2011	Discipline	Civil	
Contract role(s) / brief description of responsibilities		(MPR 16, 17) Geotechnical Investigation, Geotech		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
		Ms. Bourgeois has more than 18 years of experience with countless types of foundation design including shallow foundations, embankment settlement analysis, pile and drilled shaft foundation analysis, LRFD design, slope stability (embankment and excavation) and pump stations. She also has extensive experience with geotechnical instrumentation, installation and monitoring, and construction phase testing and laboratory management. She has managed numerous geotechnical investigations and design evaluations, managed laboratory testing programs, while also serving as Ardaman's program manager for many LADOTD projects for bridges and roadways throughout Louisiana. Ms. Bourgeois also serves as the director of our geotechnical engineering laboratory in Baton Rouge. In this role, she supervises the laboratory manager, oversees testing, provides guidance to laboratory staff, and ensures appropriate protocol is followed and deadlines are met in addition to providing training material and maintaining all laboratory certifications, including AMRL, CCRL, DEQ & USACE.		
10/09-Present	SP NO. H.004646.5 / I-20 Mississippi River Bridge Review: Vicksburg, Mississippi: Project Manager. Ms. Bourgeois manages this multi-million-dollar, high risk, high technical needs, high visibility project consisting of investigating movement of the I-20 Bridge in Vicksburg, MS. She managed a highly technical team including academia, experts, including internationally recognized geotechnical engineers, geohydrologists, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and personally oversaw a comprehensive laboratory testing program and was involved in refining the geotechnical site characterization for the bank/bluff where there was evidence of shifting creating movement in the bridge structure. The specialized testing, she personally performed or managed included x-ray diffraction, x-ray scanning of unextruded samples to identify existing shearing planes and stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation program for this project including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, Ms. Bourgeois performed seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures including design and evaluation of large foundation structures and developed technically feasible solutions to mitigate ground movement. She co-authored the geotechnical analysis and design report.			
10/18-06/21	SP NO. H.000263 / Chef Menteur Pass Bridge & Approach: Orleans Parish, Louisiana: Project Manager. Managed and oversaw all aspects of an extensive field investigation program which included 37 deep soil borings, including borings to depths of over 200 feet in over 80 feet of high flow water. Ms. Bourgeois also managed a laboratory testing program to provide geotechnical characterization data for use in design of deep foundations and embankments, oversaw the field resistivity (geophysical survey) testing program, and developed the data report.			

Megan Bourgeois (cont.)	
04/21-Present	SP NOs. 700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257 / Rural Bridge Initiative Phase II: West Feliciana, East Feliciana, Livingston, St. Bernard Parishes, Louisiana: Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, over various size rivers and creeks.
07/21-Present	SP NO. H.004100.5 / I-10: LA 415 to Essen Lane on I-10 & I-12 (CMAR): Baton Rouge Parish, Louisiana: Project Engineer. Leads technical reviews pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. This is a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles.
07/21-01/22	SP NO. H.003931 / I-10 Calcasieu River Bridge: Calcasieu Parish, Louisiana: Project Manager. Managed all aspects of this project pertaining to coordination of fieldwork including 37 deep soil borings, 39 ECPTs and 13 geophysical survey transects. A majority of the soil borings were completed from a barge over deep water, some from a marsh buggy over shallow water and thick marsh grass. Ms. Bourgeois also managed and oversaw the laboratory testing program and processing and analyzing of the ECPT and ER data. She also assisted with development of a geotechnical database and preparation and submittal of a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under an extremely strict deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to various other interchanges.
2014-2015	Iatt and Nantachie Lake Dams Evaluation & Remediation-LADOTD SP H.010600.5: Grant Parish, Louisiana: Project Manager. Served as project manager for the project that included a geotechnical engineering evaluation of the earthen dams for two lakes in Grant Parish for slope stability issues. Study included initial site reconnaissance, review of available design, construction, inspection and repair documents, collection of additional field and laboratory data and engineering analyses to develop recommendations for repairs and long-term geotechnical performance monitoring.
05/06-12/11	SP NO. 700-29-0112 & 700-29-0130 / LA 1 - Phases 1 & 2: Lafourche Parish, Louisiana: Assistant Project Engineer. This project is the second phase of the 17-mile elevated highway spanning from Golden Meadow to Fourchon. Ms. Bourgeois directed the laboratory testing program to ensure strict adherence to LADOTD standards and managed the drilling operations which included deep borings and CPT soundings in the coastal marshes via airboat-mounted equipment. She oversaw the completion of over 70 soil boring logs and evaluated and presented approximately 300 CPT sounding logs for use in design of pile foundations.
01/23-Present	MRB South GBR: LA 1 to LA 30 Connector. Project Engineer. The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted.
02/20-Present	SP NO. H004791 / Design Support Services LA 23, Belle Chasse Bridge & Tunnel: Plaquemine Parish, Louisiana: Project Engineer/Laboratory Director. Ardaman's scope consists of review and acceptance of all geotechnical services including technical design reports, field documentation, drawings, and RFI's. In addition, Ardaman performs acceptance verification sampling and testing during the construction for soils and concrete. Ms. Bourgeois assisted in review and acceptance of geotechnical services as well served as quality control and review of all acceptance verification sampling and testing during construction.

16. STAFF EXPERIENCE

Firm employed by: Burns Cooley Dennis, Inc.				
Name	Alexis Edgar (Eddie) Templeton, PE		Years of relevant experience with this employer	33
Title	Principal/Senior Geotechnical Engineer		Years of relevant experience with other employer(s)	11
Degree(s) / Years / Specialization		MS / 1984 / Civil Engineering; BS / 1978 / Civil Engineering		
Active registration number / state / expiration date		09128 / MS / December 2026 39422 / LA / March 2026		
Year registered	1984		Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		(MPR 18) Geotechnical Investigations, Geotech		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Mr. Templeton has over 43 years of experience in the geotechnical engineering profession. His advanced education includes a Master’s Degree in Geotechnical Engineering from Mississippi State University. Prior to joining Burns Cooley Dennis, Inc. in 1991, he served for nine years at the Vicksburg District USACE and for two years at Tensar Earth Technologies. He has considerable experience in geotechnical investigation and design for roads and bridges, and landslide characterization and mitigation. His responsibilities have included the planning and coordination of field and laboratory investigations, analyses of driven and cast-in-place pile capacities, the evaluation of embankment stability and settlement, geotechnical instrumentation installation and interpretation, and the design landslide mitigation measures.				
11/01-04/24	I-20 Mississippi River Bridge Pier Movements, Warren County, Mississippi: The I-20 Mississippi River Bridge was built in the late 1960s and early 1970s. Piers E-1 and E-2 experienced approximately 4 inches of lateral movement during the period from March 2000 to March 2002. BCD performed geotechnical investigations, instrumentation installation and monitoring, geologic explorations, and analyses as a sub-consultant to Modjeski and Masters, Inc. The explorations determined that the piers extend through an ancient landslide with a basal surface of sliding about 10 ft above the bearing level of Piers E-1 and E-2. The basal plane of sliding is in a stratum of high plasticity clay in the Forest Hill formation. The western limits of the unstable mass were established, and preliminary analyses were completed for several potential mitigation measures.			
02/05-11/06	Signal Hill Landslide, Warren County, Mississippi: Evidence of landslide activity at the site was initially observed in 1977 shortly after construction of the US Hwy 61 4-lane bypass. Construction of an earthen berm in 1978 reduced the rate of movement dramatically. However, small intermittent movements continued, requiring occasional resurfacing of the southbound lanes. The rate of movement increased significantly in 2004, and an in-depth investigation of the landslide was initiated by MDOT. BCD was retained to assist in the field and laboratory investigations, to evaluate alternative remediation techniques, and to prepare the detailed design of the recommended stabilization system. The landslide impacts 15 acres, including 0.25 miles of US Hwy 61. The maximum depth of sliding is 70 ft in the Buccatunna Clay Formation. BCD recommended and designed a permanent ground anchor/buried anchor block stabilization system. The stabilization system includes 5 rows of anchors that provide a total anchor force of 97,000 kips. Anchor lengths range up to 260 ft.			
09/2023-11/2023	I-20 Dick Hall Hospitality Station/Welcome Center, Warren County, Mississippi: Geotechnical engineering services were provided for the replacement of the Mississippi Welcome Center. The facility is situated between the I-20 Mississippi River Bridge and the Highway 80 Mississippi River Bridge on the bluff overlooking the Mississippi River. Construction of the existing facility began in January 1980 and was completed in July 1982. The slopes in the vicinity of the project have a long history of instability. Prior to construction of the existing welcome center, ground improvement elements were constructed in the slope west of the building to improve slope stability. The ground improvement elements consist of 4-ft diameter stone columns spaced at 7 ft on center in a triangular pattern. BCD performed geotechnical explorations and analyses related to the construction of a new facility at the site.			

Alexis Edgar Templeton (cont.)

08/2019-01/2021	Reunion Parkway / I-55 Interchange, Madison County, Mississippi: Geotechnical investigation and analyses for the design of the proposed Reunion Parkway bridge over I-55 in Madison County, Mississippi. The bridge will have a total length of about 235 ft and will consist of two pre-stressed concrete beam spans. The abutments are to be supported on driven steel pipe piles, and the interior bents are to be supported on drilled shafts. The approach embankments will have a maximum height of about 25 ft. Anchored soldier beam and lagging walls will form the abutments. Services included: borings; laboratory testing; embankment settlement and stability analyses, axial pile/shaft capacity, and design of the retaining walls.
08/15-04/22	Pearson Road from Richland Creek to SR 468, Bridge over Kansas City Southern Railroad, Rankin County, Mississippi: Geotechnical investigation and analyses for the design of the proposed Lake Harbour Drive Extension bridge over I-55 in Madison County, Mississippi. The bridge has a total length of about 180 ft and consists of four pre-stressed concrete beam spans. The abutments are supported on driven steel H- piles. The approach embankments have a maximum height of about 27 ft. MSE retaining walls with a maximum height of 31 ft were required along the flanks of the east and west approach embankments near the bridge ends.
10/13-08/20	Lake Harbour Drive Extension, Madison County, Mississippi: Geotechnical investigation and analyses for the design of the proposed Lake Harbour Drive Extension bridge over I-55 in Madison County, Mississippi. The bridge has a total length of about 415 ft and consists of four pre-stressed concrete beam spans. The abutments are supported on driven steel H- piles, and the interior bents are supported on drilled shafts. The approach embankments have a maximum height of about 27 ft. Cantilever retaining walls with a maximum height of 15 ft were required along the flanks of the east and west approach embankments near the bridge ends.
10/13-08/20	Warren County Port, Warren County, Mississippi: Geotechnical investigation and analyses for the design of a new port facility on a 1,700-acre tract along the left descending bank of the Mississippi River just south of the mouth of Hennessey Bayou. The port facility will include a slackwater slip, mooring structures, building pads, realignment of Hennessey Bayou, and approximately 7.7 miles of flood protection levee. The site is situated in the Mississippi River alluvial plain. BCD performed geotechnical and geologic explorations, including borings and CPT's, with maximum boring depths of 200 ft. Analyses included stability analyses of the proposed levee and excavated slopes for the slackwater slip and realigned bayou, and underseepage and settlement analyses for the levee.

16. STAFF EXPERIENCE

Firm employed by: Burns Cooley Dennis, Inc.				
Name	Michael J. Wright, RPG		Years of relevant experience with this employer	5
Title	Geologist		Years of relevant experience with other employer(s)	40
Degree(s) / Years / Specialization		BS / 1980 / Geology		
Active registration number / state / expiration date		0241 / MS / December 2025		
Year registered	1999	Discipline	Geologist	
Contract role(s) / brief description of responsibilities		(MPR 19) Geotechnical Investigations, Geology		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Michael served as Executive Director for the Mississippi State Board of Registered Professional Geologists; Jackson, Mississippi: Responsible for the daily operations and management of the functions of the Board, including budget preparation, registration and enrollment of applicants, processing complaints for unlicensed practice, accounting, purchasing, approving applicants for and administering professional licensing exams, conducting Board meetings, and website management. Michael served as Geologist IV for the Geotechnical Branch of the Materials Division of the Mississippi Department of Transportation; Jackson, Mississippi: Responsible for the operation and supervision of 2 geotechnical drill crews for the investigations of bridge sites, retaining walls, hydraulic structures, landslides, and cut and fill sections associated with the State's highway system. These responsibilities include the development of drilling plans, design, installation and monitoring of piezometers and slope indicators, lithological characterizations of samples for testing, and review and finalize lithological logs including GPS locations. Administrative responsibilities include preparing budgets, purchasing supplies and equipment, maintaining detailed equipment and personnel records, and developing and maintain geotechnical databases. Additional responsibilities include: seismic monitoring of bridges during explosive demolition; electrical logging of geotechnical borings; investigation of geotechnical problems involving pavement failure, siltation, levee failures, and erosion.			
04/91-07/94	U.S. 61 Yokena Landslides, Warren County, Mississippi: The 10+ acre slides were located on the Loess Bluff which borders the Mississippi River. The slides developed after U.S. 61 was 4-laned a few years earlier. Two lanes were added to the Bluff side of U.S. 61 which resulted in the toe of the Bluff being removed. Removal of the toe of the slope, a high water table in the Loess silt (the main component of the Bluff), old slides, and lateral and transverse faults each contributed to the instability of the Bluff both prior to and after the highway construction. Repair of the slide required a combination of slope changes, excavation of the failed material, and interconnected drilled shafts back-filled with sand and gravel to serve as vertical drains. Horizontal drain pipes were used to remove the water from the shafts.			
05/93-06/96	U.S. 90 over East Pascagoula River, Mississippi: Geotechnical investigation for relocated U.S. 90 over the East Pascagoula River - a structural high rise to replace the existing drawbridge. Design criteria for the bridge warranted additional information to finalize the foundation recommendations. Conceptual plans were developed for a pre-design load test project which included driven pre-stressed piles, multiple sizes of post-tension pipe piles (large diameter), and multiple sizes of drilled shafts. Osterberg load cell load testing was completed for each foundation type.			
06/96-06/02	U.S. 82 over the Mississippi River at Greenville, Mississippi: Geotechnical borings in the Mississippi River for the river piers and approach piers were supervised by MDOT Geotechnical Branch during the design phase. The drilled shaft construction and load testing for the river piers and approach piers during the early phases of the construction			

Michael J. Wright (cont.)

10/98-10/99	U.S. 90 Over East Pascagoula River Load Test Project, Mississippi: Design plans were reviewed for the pre-design load test project which included axial load testing of each foundation type, and dynamic and static lateral testing of pile and shaft groups. The load test project was conducted in the river to accurately reflect site conditions. Geotechnical aspects of the construction including the instrumentation of piles, shafts, and pipe piles were monitored. Load testing of the piles, shafts, and pipe piles was supervised. Dynamic axial load testing (driving) of the drilled shafts, supplemental axial load tests on piles and shafts in the foundation groups, and static and dynamic testing of pile and shaft groups were supervised and monitored. World records achieved in both the static and dynamic lateral load tests. This project, its designers, and contractors were nominees for the 1999 NOVA Award - The NOVA Award is an international recognition for innovative construction techniques. The nomination was for the method of applying full-scale dynamic loads to model ship impact loading conditions on bridge foundations.
11/04-04/07	U.S. 61 Signal Hill Landslide, Warren County, Mississippi: The 15+ acre slide was located on the Loess Bluff which borders the Mississippi River. The landslide which was first observed in 1977 when it was threatening the newly constructed U.S. 61 bypass. Repairs in 1978 were limited by right-of-way restrictions. Significant movement in 2004 required a detailed geotechnical investigation which included over 50 borings, slope inclinometers, and piezometers. Detailed geological cross-sections were developed for the slide and the failure surfaces were defined. Burns Cooley Dennis was retained by MDOT to develop plans to stabilize the slide within the existing right-of-way. Two hundred fifty-two permanent ground anchors and blocks were used to stabilize the slide. At that time, this was reportedly the largest project of its kind.

16. STAFF EXPERIENCE

Firm employed by: The Seamen's Church Institute, Center for Maritime Education				
Name	Stephen J. Polk, Captain		Years of relevant experience with this employer	17
Title	Director, Center for Maritime Education		Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization		BS/ 1997 / Marine Transportation, licensed USCG Master of Towing Vessels		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		(MPR 20) Navigational Constraints, Commitments/Mitigation/Permits,		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Stephen oversees center operations for facilities in Houston, TX and Paducah, KY, managing a staff of 12 people. He has experience on towing vessels, container ships, MODU's, product tankers, and crude oil tankers. Stephen is a US Navy veteran; serving 12 years in the US Navy and was honorably discharged as Lieutenant Commander (LCDR) in 2009. At SCI, Stephen actively teaches and manages training for Inland and Sea going mariners on vessels ranging from tugboats to supertankers. Stephen has been at SCI for 17 years and more recently has extensive experience performing feasibility studies. His previous experience on engineering projects includes: 12 dock projects, 6 bridge projects, and 10 port studies. SCI's mission is to provide training and simulation for customers needing customized training to reduce operational risks and close gaps. Stephen oversees port projects and feasibility studies for engineering firms to ensure the stakeholder needs are met.				
06/17-09/17	Smithland Bridge, Smithland, Kentucky: Hired by Stantec, as a sub-consulting, SCI developed a navigational simulation to test the feasibility of a new bridge across the Cumberland River along US 60 near Smithland in Livingston County, Kentucky. The objective of the simulation exercise was to define the best location, and pier configuration for the newly proposed bridge.			
05/17-10/17	IA-9 Bridge, Lansing Bridge, Lansing, Iowa: Hired by Burns and McDonnell, as a sub-consultant, SCI developed the new bridge in Lansing, IA to replace the aging Blackhawk Bridge across the Mississippi River. The 5-day study aimed to define the best location of a bridge for four proposed options and ideal pier spacing configurations for a future river crossing.			
04/17-08/17	I-69 Corridor, I-69 Bridge, Evansville, Indiana: Hired by Stantec and Parsons, the 5-day simulation study evaluated four proposed locations and various pier spacing configurations for a proposed bridge on the Ohio River.			
11/18-03/20	US-51, Cairo Bridge, Cairo, Illinois: Hired by Michael Baker International, the 5-day simulation study evaluated three proposed locations and various pier spacing configurations for a replacement bridge on the Ohio River.			
03/21-11/21	US-49, I-49 Project, Barling, Arkansas: Hired by HNTB, the 5-day simulation study evaluated various pier spacing configurations for a connector bridge, new bridge on the Arkansas River.			
12/22-04/23	Pelican Island Causeway Bridge, Galveston, Texas: Hired by Michael Baker International and TXDOT, the 1-day simulation study evaluated various pier spacing configurations for a replacement bridge on the Galveston Ship Channel, near the Gulf Intercoastal Waterway.			

16. STAFF EXPERIENCE

Firm employed by: Vectura Consulting Services, LLC				
Name	Sheelagh "Brin" Ferlito, PE, PTOE		Years of relevant experience with this employer	9
Title	Supervisor-Eng		Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization		B.S. / 1988 / Civil Engineer		
Active registration number / state / expiration date		PE. 0025383 / LA / 09-30-2025		
Year registered	1993	Discipline	Civil	
Contract role(s) / brief description of responsibilities		(MPR 21) Traffic Modeling, Traffic		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Brin has performed traffic engineering services for over 30 years in Louisiana. Her services include traffic data collection, traffic studies, pedestrian crosswalk studies, safety studies, traffic simulation modeling, traffic signal design, and highway sign design. She has designed over 170 traffic signals in the state of Louisiana. Her signal design experience includes coordination with the FAA, Railroads, DOTD and the City-Parish. She also has a deep understanding of pedestrian signalization, crosswalks, and ADA ramps design process. Brin has also developed temporary traffic signal plans for the sequence of construction of numerous roundabouts across the state of Louisiana. As demonstrated in her resume, she possesses the knowledge and skillset to perform all required traffic tasks as specified in the RFQ.				
07/21-Present	H.007160 - EBR Computerized Traffic Signal, Phase VB, Baton Rouge, Louisiana: Task leader for Vectura for the Construction Engineering and Inspection of 24 traffic signals. Brin oversaw the review of signal mast arm shop drawings to assist the City-Parish of Baton Rouge in accepting the manufactured poles. Brin and Reece, with the DOTD, City-Parish and the Contractor conducted field visits to confirm pole foundation locations.			
07/19-Present	MOVEBR New Capacity Projects Program Management, Baton Rouge, Louisiana: Lead traffic engineer for entire the New Capacity Projects program management team. All traffic engineering scope of services, traffic / speed data collection, traffic design studies, safety studies, and traffic signal design plans are reviewed by Brin. She is in constant communication with the Traffic Engineering staff of DOTD and EBR Traffic Engineering Department. She understands the current requirements for all aspects of traffic engineering projects.			
07/19-Present	H.004791 DOTD Belle Chasse Bridge & Tunnel Replacement PPP, Belle Chasse, Louisiana: PM for the temporary and permanent traffic signal plans for the intersections of LA 23 at Burmaster St and at Engineers Rd. She based her traffic signal plans on design year volumes that were developed using growth rates from the New Orleans Regional Planning Commission Travel Demand Model. This project is the first ever Public-Private-Partnership performed by DOTD.			
09/20-12/21	H.010960.5 LA 30 Roundabouts at Tanger I-10, Ascension Parish, LA: PM for the design of temporary traffic signal plans that will be implemented during the roundabout construction along LA 30 in Gonzales, LA. The project involves replacing three existing signalized intersections with multilane roundabouts along LA 30 at I-10 Interchange ramps and at Tanger Boulevard. Vectura also developed signal timing plans for each phase of the construction to maintain progression along LA 30.			

Sheelagh “Brin” Ferlito (cont.)	
07/18-04/19	LA 1 Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Design West Baton Rouge Parish, Addis, Louisiana: Traffic lead for the Pedestrian Crosswalk Study and Traffic Signal Construction Plans for the intersection of LA 1 at LA 990 in Addis, LA. The study was based on DOTD Traffic Engineering Manual Crosswalk Guidelines followed by traffic signal design plans based on DOTD requirements. The study included traffic and pedestrian traffic data collection, a speed study, crash analyses, intersection analyses and progression analyses. The signal plans included pedestrian signal equipment, signal timing parameter calculations, crosswalk striping, signs, DOTD pay items, estimated quantities, and construction cost. Brin also assisted with the Parish with the DOTD Permit Request for Intersection Control Devices on a State Right of Way.
09/17-04/18	US 11 at US 190 Bus. (Fremaux Ave.) Pedestrian Crosswalk Study and Traffic / Pedestrian Signal Equipment Design Slidell, Louisiana: Traffic lead who developed a formal traffic study for a proposed crosswalk with pedestrian traffic signal equipment and pedestrian clearance timings based on DOTD requirements. Brin assisted with vehicle and pedestrian data collection, spot speed study, analyzed 3-year intersection crash data and developed signal timing for pedestrians to cross the street. From the design study, a set of Traffic Signal Modification Plans were developed to implement the recommended alternative.
08/15-05/17	Enhancing Guidance for Evacuation Time Estimate Studies, Nuclear Regulatory Commission, Rockville, Maryland: Traffic lead who conducted an applied research study of U.S. Nuclear Regulatory Commission guidance for developing evacuation time estimate studies and produced a technical basis for revision of NUREG/CR-7002 “Criteria for Development of Evacuation Time Estimate Studies” in support of the 2020 update of ETEs. Specifically, Brin was the lead VISSIM modeler for the “large” population models, which consisted of a 20-mile radius model. The VISSIM model input included traffic volumes distributed over 8 hours, highway and intersection lane geometry using links and connectors, conflict areas, traffic signal and stop control and speed. Brin also developed Dynamic Traffic Assignment code to simulate that fastest route out of the evacuated zone.
04/14-12/14	H.002301 Signal Design for N. Sherwood Forest Dr. Widening Project, Baton Rouge, Louisiana: Project engineer, responsible for data collection and design for three signalized intersections as part of a road widening project as per EBR DPW and DOTD requirements. Ms. Ferlito developed the traffic signal equipment, signal timing and communication construction plans, special provision specifications, quantities, and cost estimate. She also performed tasks to develop the striping plans and sequence of construction plans which included temporary signal equipment placement due to lane shifts during construction.
07/12-03/14	EBR 03-TS-CI-0026 CE&I for EBR Traffic Signal Systems Jefferson Highway Construction, Baton Rouge, Louisiana: Project Resident Engineer on behalf of EBR for performing CE&I services for the construction of 11 traffic signals. She maintained records of the contractor's daily operations, coordinated significant events that affected construction progress including utility issues, reviewed shop drawings, conducted monthly progress meetings, recorded daily installed quantities, developed change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into interstate I-12 fiber backbone and ATM / EOC building. She processed all monthly tasks in EBR formats as well as all items on the EBR project closeout checklist.
07/08-09/09	SPN 013-05-0043 CE&I for EBR Traffic Signal Systems Phase IV Construction, Baton Rouge, Louisiana: Project Resident Engineer for DOTD and EBR to perform CE&I services for the construction of 21 traffic signals. She developed the project Sample Plan, maintained records of the contractor's daily operations, coordinated significant events that affected construction progress including utility issues, reviewed shop drawings, conducted monthly progress meetings, recorded daily installed quantities, coordinated concrete sampling for DOTD Materials Lab, developed change orders and monthly contractor pay estimates. She also coordinated with DOTD ITS division for fiber splicing into Airline Highway fiber backbone and ATM / EOC building. She processed all monthly tasks electronically in DOTD Site Manager and in EBR required formats as well as all items on the DOTD Project Closeout Checklist including the 2059 Report.
09/13-04/14	S.P. 700-99-0477 Jefferson Hwy. Signal Design, Baton Rouge, Louisiana: Traffic engineer who designed traffic signal plans for 11 intersections along Jefferson Highway between College Drive and the I-12 On Ramp in Baton Rouge. Design included traffic data collection, traffic signal layout, fiber interconnect layout, fiber splicing diagrams, pedestrian crosswalk layout, and sign layout. Design also included traffic signal synchronization signal timing and pedestrian signal timing. She prepared estimated quantities, preliminary and final signal construction plans, and specifications.
03/05-11/05	Airline Hwy Widening SPN 700-99-0332, Baton Rouge, Louisiana: Traffic engineer who designed 8 traffic signals as part of the Airline Hwy. widening project in Baton Rouge. Her design included traffic data collection, traffic signal equipment, signal synchronization timing, fiber communication, storage length calculations based on queues analyses, special provision specifications, quantities, and cost estimate. This project included fiber design to be the first Baton Rouge project to connect video surveillance images and traffic controller information to the ATM / EOC.

16. STAFF EXPERIENCE

Firm employed by: Vectura Consulting Services, LLC			
Name	Laurence Lucius Lambert, II, PE, PTOE, PTP		Years of relevant experience with this employer
Title	Supervisor-Eng		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		B.S./1997/Civil Engr. M.S./2006/Civil Engr. (Transportation focus) M.B.A./2010	
Active registration number / state / expiration date		PE.0029901 / LA / 3-31-2026	
Year registered	2001	Discipline	Civil
Contract role(s) / brief description of responsibilities		(MPR 21) Traffic Modeling, Traffic	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
 Using a host of modeling software packages, Laurence has analyzed some of the most complicated corridors in the State of Louisiana such as the Pontchartrain Expressway, Veterans Boulevard, and the I-12 corridor to name a few. He is very familiar with the traffic impact study process as he has performed them for both public and private entities. He fully understands the data collection and alternatives analysis components of these studies and will apply this knowledge to this project.			
12/23-08/24	H.972501.1 South Range Road Operations Study Stage 0 Feasibility Study, Tangipahoa Parish, Louisiana: Principal in Charge for a Stage 0 for the Regional Planning Commission (RPC) to evaluate operating conditions of the S. Range Road corridor that included the intersection with Old Covington Highway. The corridor study included traffic data collection, pedestrian / bicycle counts, safety analysis, existing conditions analysis and alternative analysis. The results were summarized in a Stage 0 report.		
05/23-05/24	US 190B/Fremaux Ave Sidewalk Feasibility Study, Slidell, Louisiana: Principal in charge for a sidewalk feasibility study that included data collection, safety analysis, alternative analysis, and a final report.		
07/23-11/23	H.015504.5 CCC Decorative Lighting Level 4 TMP, New Orleans, Louisiana: PM for a Level 4 Traffic Management Plan (TMP) for the Crescent City Connection (CCC). Laurence oversaw the lane closure analysis based on queuing. A safety analysis of the construction zone was also performed to identify any "hot spots". The results were summarized in a report that was reviewed by DOTD.		
04/23-10/23	H.014591.5 I-12: US 61 Bridges Girder Repairs, Baton Rouge, Louisiana: PM for a Level 2 TMP for the interchange of I-12 at US 61. Laurence performed QA/QC for a lane closure analysis based on queuing. A safety analysis of the construction zone was also performed to identify any "hot spots" where Laurence also performed QA/PC. The results were summarized in a report that was reviewed by DOTD.		
04/18-12/21	H.010960.5 LA 30 Roundabouts at Tanger & I-10 Gonzales, Ascension, Louisiana: Quality control lead who reviewed the temporary construction and sequence of construction plans. Vectura also provided Quality Control review of signing and striping plans at 30% and 60% plan sets to ensure the roundabouts conformed to the Pavement Markings Details Sheet PM-09 and the MUTCD details on roundabouts.		
01/23-02/24	H.011504 Alexandria ITS Phase 2, Louisiana: PM for a System Engineering Analysis Report, Engineering Opinion of Probably Construction Cost and Level 2 Transportation Management Plan for the Alexandria area.		

Laurence Lucius Lambert (cont.)	
10/21-03/22	H.013256.5 I-10 ITS Scott to Lake Charles (Lead Traffic Engineer): Lead traffic engineer for a Level 2 Traffic Management Plan (TMP) for the construction of ITS equipment along I-10. The plan included a safety strategy that included a CAT Scan, LOS determination utilizing Citrix data, lane closure recommendations based on a queue analysis and public information strategies.
09/20-04/21	MOVEBR LA 67 (Plank Road) Enhancement Project, Baton Rouge, Louisiana: PM to enhance transit, bicycle, and pedestrian mobility on Plank Road that required both City-Parish and DOTD approval. Laurence evaluated the proposed pedestrian crossings on LA 67 using the DOTD Traffic Engineering Manual pedestrian warrants found in Section 3B.2. Laurence also developed traffic operations evaluation of the traffic study which included traffic signal timing evaluations.
02/20-09/21	College Drive Corridor Enhancement from Perkins Road to I-10, Baton Rouge, Louisiana: PM to develop Chapter 1 (Data Collection), Appendix A (Initial Data Collection), and Appendix B (Final Data Collection) for proposed improvements College Drive. Since the I-10 interchange was included in the study, approval from DOTD was required. Vectura collected, turning movement counts, 85% speed data, travel time runs, queue measurements, field observations, verification of Traffic Signal Inventories, and bicycle / pedestrian / transit observations.
10/17-10/18	H.013025 LA 182 (University Avenue) Corridor Planning Study, Lafayette, Louisiana: Lead transportation engineer for a Corridor Planning Study for LA 182. The scope focused on improving safety and mobility for pedestrian, bicycle, and transit users. Laurence collected AM & PM peak vehicle turning movement counts as well as pedestrian and bicycle counts. Laurence coordinated with the Acadiana Planning Commission to develop growth rates and design year volumes. Laurence then performed Highway Capacity Manual analysis for 5 intersections along the intersection analyses for the signalized and roundabout controlled alternatives. Included in the study was a safety analyses of five intersections and the intermediate segments. Based on the results of the safety analysis, Laurence provided design criteria to the design team for improving safety of pedestrians, bicycles, and vehicles.
02/17-10/17	Judge Tanner Boulevard at N. Causeway Roundabout Study, St. Tammany Parish, Louisiana: Traffic engineer who performed a Stage 0 Feasibility Study for Roundabouts at 4 intersections in Mandeville area. The scope was developed based on EDSMs VI.1.1.1 / VI.1.1.5 and DOTD Traffic Engineering Manual (TEM) Section 20.2. Laurence, along with Brin, collected 7-day, 24-hour counts w/ Classification on mainlines, turning movement counts for morning and evening peak periods and speed data for mainlines. Once the traffic data was collected, Laurence performed traffic signal warrants analyses, performed a Sidra unsignalized, signalized, and roundabout analyses for years 2020 and 2040, AM & PM peak hours. Laurence developed a report that captured all the results.
01/17-07/17	Minnesota Park Road Improvements Traffic Study, Tangipahoa Parish, Louisiana: Task leader for a traffic data collection and intersection analyses of a Stage 0 Feasibility study for Minnesota Park Road in Hammond, LA. Laurence utilized Sidra software to perform a roundabout alternative. The DOTD procedures for utilizing Sidra were followed for this project.
09/16-04/17	H.004957.5 I-12 To Bush - LA 3241 (I-12 - LA 36) Corridor Study, St. Tammany Parish, Louisiana: Lead traffic engineer for a DOTD traffic study for the new LA 3241 alignment with the purpose of obtaining both existing and projected future traffic variables in accordance with standard operating procedures typically performed in these types of analyses. Laurence worked closely with the NORPC and District 62 to develop design year volumes using data the TransCAD model. The traffic study examined concepts that improved the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management. Laurence, along with Brin, collected 7-day, 24-hour counts w/ classification on mainlines, turning movement counts for morning and evening peak periods and speed data for mainlines. Laurence also developed a VISSIM traffic simulation model of the preferred alternative.
06/12-12/12	Ramp Metering Study of I-10 Segment, East Baton Rouge and Ascension Parishes, Louisiana (Project Manager): Task lead who conducted a feasibility study to deploy ramp meters along the Interstate 10 (I-10) Corridor in Baton Rouge between Dalrymple Drive and LA 73. The study consisted of analyzing 17 on-ramps under differing design conditions, which include the following: 2010 Existing, 2012 Without Ramp Meter, 2012 Ramp Meter, and 2012 Ramp Meter with Recommendations. Laurence's role in this project as project manager was to oversee all QA / QC measures and interpret the results from the model. Laurence coordinated with the local agencies to obtain all current proposed projects in the area, which included DOTD I-10 Widening Project Phases 1 and 2, the Green Light Plan (GLP) Essen Lane Widening Project, and the GLP Highland Road Widening Project.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Kate Prejean, PE		Years of relevant experience with this employer	25
Title	Senior Project Manager - Engineering		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2000 / Civil Engineering		
Active registration number / state / expiration date		35036 / LA / 03-31-2026 19264 / MS / 12-31-2025		
Year registered	2009		Discipline	Civil
Contract role(s) / brief description of responsibilities		(MPR 22, 23) Line and Grade / Roadway		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Kate is a senior project manager for HNTB's Baton Rouge office. She has been responsible for highway design on numerous roadway projects for planning studies, including NEPA process studies, public involvement activities, corridor studies and bicycle-pedestrian feasibility studies.				
07/19-Present	MOVEBR Infrastructure Program, Baton Rouge, Louisiana: Director of preconstruction for the \$1.2B program of projects that was separated into a list of capacity and enhancement projects. HNTB, as a sub for the CSRS team, is responsible for the \$800M in capacity infrastructure projects on 40 roadways throughout the parish of East Baton Rouge. As director of preconstruction, she is responsible for ensuring delivery of the projects from conceptual development, selection of design consultants, completion of design study and final design plans, permitting, cost estimating, ROW acquisition, budget tracking, quality assurance and control, coordination with city staff and other stakeholders. The activities include services provided by design consultants and specialty service consultants. She also monitors and coordinates schedule activities, burn rates, invoice review and approvals, and other project control activities. As part of the program, Ms. Prejean supported the development of two grant applications for projects in the program. The City was awarded an INFRA grant for The North Baton Rouge Infrastructure Mobility projects, a group of three projects with a significant regional impact. The award amount was \$59M.			
05/17-04/21	Orleans Parish Urban Systems Program, Martin Luther King Jr. Blvd, New Orleans, Louisiana: Project engineer for the \$6.5M roadway rehabilitation project extending on MLK from St Charles Ave to S Claiborne Ave through the Central City Historic District, responsible for supervising and reviewing the project roadway alignment and engineering final design. Tasks include horizontal geometry submittals for accuracy and compliance with the LADOTD General Specifications and Standard Plans, Roadway Design Guide, the LADOTD Complete Streets Policy, and the City of New Orleans Complete Streets Policy and general construction practices. Coordinates with DOTD and Parish staff for non-standard accessible ramp design and utility-related issues. Design of roadway transit pedestrian islands for transit access, permanent striping including dedicated bike lanes, and lane reduction as justified.			

Kate Prejean (cont.)	
05/17-04/21	Orleans Parish Urban Systems Program, Marconi Drive, MLK Boulevard, Morrison Road I and II Rehabilitation Projects (SPN H.012371, SPN H.012373, SPN H.012370, SPN H.012372), New Orleans, Louisiana : Lead traffic engineer responsible for analyzing traffic operations of various alternative Build configurations using VISSIM for the US-169 bridge over the Missouri River. Alternatives were evaluated compared to owner's concept to determine a cost-effective solution that met Project goals. An Addendum to the Access Justification Report (AJR) was developed based on the Preferred Alternative.
10/08-12/19	I-10 Calcasieu River Bridge NEPA Re-Start, Lake Charles, Louisiana: Project manager responsible for documentation, permit coordination, analysis, stakeholder coordination, quality assurance and control and overall management. This project studied the environmental impacts of widening the existing interstate and bridge over the Calcasieu River through an EIS.
01/18-05/20	I-20 Eastbound over I-55, Jackson, Mississippi: Engineer of record and technical roadway lead for the final roadway approach design for a 15-span prestressed concrete beam bridge. Duties performed include project coordination with the client, coordinating with disciplines and leading the roadway technical decisions and design.
11/17-06/20	I-55 Widening over I-220, Jackson, Mississippi: Project engineer and technical roadway lead for the design project for the complex bridge system and approaches and roadway modifications necessary. Other consultants have told the client that the bridge structure could not be widened. The existing box girder structure has a 9.4 percent cross slope and a low vertical clearance. HNTB designed a way to widen the structure with multiple shallow steel plate girders to carry the load and meet the vertical clearances required. Additional work for construction services, including RFI reviews, shop drawing reviews, and additional contractors' submittal reviews.
11/08-04/16	Biloxi Infrastructure Repair Program, Biloxi, Mississippi: Project engineer on this project, reconciling FEMA project worksheets (PWs), assisting with proposed versioning of PWs, coordination with design engineering consultants, review of design plan phase submittals and project controls efforts. She assisted in updating project schedules, coordinating cost-tracking efforts and coordinating among team members. HNTB worked with the City of Biloxi, FEMA, Mississippi Emergency Management Agency (MEMA) and MSDOT as the program manager for infrastructure improvements to sewer, water and drainage facilities damaged as a result of Hurricane Katrina.

16. STAFF EXPERIENCE

Firm employed by: Forte and Tablada, Inc.				
Name	Bradley S. Holleman, PLS, PE		Years of relevant experience with this employer	4
Title	Senior Vice President, Survey/AMM		Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		BSCE / 2009 / Civil Engineering with Minor in Land Surveying		
Active registration number / state / expiration date		PLS 5082 / LA / 09/30/2026; PE 47165 / LA / 03/31/2027		
Year registered	2012	Discipline	Land Surveying	
Contract role(s) / brief description of responsibilities		(MPR 24) Survey/Lidar Mapping		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Bradley has developed extensive experience in processing and interpreting LiDAR data to generate accurate surface models, meeting the minimum personnel requirement for this contract. He also brings a strong background in Subsurface Utility Engineering (SUE), having performed and managed investigations across all four quality levels (A, B, C, and D). In addition, Mr. Holleman has significant hydrographic surveying experience throughout Louisiana's rivers, lakes, and coastal environments. His well-rounded skillset and leadership have contributed to the successful delivery of numerous LADOTD topographic, LiDAR, SUE and hydrographic surveying projects. Mr. Holleman fulfills the minimum personal requirement (MPR 25) of being a professional land surveyor, registered in the state of Louisiana, having a minimum of five (5) years of experience in developing surface models from LiDAR data.				
05/12-09/12	H.009456 - Tchefuncte River Bridge, Tangipahoa Parish, Louisiana: Surveyor-in-Charge for the topographic survey, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for a bridge replacement over the Tchefuncte River in Tangipahoa Parish. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of the Tchefuncte River.			
09/13-03/14	H.002375 Amite River Bridge Near French Settlement, Livingston Parish, Louisiana: Surveyor-in-Charge for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for constructing a new bridge over Amite River in French Settlement Louisiana to the replace the existing swing bridge. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of the Amite River as well as collecting and utilizing LiDAR data to generate surface and bridge models. This project demonstrates Mr. Holleman's ability to fulfill MPR 25 of having more than five (5) years in developing surface models from LiDAR data.			
12/14-03/16	H.011137 & H.011152- I-12 (LA 21 to LA 59), St. Tammany Parish, Louisiana: Surveyor-in-Charge for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for widening of Interstate 12 from LA 21 to La 59 in St. Tammany Parish. The topographic survey included a hydrographic survey of the Tchefuncte River as well as collecting and utilizing LiDAR data to generate surface and bridge models.			
6/15-12/15	H.011224 US 190 Guardrail / Rutting Repair, Pointe Coupee, Louisiana: Surveyor-in-Charge for the topographic survey and 3D LiDAR scanning. This project was for constructing a replacement guardrail along US 190 in Pointe Coupee Parish due to damage. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey was conducted utilizing mobile LiDAR to generate surface models and guardrail models.			

Bradley S. Holleman (cont.)

06/16-02/17	H.000263 Chef Menteur Pass Bridge, Orleans Parish - Surveyor-in-Charge for the topographic survey, LiDAR scanning, hydrographic survey, existing drainage map and SUE Quality Levels C and D. This project was for the design of new bridge to replace the existing swing bridge on US 90 over Chef Menteur Pass. The work consisted of completing a topographic survey, according to the LA DOTD Location and Survey Manual, including all utilities with depths and all drainage required along with finished floor elevations of all building that fall within the survey limits. The topographic survey included a hydrographic survey of Chef Menteur Pass as well as collecting and utilizing LiDAR data to generate surface and bridge models.
01/18-04/20	H.004100- I-10: LA 415 to Essen Lane, East Baton Rouge Parish, Louisiana: Surveyor-in-Charge for the topographic survey, LiDAR scanning, existing drainage map and SUE Quality Levels B, C and D. 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 of a larger project that extended West to LA 415 and included a team of 4 Survey firms to complete the work on schedule. The topographic survey included collecting and utilizing LiDAR data to generate surface and bridge models.
05/18-04/19	H.012591- I-10: Paris Road Lake Pontchartrain, New Orleans, Louisiana: Surveyor-in-Charge for the topographic survey, Mobile LiDAR scanning and existing drainage map. This project was for the design of Interstate 10 improvements of an 8 mile stretch in New Orleans East. The 8 mile roadway was scanned using mobile LiDAR to generate surface models from the resulting dataset.
01/21-12/22	Contracts 4400010587 - Task Order 18; 4400015237- Task Order 1; 4400021974 - Task Orders 1, 3, and 4- H.003931 - Calcasieu River Bridge (HBI) - Calcasieu Parish, Louisiana: Principal-in-Charge 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. This Survey included four Phases of work, which were completed within a condensed timeline, requiring up to 6 Survey Crews being mobilized in order to meet deadlines for each Phase. The topographic survey included collecting and utilizing LiDAR data to generate surface and bridge models.
06/22-12/22	Crescent city Connection Bridges Hydrographic Survey, New Orleans, Louisiana: Principal-in-Charge for the multibeam hydrographic survey on the Crescent City Connection bridges in New Orleans, LA. The focus of the project was to document 2 piers, scour/debris, and produce sounding tables at increments upstream and downstream of each pier. In order to capture the necessary vertical information on the 2 pier structures, the R2Sonic 2022 was tilted to 30 degrees, allowing data capture from the waterline down. A full multibeam survey from approximately 350' upstream and downstream was performed giving a comprehensive look at the water bottom around the bridge.
01/23-01/24	Contract 4400021974 - Task Order 2- H.014218 US190-Livingston Parish Line, East Baton Rouge Parish, Louisiana: Principal-in-Charge for this project providing topographic survey, Mobile LiDAR, and drainage mapping. This project is in a dense urban area and includes approximately 4 miles of a 4 lane highway. The purpose of the project is to complete a road overlay and drainage improvements. The topographic survey included collecting mobile LiDAR throughout the entire project length to generate surface models of US 190.
02/25-Present	Contract 4400021974- Task Order 13- H.016278- US 167: Median Improvements, Vermilion Parish, Louisiana: Principal-in-Charge for providing topographic and Mobile LiDAR surveying for improvements of US 167. The survey included over 2 miles along a divided 4 lane highway in a rural area. The topographic survey includes collecting and utilizing LiDAR data to generate surface models.
07/23-Present	Mid Barataria Sediment Diversion, Plaquemines Parish, Louisiana: Principal-in-Charge of the Survey QA team for the construction of the Mid Barataria Sediment Diversion project. The QA component of this project involves conducting bi-weekly LiDAR UAV flights to generate surface models for construction pay application verification.

16. STAFF EXPERIENCE

Firm employed by: Forte and Tablada, Inc.			
Name	Ross Wilson, PLS		Years of relevant experience with this employer
Title	Senior Professional Land Surveyor		Years of relevant experience with other employer(s)
Degree(s) / Years / Specialization		BS / 2010 / Geomatics	
Active registration number / state / expiration date		PLS 5148 / LA / 03/31/2026; Also Registered PLS in TX, MS, AR, FL, KY, TN, GA	
Year registered	2015	Discipline	Land Surveying
Contract role(s) / brief description of responsibilities		(MPR 25) Survey/Lidar Mapping	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
 Ross will serve as PM for topographic surveys during this contract, and in that role he will supervise all field and office work performed on task orders. He will also lead the effort on estimating task orders and producing project deliverables ahead of any project deadlines. He will be responsible for all QA/QC efforts from beginning to end of each task order, including the final project deliverables. Ross has 12 years of experience of managing field crews and office work on on-system LADOTD Topographic Surveys, with 9 years being the Professional Surveyor in Charge on these projects. He has managed 37 task orders under 3 separate Topographic IDIQ Contracts with LADOTD. Mr. Wilson fulfills the MPR #26 of being a professional land surveyor, registered in the state of Louisiana, having a minimum of five (5) years of experience in conducting topographic surveys for DOTD as shown below.			
08/23-Present	Contract 4400025029- 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), East Baton Rouge Parish, Louisiana: Surveyor-in-Charge for topographic surveying and right-of-way mapping services for 13 bridge sites on 2 lane roadways.		
12/21-Present	IDIQ Contract No. 4400021974 for Professional Surveying Services, Statewide with Majority of Work in Districts 03 and 07, Louisiana: Surveyor-in-Charge performing Topographic Surveys for LA DOTD. This contract showcases Mr. Wilson's familiarity with the process of managing LADOTD Survey IDIQ Task Orders from beginning to end. To date, this IDIQ contract has included a total of 9 separate Task Orders for 7 State Highway Projects. Survey tasks included establishing deep rod control monuments, Conventional Topo, Hydrographic Survey, terrestrial and mobile LiDAR Survey, and producing Existing Drainage Maps.		
06/21-Present	Contract 4400019336- 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, Louisiana: Surveyor-in-Charge for topographic surveying and right-of-way mapping services for 20 bridge sites on 2 lane rural roadways.		
08/19-Present	H.011670- I-10/Loyola Interchange Improvements, Kenner, Louisiana: Surveyor-in-Charge providing Topographic Survey, Right- of-Way Survey, Drainage Survey, and Right-of-Way Monument Mapping. 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.		
08/15-Present	H.004273.5 - I-49 Connector, Lafayette Parish, Louisiana: 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.		

Ross Wilson (cont.)	
05/21-12/22	Contracts 4400010587- Task Order 18; 4400015237- Task Order 1; 4400021974- Task Orders 1, 3, and 4- H.003931- Calcasieu River Bridge (HBI), Calcasieu Parish, Louisiana: Surveyor-in-Charge 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. This Survey included four Phases of work, which were completed within a condensed timeline, requiring up to 6 Survey Crews being mobilized in order to meet deadlines for each Phase.
06/17-06/22	Retainer Contract No. 4400010587 for Professional Surveying Services – Statewide with Majority of Work in Districts 02, 03, 07, 61 and 62, Louisiana: Surveyor-in-Charge performing Topographic Surveys for LA DOTD. This contract showcases Mr. Wilson's familiarity with the process of managing LADOTD Survey IDIQ Task Orders from beginning to end. This Retainer contract included a total of 18 separate Task Orders for 11 State Highway Projects. Survey tasks included establishing deep rod control monuments, Conventional Topo, Hydrographic Survey, terrestrial and mobile LiDAR Survey, and producing Existing Drainage Maps.
06/20-03/22	Contract 4400017598- 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, Louisiana: Surveyor-in-Charge for topographic surveying and right-of-way mapping services for 22 bridge sites on 2 lane rural roadways.
01/20-10/20	Contract 4400010587- Task Orders 6, 7, and 8- 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, Louisiana: 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.
12/16-12/19	Retainer Contract No. 4400009387 for Professional Surveying Services – Statewide with Majority of Work in Districts 03 and 07, Louisiana: Surveyor performing Topographic Surveys for LA DOTD. This contract showcases Mr. Wilson's familiarity with the process of managing LADOTD Survey IDIQ Task Orders from beginning to end. This Retainer contract included a total of 5 separate Task Orders for 3 State Highway Projects. Survey tasks included Conventional Topo, Hydrographic Survey, LiDAR Survey, and producing Existing Drainage Maps.
01/18-06/19	Contract 4400012323- H.004100- I-10: LA 415 to Essen Lane to I-10 and I-12, East and West Baton Rouge Parishes - LA DOTD: 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.
10/18-02/19	Contract 4400010587- Task Orders 2, 3, 4, 5, and 10- H.012343 Sunshine Bridge Repair, St. James Parish, Louisiana: Surveyor-in-Charge responsible for establishing survey control on and near the Sunshine Bridge to use conventional and terrestrial LiDAR scanning methods to monitor the damage on the bridge. This project showcases Forte and Tablada's capability of quick response to an emergency task order.
10/12-03/13	H.009250 I-10: Highland to LA 73, East Baton Rouge and Ascension Parishes, Louisiana: Survey Manager for the topographic survey and Terrestrial LiDAR of approximately 7.0 miles to widen Interstate 10.

16. STAFF EXPERIENCE

Firm employed by: Krebs Corporation			
Name	Rick Krebs	Years of relevant experience with this employer	9
Title	Principal/Project Manager/Team Lead	Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization		B.S. Construction Management, B.A. Business Administration, Washington State University 1989	
Active registration number / state / expiration date		n/a	
Year registered	n/a	Discipline	n/a
Contract role(s) / brief description of responsibilities		(MPR 26) Preliminary Cost Estimates, Detailed Cost Estimates	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
 Rick has 36 years' experience in the heavy civil construction industry. He began as an entry level engineer for and progressed to Area Manager. He began his career and worked with Kiewit for 10 years, then Granite as PM and area manager for three years then as an area manager for a mid-size utility contractor in Salt Lake. Rick has worked in Washington, Oregon, California, Utah, Alaska, Massachusetts, Texas, Louisiana, Georgia, Arizona and Wyoming. Since 2007, he has provided independent cost estimating, constructability reviews, value engineering, risk assessments and change order and price negotiations on large heavy civil and transit projects.			
03/21-Present	Louisiana DOTD I-10 Reconstruction Project, Baton Rouge, Louisiana: This \$1.1 billion CMAR project for the Louisiana DOTD involves multiple stages or work packages for the reconstruction and widening of Interstate 10 through the heart of Baton Rouge. Rick is providing oversight, negotiation and bid review support on behalf of the DOTD. Rick provides consultation to the DOTD regarding risk, estimate review items, negotiation strategies and overall markups. The project entails major roadway reconstruction, bridge replacement and widenings, drainage improvements, sound wall construction, retaining walls, significant traffic phasing and MOT, limited right-of-way and multiple stakeholders to work with.		
06/18-Present	Caltrans SB-101 Widening Project, Santa Barbara, California: This \$500+ million CMGC project for Caltrans involves six stages or work packages for the widening of Highway 101 in Santa Barbara, CA. Rick is providing oversight, negotiation and bid review support on behalf of Caltrans. Rick provides consultation to Caltrans regarding risk, estimate review items and overall markups. The project entails major roadway reconstruction, bridge replacement and widenings, drainage improvements, sound wall construction, concrete batching and paving and traffic control.		
03/16-Present	Sound Transit E130, E335, L200 and L300 Projects, Seattle, Washington: These four complex GCCM projects are located in Seattle and Bellevue. Rick's role is to provide independent cost estimating support for the project, lead the cost reviews and ultimately lead the MACC negotiations on behalf of Sound Transit. The \$3 billion light rail projects are located in very tight corridors and interfaces with a tunnel project and over an existing floating bridge. All facets of heavy civil and light rail construction are included in these complicated, urban projects. Rick is providing consultation and change order support during construction.		

Rick Krebs (cont.)	
03/15-12/22	SANDAG Mid Coast Light Rail Projects, San Diego, California: There are four CMGC projects for SANDAG with a combined construction value of nearly \$2 billion. Rick's role was to provide independent cost estimating support for the project, lead the cost reviews and negotiations as the ICE. The projects have completed construction after successful CMGC negotiations and Krebs provided change order support after the GMP during construction. The project is located in tight corridor adjacent to I-5 in San Diego. All major civil construction work types required of this project.
08/06-09/15	Utah Transit Agency Frontlines 2015 Program, Salt Lake City, Utah: This overall rail expansion program was valued at \$1.3 billion and consisted of 5 projects, three of which were CMGC and two were design build. The expansion included 4 light rail (23 miles) and 1 commuter rail (44 miles). All facets of heavy civil construction were required including earthwork, structure construction, retaining walls, street reconstruction, rail construction, systems construction and many others. Rick lead the ICE team throughout the cost estimating process - which includes agreeing to rates, subcontractor and material pricing, quantity takeoffs, reconciliations, estimate preparation and estimate reviews. Our team performed bottoms-up production based estimates at 30%, 60%, 90% and 100% design phases. Rick was also involved in risk identification, assessment and mitigation analysis. As Contract Manager, Rick was responsible to assign and manage estimating resources to properly complete our assignments, compile and submit project deliverables, maintain project files and assure quality control process is implemented.
07/05-08/06	Hideout Canyon Development, Kamas, Utah: Vice President of Operations - Managed all construction activities of golf development near Kamas. Responsible for completing all construction in timely manner and maintain positive relations with County and Jordanelle Special Service District.
01/01-06/05	COP Construction Co., Various Projects, Salt Lake City, Utah: Area Manager/PM for all construction operations in Utah and Southwest Wyoming. Responsible to staff and allocate resources to projects to ensure timely completion and profitability. Perform estimate reviews and generate change orders to ensure accuracy and reasonableness. Develop business plans and client relationships for current and potential clients. Ultimately responsible for profitability and safety performance of area.
02/99-12/01	Granite Construction Company, Various Projects, Salt Lake City, Utah: Area manager, PM and estimator responsible for obtaining and managing public and private projects in Summit and Wasatch counties. Estimated and negotiated potential work operations in the area. Structures manager for \$45 million Deer Crest development and oversaw all bridge, soil nailing, drilled pier and Hilfiker MSE wall construction on project.
05/89-01/99	Kiewit Companies, Various Projects, Vancouver, Washington: PM, superintendent and project engineer who performed various engineering duties including quantities, pay apps, ordering materials, sub coordination and others and progressed to job superintendent. Superintendent duties included being ultimately responsible to manage and schedule resources to safely construct a variety of projects in Washington, Oregon, California and Utah. Rick was the Grading Project Manager and responsible to oversee all grading activities on the Downtown segment of the \$1.3 billion I-15 design-build reconstruction project in Salt Lake City. Cost estimating an integral part of duties for the multibillion dollar company.



KEY PERSONNEL

Information

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Josh Porter, PE		Years of relevant experience with this employer	9
Title	Bridge Project Manager		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		BS / 2010 / Civil Engineering		
Active registration number / state / expiration date		#39513 / Louisiana / 09-30-2025		
Year registered	2015	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Screening Methodology, Potential Bridge Crossings, Bridge		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Josh has extensive experience in project management and delivery of LADOTD projects which include bridge design and rehabilitation, roadway and drainage work, railroad relocation, temporary traffic control, geotechnical exploration and design, and survey. He has experience leading the development of preliminary and final plans, being the point of contact for construction related engineering services, answering contractor questions and RFI's, developing cost estimates for a wide variety of projects, participating in value engineering studies, and leading various evaluation studies. He has extensive experience in working with LADOTD in developing task orders for IDIQ contracts including Alternative Delivery IDIQ, Bridge Preservation IDIQ, Bridge Inspection IDIQ, and Bridge Load Rating IDIQ.				
02/22-Present	I-10 Calcasieu (HBI) Early Works Package, Calcasieu Parish, Louisiana: PM on a multi-disciplined project to develop an early works package to facilitate the construction of the replacement of the existing I-10 bridge over the Calcasieu River. During the environmental and procurement process of the Public Private Partnership (P3) for the replacement structure, several obstacles were identified that would need to be addressed that were outside of the approved scope of the P3. This included rehabilitation of the existing bridge to extend the service life of the existing until the replacement was complete, the relocation of a railroad spur shared by CPKC Railroad (formerly Kansas City Southern) and Union Pacific Railroad, and the addition of a temporary structure to facilitate the relocation of an existing pipe rack. As the PM, Mr. Porter was responsible for coordinating efforts between the task leads including the structures design team, the railroad design team, the roadway design team, a drainage study and design team, a traffic study team, a survey subconsultant, a geotechnical testing subconsultant, and coordinating with the pipe-line owners.			
06/19-06/21	Gramercy Rehabilitation, Louisiana: PM for a bridge painting and rehabilitation project of a major river crossing. Project included inspection of the bridge, bridge rehabilitation of the approach spans, of the main truss spans, painting of the steel approach spans and main truss spans. Developed the construction cost estimate. Participated in the Value Engineering Study initiated by the DOTD.			
06/18-06/22	LA 15 over Boeuf River Bridge, Alto, Louisiana: PM for an off-alignment bridge replacement along LA 15 over the Boeuf River in Alto, Louisiana. The bridge was designed with LG-54 girders on pile caps. The team was tasked with the preliminary and final design of the superstructure, substructure, and foundations. The team coordinated with the DOTD district roadway group that designed the new alignment. Engineering support was provided during construction, along with PDA monitoring and assessment of results.			

Josh Porter (cont.)

06/19-06/21	LA 1 Golden Meadow to Leesville - Phase II C, Leesville, Louisiana: Task leader for the design and plan development of the slab span portion of the structure from grade to over the levee. This task included 81 slab spans of varying widths and geometries to accommodate the T-intersection at the beginning of the bridge. The T-intersection was laid out to accommodate the tolling system that would be required for the structure. Responsibilities included preliminary alignment and layout, superstructure design and details of the slab spans, substructure analysis and plan production, preliminary and final plan development, checking plans and design calculations, and developing quantity and cost estimates.
12/16-05/19	U.S. 80 over I-20, Ouachita Parish, Louisiana: Project task manager for the demolition and replacement of a deficient bridge in northwest Louisiana crossing I-20. Tasked with design checking of the steel girder spans, design of the intermediate bent, design check of the end bents. Also utilized accelerated bridge construction techniques to develop a construction phasing plan limiting the closure of I-20.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Brian Powell, PE		Years of relevant experience with this employer	23
Title	Principal / Senior Geotechnical		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		MS / 2007 / Civil Engineering BS / 2002 / Civil Engineering		
Active registration number / state / expiration date		30040 / LA / 09-30-2026 29116 / MS / 12-31-2026		
Year registered	LA 2017; MS 2018		Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical Investigations, Geotech		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Brian has over 24 years of experience in the geotechnical engineering profession and is a licensed engineer in Louisiana and Mississippi, with over 10 years of experience in both states. He holds a master's degree in geotechnical engineering and has extensive expertise in geotechnical investigations and design for roads, railways, bridges, cut and fill retaining walls, embankments, slopes, cofferdams and cells, levees, floodwalls, navigation structures, and river revetments. His experience includes landslide and riverbank instability characterization and mitigation. He has planned and coordinated geotechnical subsurface and laboratory investigations, analyses and testing of driven and cast-in-place piles, embankment stability and settlement evaluations, lightweight and reinforced slopes and embankment, geotechnical instrumentation installation and interpretation. He has designed landslide mitigation measures including shear keys, terracing, buttressing, drainage improvements, and ground anchor, pile, and geosynthetic reinforced slopes. He is highly knowledgeable about U.S. Army Corps of Engineers (USACE) pre-application processes and permitting requirements and has developed modifications for federal flood risk management and navigation improvement projects. His contributions include teaching slope stability concepts, preparing design criteria, and developing standard operating procedures for USACE.				
08/15-Present	LADOTD LA 1 Leeville to Golden Meadow Phase 2, Leeville, Louisiana: Senior geotechnical task lead who oversaw design for Phase 2 reinforced concrete pile supported T-wall flood wall design and construction phase pile driving oversight. The overall project includes the construction of nine miles of over water bridge supported on precast prestressed square 18", 24" and 30" concrete piles from Leeville to Golden Meadow and 300-foot floodwall at the Larose to Golden Meadow levee system that required a 408-permit with the USACE. Geotechnical tasks included T-wall-type floodwall design and H-pile foundation, seepage cutoff, and global stability analyses according to USACE Hurricane Storm Damage and Risk Reduction System design guidelines with a 3D settlement analysis to estimate floodwall subsidence. He is currently overseeing construction phase foundation static and dynamic load testing for phases 2A, 2B, 2C, and 2E that includes nearly 600 load tests.			
01/20-06/22	LADOTD I-10-Loyola Interchange DB OV, Jefferson Parish, Louisiana: Senior geotechnical engineer for the DB Owner's Verifier CEI support services contract. His responsibilities include review of design reports, design criteria, adherence to the performance-based specifications and constructability of Design-Builders progress submittals of this critical interchange connecting I-10 and Loyola Ave through local urban communities and downtown New Orleans to the Louis Armstrong New Orleans International Airport terminal expansion.			
01/18-06/19	LADOTD LA 23 Belle Chasse Bridge and Tunnel Replacement P3, Belle Chasse, Louisiana: Senior geotechnical technical procurement team member on this alternative delivery bridge and tunnel replacement project, tasked with the development of technical procurement documents. This P3 project, the first of its kind in Louisiana, will replace two obsolete highway facilities with one new fixed-span bridge over the Algiers Canal/GIWW.			

Brian Powell (cont.)	
06/12-3/25	LADOTD, I-10 Calcasieu River Bridge EIS, H.003931.5 Supplemental Agreement No. 6 I-10 Calcasieu NEPA Re-Start, Lake Charles, Louisiana: Senior geotechnical task lead responsible for oversight of geotechnical subsurface investigation and laboratory testing for the I-10 Calcasieu River bridge foundations, approach retaining structures and construction considerations as part of EIS alternative alignment evaluations. Due to hazardous subsurface contamination within the project, focus was placed on geotechnical evaluations to reduce negative impacts to existing and proposed facilities. His responsibilities included evaluating alternative structure deep foundations, intermediate depth deep foundations, shallow compensated or floating foundations, timber pile reuse, and pile supported load platforms with lightweight fill approaches.
07/18-4/19	LADOTD, LA-532 over I-20 Bridge Replacement, Webster Parish, Louisiana: Senior geotechnical task lead for off-alignment bridge replacement with accelerated design/plan development. Geotechnical tasks included the design for drilled shaft foundations and developing bi-directional load tests.
10/18-05/19	LADOTD, LA 15 Over Boeuf River Bridge Replacement, Richland Parish, Louisiana: Geotechnical task lead for this off-alignment bridge replacement. His geotechnical tasks included foundation design using precast, pre-stressed concrete piles, scour, driveability, seismic evaluation, approach embankment settlement calculations, and slope stability for the Boeuf River bridge crossing.
01/18-10/18	MDOT, I-20 Eastbound Bridge At I-55 South, Bridge No. 44.9b, Br-0020-01(216)/105858-102000, Hinds County, Mississippi: Geotechnical task lead responsible for flyover bridge replacement over I-55 and the CPKC Railroad, including landslide stabilization. He was responsible for review of historic design and subsurface information, development of a new subsurface investigation and instrumentation program to monitor slope movement and groundwater, design of 54" to 72" diameter drilled shaft bridge foundations with bi-directional load testing, temporary tied back soldier pile and lagging shoring, permanent sheet pile retaining wall, approach embankment settlement, landslide stabilization using H-piles, slope grading, groundwater and surface water management through ditching, paving, and subsurface drain tiles.
02/19-4/25	MDOT, US-80 Bridge Replacement over the Kansas City Southern Railroad, Rankin County, Mississippi: Geotechnical senior technical reviewer for the replacement of two US-80 two-lane bridges that were structurally deficient and obsolete over the CPKC railroad. The bridges consist of both steel girder and precast hollow-core. The steel girder bridge was exhibiting distress from a rotating abutment and out of plum shallow bearing piers. The predominant geologic units encountered are associated with the Vicksburg Group and the Forest Hill formation within the Oligocene Series with Glendon limestone embedded within the project stratigraphy. The proposed bridges were designed to be founded on 36" to 48" diameter drilled shaft foundations to inhibit future movement. His tasks included quality control of the deep foundation shaft analyses and recommendations including bi-directional load test plans, temporary sheet pile shoring design, cast-in-place cantilevered retaining wall design, approach settlement analyses, and reinforced slope stability analyses.
07/19-Present	USACE Fort Worth and Galveston Districts, Update Design of Colorado River Levee Phase 1, W9126G-15-D-0015, Wharton, Texas: Senior geotechnical task lead responsible for design of Colorado River levee reaches 1-4 that include over 11,480 linear feet of new levee, five interior sump areas, relief storm sewer, CPKC Railroad embankment stabilization, Colorado Riverbank reinforced landslide bank stabilization, and riprap scour countermeasures. Design tasks include levee and riverbank reinforced slope stability, steady-state and transient seepage analyses, drainage structure stability, soil erodibility evaluation, CPKC Railroad embankment buttress design and coordination. He's also responsible for responding to USACE permit Safety Assurance Review (SAR) comments and engineering during construction, including RFI and submittals reviews, and site visits.
07/06-12/13	USACE New Orleans District, Hero Canal and Floodwall, WBV-09.a - West Bank and Vicinity, New Orleans, LA Hurricane Protection Project, East of Algiers Canal, Hero to Oakville, Phase II, First Lift Levee Enlargement & Pumping Station, Plaquemines Parish, Louisiana: Geotechnical engineering task lead for 5,600 linear feet of new earthen levee, T-wall, sluice gated gravity drainage structure, pump station, and Mississippi River levee and bank stability analyses. This project consisted of preparing a geotechnical exploration and design report, plans and specifications, design documentation report, engineering during advertisement, and engineering during construction. He was responsible for coordinating with discipline design leads, overseeing and performing unreinforced and reinforced levee slope stability analyses, settlement analyses, soil-bentonite slurry trench cutoff wall design, I-wall analyses, and deep foundation support for a T-wall and pump station. The project also included deep soil mixing.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Joe Blasi, PE, PTOE		Years of relevant experience with this employer	20
Title	Senior Technical Advisor - Engineering		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		MS / 2004 / Civil (Transportation) Engineering; BS / 2004 / Civil Engineering		
Active registration number / state / expiration date		45149 / LA / 03-31-2027		
Year registered	2020	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Screening Methodology, Traffic Modeling, Traffic, Modeling		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Joe currently serves as a transportation planning engineer and project manager for the Kansas City office. He was honored in 2019 when he was named an HNTB Associate Fellow for his firmwide leadership in transportation planning modeling. Mr. Blasi founded and leads the firmwide transportation planning modelers user group, which connects nearly 200 HNTB modelers and meets regularly to discuss topics of planning models from travel demand models to meso- and micro-simulation, transit, noise, air quality, and safety models. He assists offices nationwide as a firmwide expert in VISSIM simulation software, having Presented at seven VISSIM user group conferences. Mr. Blasi's qualifications include micro- and mesoscopic simulation modeling and travel demand modeling using the latest versions of TransModeler, Synchro, SimTraffic, HCS, Sidra, TransCAD, VISUM, VISSIM, and Dynameq, as well as ESRI GIS software. He has also successfully completed more than a dozen Interchange Access Justification Requests in ten years. He has experience with transit studies, signal timing, managed lanes, the Highway Safety Manual (HSM), and design-build and program management projects.			
05/19-07/23	I-10 Calcasieu River Bridge EIS, Lake Charles, Louisiana: Technical advisor for the bridge replacement study, which was a corridor study of approximately nine miles and included many complex issues in an urban setting such as the navigable Calcasieu River, numerous petro-chemical plants, a high-volume railroad and numerous businesses immediately adjacent to the corridor. A VISSIM model was used to analyze various future alternatives.			
04/14-05/15	I-30 PEL, Little Rock, Arkansas: Led the simulation modeling task for the \$600 Million AHTD I-30 PEL improvement. This large scale VISSIM model was utilized to evaluate traffic impacts on downtown Little Rock and North Little Rock streets, including access to and across the interstate, and the I-30 crossing of the Arkansas River. The model results informed the screening of more than 40 recurring and non-recurring improvement alternatives and the selection of a preferred alternative.			
05/13-12/17	I-270 North EA, Saint Louis, Missouri: HNTB's PM responsible for cost estimates, traffic forecasting, traffic analysis, and the preparation of a conceptual Access Justification Request (AJR). The project considered alternatives for improving 15 centerline miles of interstate and outer roads, including new interchange configurations, the conversion of two-way outer roads to one-way, and the interstate crossing of the Mississippi River. The AJR was one of the first "conceptual" AJRs completed by MoDOT in order to provide future flexibility in delivery method.			
04/22-08/23	I-29/I-35/US-169 PEL, Kansas City, Missouri: Traffic and safety task lead responsible for assessing the existing conditions as well as the benefits and impacts of various alternatives. This included expanding and utilizing a Dynameq mesoscopic traffic model to determine how traffic would shift under different build conditions. The overall purpose of the PEL was to identify short-term and long-term solutions to improve the aging infrastructure in these urban corridors to better serve people and goods movement in the study area. HNTB led this PEL study for the 35 miles of urban corridor including a major interstate bridge over the Missouri River. The study included extensive public, stakeholder and resource agency involvement to develop a vision, study goals and a purpose and need. The PEL documented the existing traffic, safety, multimodal, environmental, community and engineering conditions. The PEL also included a multi-level alternatives development and screening process, resulting in the identification of recommended scenarios to be carried forward to NEPA, all in a 14-month period.			

Joe Blasi (cont.)	
10/22-Present	US 412 PEL Study, Oklahoma and Arkansas: Traffic and safety task lead for the 190 mile study to convert US 412 to interstate from I-35 to I-49. Study analyzed existing safety on the corridor, developed traffic forecasts, and looked at travel patterns of US 412 users. Additionally, grade-separated interchange concepts were developed and analyzed for select at-grade intersections along the corridor, and alternative roadway alignments were considered near the City of Siloam Springs, Arkansas. Included preparation of AASHTO and FHWA applications for Interstate redesignation as well as PEL environmental documents.
07/20-09/21	Buck O'Neil Bridge Replacement Design-Build, Kansas City, Missouri: Lead traffic engineer responsible for analyzing traffic operations of various alternative Build configurations using VISSIM for the US-169 bridge over the Missouri River. Alternatives were evaluated compared to owner's concept to determine a cost-effective solution that met Project goals. An Addendum to the Access Justification Report (AJR) was developed based on the Preferred Alternative.
04/08-06/08	11th Street Interchange and Anacostia River Bridge, Washington D.C.: Responsible for the creation of a VISSIM model used to study maintenance of traffic during the construction of the complex \$500 million bridge project. Results were used to make construction phasing decisions.
01/05-07/10	I-29/35 EIS, Jackson and Clay Counties, Missouri: Traffic engineer who aided in the complete reconstruction and redesign of five miles of urban interstate including 10 interchanges and the I-29/35 bridge over the Missouri River for one of the first design-build projects ever pursued by MoDOT. The project included the preparation and documentation of the EIS, large amounts of public involvement, traffic simulation, evaluation and screening of proposed design options, and representing MoDOT as their Project Management Consultant. Responsibilities included performing the traffic simulation effort that evaluated more than 20 proposed interchange options, as well as HCS analysis of existing and proposed freeway facilities. Also compiled a traffic technical memorandum and Access Justification Report (AJR), participated in a value engineering (VE) study, and coordinated traffic data with the design-build team to compile the request for proposal. The project required cooperation with representatives from several local municipalities, MoDOT, and FHWA.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Jerry DiMaggio, PE, BC.GE		Years of relevant experience with this employer	>1
Title	Practice Consultant - Pavement/Geotechnical		Years of relevant experience with other employer(s)	52
Degree(s) / Years / Specialization		BS / 1972 / Civil Engineering; MS / 1974 / Civil Engineering		
Active registration number / state / expiration date		#146172 / TX / 06-2025		
Year registered	2022		Discipline	Civil
Contract role(s) / brief description of responsibilities		Geotechnical Investigations		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Jerry is a practice consultant at the HNTB Corporation, specializing in civil engineering and construction services related to design, construction, long-term performance, resilience of infrastructure features, and innovation deployment. He is internationally recognized for his accomplishments in design, construction, performance assessment, and monitoring of infrastructure features, including highways, railways, major river crossings, buildings, and energy facilities. He has served on numerous national and international projects related to reliability and resiliency limit states design, risk-based asset management, and innovative project/program delivery. In addition to the Vicksburg I-20 structure Jerry has provided design, construction and monitoring guidance and consulting recommendations on numerous major signature bridges including the following: Ravanal, SC, Woodrow Wilson, DC, C&D Canal, and Indian River Bridges, DE, Blennerhasset, WV, I-90 Cleveland Inner Beltway, OH., Zakim Bunker Hill, MA. and c others. Jerry's areas of expertise include engineered geotechnical, pavement, and other infrastructure features. He is also a recognized specialist in forensic engineering and technical training development and delivery. Jerry has authored approximately 30 technical papers and edited three civil engineering books.			
12/24-Present	National Railroad Passenger Corporation (Amtrak), Susquehanna River Rail Bridge, Perryville and Havre de Grace, Maryland: Senior consultant related to the design and construction of structural foundations, the Instrumentation and monitoring program. HNTB is heavily involved in Amtrak's Susquehanna River Bridge project, providing bridge inspection, rating calculations, conceptual engineering, and final design services. The project aims to replace the existing two-track truss structure with twin two-track bridges to increase capacity and improve speed and alignment along the Northeast Corridor (NEC). HNTB's responsibilities also include designing new bridge approaches, replacing or widening 15 bridges of various types, and constructing 14 retaining walls along the corridor. They have produced conceptual designs, feasibility schemes, and preliminary designs, with the 90-percent design set for delivery in April 2024. All work complies with relevant standards and criteria, and HNTB actively supports Amtrak and stakeholders through robust public involvement efforts.			
03/06-12/07	LA and MS DOTs, I-20 Mississippi River Bridge Crossing: Vicksburg, Mississippi: Senior Consultant: advising FHWA and States through office analysis studies and field visits to study failure mechanisms, potential stabilization measures and near-term instrumentation and monitoring.			
01/20-12/24	West Virginia Department of Highways, Multiple Contracts H-1, H-2 and Cheat River Parsons WV and Eastern West Virginia Corridor H: Senior consultant to EL Robinson Engineering on two D-B contracts to determine causation and perform geotechnical analyses of multiple ancient landslides affecting several new major bridges along this NEW highway Corridor. The deepest failure plane extended approximately 50 ft below the bedrock surface. Assisted with development and implementation of the instrumentation monitoring plan and development of stabilization measures (horizontal drains, slope alignment changes, reinforced slopes and lightweight fill materials). The largest slide involved a ground surface area of @50 acres of movement.			
01/09-12/13	Ohio DOT I-90 Cleveland Inner Beltline Landslide Bridge Stabilization, Cleveland, Ohio: Senior Consultant to EL Robinson Engineering to evaluate and review stabilization and long-term monitoring program for an active creep type failure on a 1950s signature bridge which was being replaced. Stabilization measures included large diameter (8ft) rock socketed drilled shafts and high-capacity ground anchors.			

Jerry DiMaggio (cont.)	
03/96-12/99	South Dakota DOT, Forrest City and Moe Bridges, South Dakota: Senior Consultant: advising FHWA and State through office analysis studies and field visits to study failure mechanisms, potential stabilization measures and near-term instrumentation and monitoring on these two signature bridges. The instabilities at both bridges involved multiple failures in the side slopes and abutments in Pierre Shales (residual friction angle less than 12 degrees).
03/03-12/24	FHWA/ NHI Courses Design and Construction of Soil Slopes and Soil Slopes and Slide Restoration: I was PM and co-developer of both courses and companion manuals which included evaluation, design and construction and monitoring of cut and fill engineered earthworks, including landslides.
03/24-12/24	North Carolina Department of Transportation, Alligator River Bridge, Mateo, North Carolina: Senior consultant for the site characterization program and the design and construction of the bridge foundations. The new approximately four-mile-long Alligator River Bridge is located in the Outer Banks of NC. The bridge foundations are precast driven piles, reaching lengths of 180 feet. The subsurface conditions are highly variable. The project delivery method is CMAR.
04/19-11/24	US Department of Transportation, Federal Highway Administration, Reference Manual and Companion Continuing Education Course, Washington, DC: Jerry was the co-author and PI for the development of Geotechnical Engineering Circular No. 1 for FHWA, entitled "Geotechnical Fundamentals for Transportation Projects." This approximately 1200-page manual and four-day short course serve as FHWA's policy for the Standard of Care for geotechnical features, including subsurface characterization programs, and the design and construction of shallow and deep structural foundations, earth retaining structures, and engineered earthworks. The continuing education course is presented to national and international hosts.
03/15-12/20	California High Speed Rail Authority, California High Speed Rail Program (CHSR) Northern to Southern California, California: Senior consultant for the Authority, serving as a subject matter expert and Chair of the Technical Advisory Panel (TAP) for geotechnical features, structures, tunnels, seismic design, and ground motions. This 920-mile-long high-speed rail system will enable passenger train travel to various locations in California, with train speeds exceeding 200 miles per hour. Several early sections are in design or under construction.
01/02-12/06	US Department of Transportation, Federal Highway Administration, Woodrow Wilson Bridge, Washington DC.: While working as FHWA's geotechnical national program manager, Jerry served as a senior consultant on the design and construction phases of the bridge and the approach roadways on the Maryland and Virginia sides. This work included structural foundations, engineered earthworks, ground improvement methods, and instrumentation and monitoring. The new Woodrow Wilson Bridge extends from Oxon Hill, MD to Alexandria, VA across the Potomac River in Washington, D.C. It is a critical component of I-95, I-395, and I-495. The six to ten lane sections are a key East Coast transportation corridor.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Meredith Taylor		Years of relevant experience with this employer	5
Title	Urban Design Planner		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		BS / 2008 / Landscape Architecture		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		Environmental Inventory, Section 508 Accessibility, Commitments/Mitigation/Permits		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Meredith is an urban design planner with 14 years of experience in CADD, GIS, graphics, and other technical support services. Her experience varies from small to large-scale sites. It includes environmental planning for transportation improvements, traffic noise modeling, Section 508 compliance, public outreach techniques, coastal flood mitigation, and economic development projects.				
06/21-06/22	Loyola Drive Diverging Diamond Interchange, Public Assistance, Kenner, Louisiana: Created graphics and media materials for press releases and presentations regarding the construction of the Diverging Diamond Interchange at I-10 and Loyola Drive. Media materials included an informative video explaining what a DDI is and how drivers navigate the roadway.			
06/21-06/24	Florida Boulevard Corridor Enhancements, Complete Streets Study, Baton Rouge, Louisiana: Provided GIS Support and compiled data for the redesign of the Florida Boulevard roadway corridor in Baton Rouge. Driveways and medians were reviewed for safety and to incorporate green infrastructure to make Florida Boulevard more pedestrian-friendly.			
06/19-Present	MovEBR Infrastructure Program, Baton Rouge, Louisiana: Provided roadway layout schematics using Civil 3D and ArcGIS for the \$1.2 billion program of Capacity Projects, separated into a list of capacity and enhancement projects. HNTB, as a sub for the CSRS team, is responsible for the \$800 million in capacity infrastructure projects on 40 roadways throughout the parish of East Baton Rouge.			
07/20-Present	St. Tammany FEMA DFIRM Appeal, St. Tammany Parish, Louisiana: GIS analyst for this appeal. St Tammany Parish (STP) elicited HNTB's help to negotiate an active appeal to FEMA regarding the coastal analysis utilized for the current preliminary digital flood insurance rate maps (DFIRMs). The appeal is that FEMA's predicted still water elevations (SWEL) in some parish coastal areas do not represent a realistic 1 % SWEL, artificially elevating the base flood elevations (BFEs) and unnecessarily imposing hardship on property owners. The project includes collecting and providing the documentation to support an updated coastal analysis. It also included evaluating the Levee Analysis Mapping Process approach utilized in generating the BFEs in the levied areas based on the older coastal data and providing recommendations to the Parish.			
09/19-11/19	College Dr. Flyover Ramp Project, Baton Rouge, Louisiana: Assisted with coordinating the open house public meeting to provide information and collect comments on a flyover ramp to improve traffic flow within the I-10/I-12 Westbound Interchange. Responsible for developing exhibits, looping presentations, and other meeting materials.			

Meredith Taylor (cont.)	
03/19-03/25	I-10 Calcasieu River Bridge and Approaches EIS, Calcasieu Parish, Louisiana: Assisted with coordinating the open house public meeting to provide information and collect comments on a flyover ramp to improve traffic flow within the I-10/I-12 Westbound Interchange. Responsible for developing exhibits, looping presentations, and other meeting materials.
10/21-06/22	Capital Area Transit System (CATS) Comprehensive Operational Analysis (COA), East Baton Rouge Parish, Louisiana: Provided consultant services for conducting activities to inform and collect input from current and potential transit riders regarding route improvements, stop locations, and service changes. Coordinated / co-conducted multiple in-person public outreach events.
06/15-12/17	City-Parish, State Permitting, Baton Rouge, Louisiana: Responsible for obtaining permits for commercial sites and planned unit developments throughout the City of Baton Rouge, which included drainage design, site circulation layouts, utility layouts, and parking layouts. Responsible for obtaining driveway permits, drainage permits, and other permits that coincide with building permit packages and coordination with various government agencies.
12/16-12/17	The Water Campus, Baton Rouge, Louisiana: Designer who assisted in the civil design of roadways and drainage for the Water Campus Business Park. Responsible for creating grading and drainage layouts, plans and profiles, and civil 3D drawings.
06/14-04/15	Louisiana Economic Development Certified Sites Program, Baton Rouge, Louisiana: Provided GIS analysis during a rigorous review process for potential industrial development sites throughout Louisiana. Compiled data sets that included multiple base maps, topographic data, cut fill analysis, inventories of wetlands, utilities, SHPO, and floodplain data.

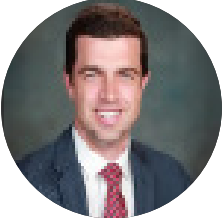
16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Nathan Tipton, Ph.D		Years of relevant experience with this employer	3
Title	Senior Technical Writer/Editor		Years of relevant experience with other employer(s)	30
Degree(s) / Years / Specialization		BS / 1987 / English; MA / 1999 / English; PhD / 2013 / English Literature		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		Comment and Response Tracking, Plain Language/Readability Editor		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Dr. Tipton is a published writer, reviewer, and editor whose most recent experience has focused on detailed quality control processes for numerous infrastructure projects. Before joining HNTB, Dr. Tipton's career was almost exclusively in academia, where he served as editor, grant writer, scientific writer, and marketing/communications manager at the University of Tennessee Health Science Center and the University of Memphis, both in Tennessee. In 1999, he received the Excellence in Grant Writing award from the Grant Writing Institute and has published articles in numerous academic journals across various disciplines, including English, Popular Culture, Social Work, Nursing, Dentistry, and Pharmacy. A native Louisianian, he returned to Baton Rouge in 2022 to join HNTB as its senior technical writer and editor in the firm's Baton Rouge office. Dr. Tipton's expertise in editing, writing, and grantsmanship is broadly interdisciplinary and includes public outreach and stakeholder engagement as required for these projects.			
05/23-Present	Charging Up Communities Across Ascension (NEVI/CFI grant), Louisiana: Team member and lead grant writer providing research, writing, formatting, and editing for CFI grant providing electric vehicle charging infrastructure expansion in community locations across Ascension Parish.			
04/23-Present	SPN H.003931 / FAP No. BR-10-I (212)29 I-10 Calcasieu River Bridge and Approaches Interchange Modification Report: Responses to Eight FHWA IMR Policy Points, Louisiana: Editor/VC providing reviewing, editing, formatting, and visual checking.			
03/23-Present	Louisiana Long Range Transportation Plan, Statewide, Louisiana: Editor/QC providing detailed reviewing, editing, and formatting for Task 1 of the revised and updated LRTP for the State of Louisiana.			
10/22-Present	Baton Rouge-New Orleans Intercity Passenger Rail Feasibility Study Update, New Orleans, Louisiana: Editor/QC providing detailed QC and editorial/writing support to refresh the original 2014 study to prepare for potential grant funding under the Bipartisan Infrastructure Law.			
10/22-Present	Gulf Coast District Grants Management Program, Louisiana: Team member for various grant applications including Federal-State Partnership, Railroad Crossing Elimination Grant, BR-NOLA Intercity Passenger Rail (LADOTD IDIQ), North Louisiana I-20 Passenger Rail CRISI Grant (City of Ruston), Louisiana 3127 Extension RAISE Grant (Ascension Parish), Lafayette Evangeline Corridor RAISE Grant (Lafayette Consolidated Government), Compost Facility Upgrades SWIFR Grant.			
10/22-Present	SPN H.003931 / FAP No. BR-10-I (212)29 I-10 Calcasieu River Bridge and Approaches EIS, Calcasieu Parish, Louisiana: Editor/writer/QC responsible for review of technical documents, including ensuring ADA accessibility compliance, public involvement, and other tasks as assigned. Coordinated a public hearing and comment capture for the draft EIS and crafted the Final EIS and ROD for submission to and approval by the client.			

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	David Boss, PE		Years of relevant experience with this employer	13
Title	National Practice Consultant - Technical		Years of relevant experience with other employer(s)	26
Degree(s) / Years / Specialization		BS / 1985 / Civil Engineering		
Active registration number / state / expiration date		#68303 / TX / 06-30-2025		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		Financing & Funding, Financial Plan, Project Management Plan		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 David is a national practice consultant based in HNTB's Dallas, Texas office, supporting clients across the US in implementing best practices in contracting and commercial structuring for alternative delivery methods, including public-private partnerships (P3) and progressive design-build (PDB). He combines over 20 years of transportation design experience with 13 years as a P3 contractor-developer, where he served as a technical lead working with the financial, legal and commercial disciplines on mega-projects throughout the US, Canada and internationally.				
01/24-Present	LADOTD I-10 Calcasieu River Bridge Replacement, Lake Charles, Louisiana: Co-lead for OV consultant monitoring, contract compliance and risk management. HNTB is a major subconsultant providing OV consultant services to LADOTD for the \$2B replacement project under a P3 contract.			
02/20-Present	Georgia DOT, SR 400 Express Lanes P3, Atlanta, Georgia: P3 advisor who is working with the owner's representative team to develop toll requirements, toll policy and other commercial terms for this ongoing procurement through a revenue risk P3 contract to implement major capacity improvements for one of Atlanta's most congested highways. He is advising on best practices that will enable GDOT to realize the benefits associated with the transfer of revenue, life cycle and other risks to a private sector developer.			
12/22-Present	Michigan DOT, I-375 Removal and Replacement, Detroit, Michigan: Procurement lead for owner advisor team developing PDB RFP to reconnect Detroit communities by removing a depressed freeway in favor of a surface boulevard. The progressive method was selected following a rigorous delivery alternatives analysis.			
04/22-Present	LA Metro, Inglewood Transit Connector P3, Inglewood, California: P3 advisor who leads a group of HNTB SMEs reviewing the DBFOM procurement documents for a 1.6-mile, elevated, automated transit system that will connect the City's major sports and entertainment venues with LA Metro. He is ensuring that the procurement documents prepared by various parties are cohesive and biddable by the P3 industry.			
11/22-Present	Ohio DOT, Brent Spence Bridge PDB, Cincinnati, Ohio: P3 advisor who participated in adapting Ohio's DB contract to accommodate the PDB method for this \$2B ongoing procurement for a new bridge over the Ohio River and associated improvements on the approaches being overseen by a bi-state commission.			
05/21-08/22	Georgia DOT, I-20/I-285 East Interchange DBF, Atlanta, Georgia: Team lead for this procurement through a DB-Finance (DBF) contract to implement over \$600M in improvements for this key interchange. He was responsible for coordinating procurement activities, technical issues and commercial discussions and supported the project reaching commercial and financial close.			

16. STAFF EXPERIENCE

Firm employed by: Ardaman & Associates, Inc.				
Name	Robert Jewell, PE		Years of relevant experience with this employer	17
Title	Project Engineer / Branch Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 2009 / Civil Engineering		
Active registration number / state / expiration date		38579 / LA / 09-30-2026 Traffic Control Supervisor / LA / 08-23-2028		
Year registered	2013	Discipline	Civil	
Contract role(s) / brief description of responsibilities		Geotechnical Investigations, Geotech		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Robert serves as the manager of our Baton Rouge office and as project manager for various geotechnical engineering projects which include analyses such as pile and drilled shaft foundations, shallow foundations, static and dynamic pile testing, and slope stability. He has managed and coordinated many geotechnical field investigations, including shallow and deep borings, CPT soundings, and performed analyses and prepares design recommendation reports for LADOTD projects. Mr. Jewell has extensive experience in construction phase testing and oversight including dynamic and static testing, pile integrity testing, cross hole sonic logging, settlement monitoring, and geotechnical instrumentation.				
10/09-Present	SP NO. H.004646.5 / I-20 Mississippi River Bridge Review: Vicksburg, Mississippi: Project Engineer. Mr. Jewell assisted in several aspects of engineering for this multi-million-dollar, high risk, high technical needs, high visibility project consisting of investigating movement of the I-20 Bridge in Vicksburg, MS. This project consisted of a comprehensive laboratory testing program and refinement of the geotechnical site characterization for the bank/bluff where there was evidence of shifting creating movement in the bridge structure. The specialized testing included x-ray diffraction, x-ray scanning of unextruded samples and stress-reversal direct shear tests to determine true residual angles of critical strata. This project also included an extensive geotechnical instrumentation program including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures including design and evaluation of large foundation structures and developed technically feasible solutions to mitigate ground movement were completed.			
10/18-06/21	SP NO. H.000263 / Chef Mentour Pass Bridge & Approach: Orleans Parish, Louisiana: Project Engineer. Helped manage and oversee all aspects of an extensive field investigation program which included 37 deep soil borings, including borings over 200 feet in over 80 feet deep of high flow water. Mr. Jewell also helped develop the soil boring logs and preparation of the data report.			
10/18-01/19	SP NO. H.003370 / I-220 / I-20 Interchange Improvement and Barksdale Air Force Base Access Road: Bossier Parish, Louisiana: Project Manager. Prepared the preliminary design and planning report for this Design Build project which provides direct access to Interstate I-20 from the Barksdale Air Force Base (BAFB) and constructing an interchange and access road from Interstate 20 in Bossier City, Louisiana. Mr. Jewell oversaw the field construction services consisting of PDA monitoring, bi-directional load cell load tests, and settlement monitoring.			
09/20-Present	SP NO. H.013897 / College Dr Flyover Ramp I-10 / I-12: Baton Rouge Parish, Louisiana: Project Engineer. Helped oversee review and acceptance of all geotechnical services including technical design reports, field documentation, drawings, and RFI's.			

Robert Jewell (cont.)	
03/19-07/20	SP NO. H.004100.5-2 / I-10 Widening (LA 415 TO Howard St): East Baton Rouge Parish, Louisiana: Project Engineer. Co-managed all aspects of the geotechnical investigation in support of the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on westbound lanes along I-10 between LA 415 and Howard Street spanning approximately 1 mile. The geotechnical investigation will include 58 deep borings and 11 cone penetrometer (CPT) soundings, field resistivity testing, and associated laboratory testing and the preparation of a geotechnical data report.
07/21-Present	SP NO. H.004100.5 / I-10: LA 415 to Essen Lane on I-10 & I-12 (CMAR): Baton Rouge Parish, Louisiana: Project Manager. Leads all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of deep foundations, earth retaining structures, slope stability, soil-structure interaction with existing structures and load testing recommendations. This is a Construction Management at Risk (CMAR) project which includes widening of the east and westbound lanes, elevated structures, interchanges, and ramps along I-10 from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish spanning approximately 2.5 miles.
04/21-Present	SP NOs. 700-29-0112, 700-29-0130, H.012565, H.012891, H.014251, H.014252, H.014253, H.014254, H.014256, H.014257 / Rural Bridge Initiative Phase II: West Feliciana, East Feliciana, Livingston, St. Bernard Parishes, Louisiana: Project Manager. Leads all aspects of engineering analyses pertaining to selection of design reaches, geotechnical design of pile foundations, drivability, slope stability, settlement analyses and construction testing program recommendations. This project consists of the replacement of multiple small two-lane bridges throughout rural areas of Southeast Louisiana which generally ranged in length from 100 to 400 feet, mainly over small rivers, and creeks.
07/21-01/22	SP NO. H.003931 / I-10 Calcasieu River Bridge: Calcasieu Parish, Louisiana: Project Engineer. Lead technical review of all aspects of this project pertaining to coordination of fieldwork including 37 deep soil borings, 39 ECPTs and 13 electrical resistivity (ER) geophysical survey transects. A majority of the soil borings were completed from a barge, some over a considerable amount of water. Some soil borings were completed from a marsh buggy over shallow water and thick marsh grass. Mr. Jewell also assisted with review of the laboratory testing program, processing and analyzing of the ECPT and ER data. He also assisted with development of a geotechnical database and preparation and submittal of a geotechnical data report. This project consisted of obtaining preliminary geotechnical data under an extremely strict deadline to be used in the design phase of a project that will consist of replacing the existing I-10 Calcasieu River Bridge with a new structure and improvements to I-10 near the I-210 interchange and various other interchanges including entrances, exits and service roads.
07/15-Present	SP NO. H.004273.5 / I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange): Lafayette Parish, Louisiana: Project Manager. Manages the Phase I geotechnical investigation, which included 116 deep and shallow soil boring, and 15 CPT soundings. The design was for the construction of 5 miles of freeway consisting of a 3.5-mile elevated structure that will include pile supported approach slabs, pile foundations, slope stability, embankment settlement, advanced load test programs, and earth retaining structures. He will be the co-principal for developing the Geotechnical Investigation and Design Report to be developed for this project. In addition, he will also oversee and coordinate the Phase 2 field and laboratory program which will include a total of more than 400 borings including deep borings, shallow borings, and CPT soundings.
04/14-05/23	SP NO. H.004435 / I-12 to Bush Segment 2, LA 3241 (LA 36-LA435): St. Tammany Parish, Louisiana: Project Manager. Oversaw and coordinated the geotechnical investigation which included drilling 32 deep soil borings, 10 culvert borings, and 88 shallow roadway borings, sampling, and laboratory testing along the alignment which includes two bridges: LA 435 over Bayou Lacombe Tributary and LA 36 over Bayou Lacombe Tributary 2. Assisted in developing the geotechnical analyses and design recommendation report which included pile foundations for the bridge structures and shallow foundation design for the culverts. Mr. Jewell oversaw the construction phase which included dynamic testing and settlement monitoring.
01/23-Present	MRB SOUTH GBRL: LA 1 TO LA 30 Connector, Louisiana: Project Engineer. The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings from three proposed alignments. Engineering services include supervision of the field program, development of the laboratory testing program, quality control review, and development of an interactive geotechnical database to compile all the soil borings and ECPT. The preliminary engineering analyses included caisson design, driven piles, drilled shafts, embankments, proposed alignment comparisons, environmental concerns, and testing program recommendations. A data report and preliminary geotechnical assessment report were submitted.

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	Jesse Miguel, RA, AIA, NCARB, ENV SP		Years of relevant experience with this employer	39
Title	Senior Project Architect		Years of relevant experience with other employer(s)	42
Degree(s) / Years / Specialization		BA / 1982 / Architecture; MA / 1986 / Architecture		
Active registration number / state / expiration date		#8222 / LA / n/a		
Year registered	2015	Discipline	Architecture	
Contract role(s) / brief description of responsibilities		Bridge Aesthetics and CSS		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Jesse is a registered architect with more than 40 years of professional design experience on transportation projects, including bridges, highways, transit, as well as architectural, planning and federal projects. He serves as a senior bridge architect and the bridge aesthetics committee leader for HNTB's national bridge practice. In addition to co-authoring books on 3-D Studio MAX, Jesse has presented HNTB's visualization projects at the Transportation Research Board (TRB) and International Bridge Conference (IBC), and as a member of TRB's Bridge Aesthetics subcommittee. He is also a member of the American Institute of Architects (AIA) in Kansas City.				
06/20-Present	Metarie Pedestrian Bridge New Orleans, Louisiana: Designed concepts for a proposed pedestrian bridge over I-10 in the Jefferson Parish section of New Orleans, selected to develop feasibility studies for this new pedestrian bridge.			
06/22-Present	Estuary Crossing Pedestrian Bridge Oakland-Alameda, California: Developed concepts and directed visualizations for proposed new movable pedestrian bridge connecting Alameda to Oakland.			
06/20-06/22	South Lawrence Trafficway, West Leg Lawrence, Kansas: Bridge Architect for developing aesthetic concepts for the proposed new west corridor of the South Lawrence Trafficway, including aesthetic design on the new bridges, new pedestrian bridge connecting the shared-use paths.			
06/23-06/24	Brush Creek Pedestrian Bridge Kansas City, Missouri: Developed initial sketches and concepts for a new pedestrian bridge near the Country Club plaza in 2014, currently as a collaboration with the University of Missouri - Kansas City with the architectural and engineering studios to examine potential pedestrian bridge necessitated by the construction of the Kansas City Streetcar affecting pedestrian and bicyclist access to an existing Trolley Track trails.			
06/20-06/21	North Downtown Riverfront Pedestrian Connector Bridge, Bob Kerrey Pedestrian Bridge Omaha, Nebraska: Bridge architect of record for the pedestrian bridge connection to the Bob Kerrey Pedestrian Bridge from the downtown district of Omaha. Jesse originally developed concepts and created the 3-D modeling and renderings for an HNTB win for developing concept studies for the new connector to the HNTB-designed Bob Kerrey Pedestrian Bridge and was subsequently the bridge architect for the design of the bridge concept and aesthetics. As visualization team leader, he oversaw the 3-D modeling and animation of the Bob Kerrey Pedestrian Bridge during preliminary design.			

16. STAFF EXPERIENCE

Firm employed by: HNTB Corporation				
Name	John Szturo, RG, PG		Years of relevant experience with this employer	48
Title	Engineering Geologist - Senior Technical Advisor		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS / 1976 / Geology		
Active registration number / state / expiration date		#0013 / MO / n/a		
Year registered	1995	Discipline	Geologist	
Contract role(s) / brief description of responsibilities		Geotechnical Investigations		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	John has been with HNTB since 1977 and leads the engineering geology and geo-construction activities. He was named an HNTB Fellow - national technical expert in 2018. As principal engineering geologist, he has performed project management and as a geotechnical task lead on many large projects, including Design Bid Build, Design-Build and CMGC. Throughout his tenure, he has provided innovative, sound, value-driven solutions for many complex projects. He is an integral part of the interdisciplinary engineering team, with an understanding of all project disciplines, transportation planning, highway and bridge design, constructability, cost estimates, environmental permitting, engineering geology and geotechnical engineering. As chief engineering geologist, he provides overall task management, geologic analysis, geomorphology, subsurface characterization, and identification of geologic hazards such as landslides and rockfall. He specializes in constructability and value engineering, resulting in cost savings and practical construction methods. He also has expertise in environmental studies, abandoned mine remediation, and numerous types of ground improvement. His duties include construction consultation and inspection of numerous geotechnical elements, such as earthwork, grouting, micro piles, dredged caissons, drilled shafts, piling, spread footings, various retaining walls, and rock anchors. Mr. Szturo has participated in more than 550 projects while at HNTB.			
06/07-06/10	Huey P Long Bridge, New Orleans, Louisiana: Provided design engineering geology and construction engineering services for the unique expansion of the bridge over the Mississippi River.			
06/02-06/06	US 82 over Mississippi River, Greenville, Mississippi: Monitored the excavation and inspection of two dredged caisson foundations for a cable-stayed bridge. The foundation package cost \$40 million for caissons sunk over 240 feet below the water surface. He monitored the excavation, sinking, sonar and diver inspection. He also intervened on behalf of the owner, mitigating millions in potential claims.			
06/16-06/19	Champ Clark US 54 Bridge over the Mississippi River, Louisiana, Missouri: Design build geotechnical task leader responsible for coordinating geotechnical engineering for the technical proposal and subsequent final plans. Co-located with DOT and Contractor staff. He developed alternative specifications and coordinated the subsurface investigations, geologic studies, and foundation selection for the crossing of the Mississippi River. He was instrumental in characterizing bedrock for rock sockets and the ability to use water instead of slurry for an 11-foot diameter drilled shaft rock sockets. He developed a deep cut in rock bluff for support of the abutment, minimizing bridge length.			
06/08-06/11	I-70 Stan Musial Veteran Memorial Bridge over the Mississippi River, St. Louis, Missouri: Managed and coordinated the large-scale subsurface investigations, geologic studies, and foundation selection for the signature cable-stayed bridge crossing of the Mississippi River.			

16. STAFF EXPERIENCE

Firm employed by: Franklin Associates, LLC				
Name	Johnathan Hill		Years of relevant experience with this employer	7
Title	Vice President of Advisory Services		Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization		MA / 2016 / Ministry; BA / 2008 / Business Management		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		Public Engagement, Stakeholder Outreach, Meetings Coordination & Logistics, Virtual Public Meeting & Analytics		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Johnathan oversees the Advisory Services practice at Franklin Associates as a strategic communications and public engagement expert with over 10 years of experience. He and his team work with clients across Louisiana to bridge the gap between large-scale projects and the impacted communities and businesses. With experience working on four DOTD projects, Hill is adept at disseminating the technical language of large-scale governmental projects in an approachable way that facilitates public engagement.				
08/24-Present	Calcasieu River Bridge Replacement Project, Lake Charles, Louisiana. LADOTD/Plenary: Project Advisor. Oversees the creation and execution of the public outreach plan to engage residents, business owners, and government leaders concerning project updates and impacts.			
02/22-Present	I-49 Inner City Connector (DOTD Stage 1), Shreveport, LA. Northwest Louisiana Council of Governments (NLCOG)/LA DOTD: Project Advisor. Manages the execution of the public engagement and stakeholder outreach plan including development and implementation of outreach methods and materials.			
02/22-Present	I-10 Widening Design/Build, Baton Rouge, Louisiana. LADOTD: Project Advisor. Works closely with program management team to align communications with goals regarding LADOTD's costliest, most complex project in state history; Provides advisory assistance, initiates public engagement processes, and manages workflows to effect forward movement; Oversees public engagement coordination, creation of outreach materials, content development, and survey development and analysis.			
08/20-Present	MRB South LA 1 South Pre-NEPA Study, Greater Baton Rouge Area, Louisiana. LADOTD: Project Advisor. Developed public engagement plan and oversees the creation of outreach materials, surveys, and design of all project materials; Provides policy and technical advisory assistance, initiates public engagement processes, and manages workflows with other state contractors to effect forward movement.			
07/19-Present	MOVEBR Program Management, East Baton Rouge Parish, Louisiana. MOVEBR: Public Involvement Lead/PM. Created and implemented a public engagement strategy to inform the scope of work for public engagement and public information coordination on all MOVEBR capacity improvement projects; Works closely with program management team to align communications with goals regarding the city-parish's largest transportation infrastructure program; Facilitates and implements key training sessions for small businesses, enabling higher participation in the program; Coordinates public meetings in person and online and coordinates information dissemination via web, social media, eblasts, direct mail, phone, and in-person.			

Johnathan Hill (cont.)	
05/23-10/24	Florida Corridor Master Plan, East Baton Rouge Parish, Louisiana. Build Baton Rouge: Project Advisor. Oversaw the development of the public engagement plan and creation of outreach materials, surveys, and design of all project materials; Provided technical advisory assistance on the formation of an advisory committee, execution of the public engagement plan, including outreach meetings, the development of a branded project website, and the approval of the master plan.
02/20-01/23	East Baton Rouge Stormwater Master Plan, East Baton Rouge Parish, Louisiana. East Baton Rouge Parish: Engagement Lead/Project Manager. Created a public outreach strategy to disseminate information to stakeholders; Developed and implemented project website; Worked closely with program management team to align communications with program goals; Coordinated public meetings in person and online.
02/20-04/21	Louisiana Watershed Initiative, Statewide LA. Louisiana Office of Community Development Disaster Recovery Unit (LA OCD-DRU). Public Engagement/Outreach Lead. Assisted with creating and facilitating three regional watershed-based planning committees as the Louisiana Watershed Initiative was built out; Facilitated more than 100 in-person and virtual participant meetings to develop the first-ever governance structures that did not align specifically with municipal and parish boundaries; Assisted in generation of the outreach plan tied to foundational, statewide educational efforts.
03/19-10/20	LSU Operations and Facility Assessment, Baton Rouge, Louisiana. LSU. Project Manager. Developed engagement plan to obtain input from roughly 500 stakeholders across departments and shifts; Researched best modes of communication to reach the target population; Facilitated small group meetings with stakeholders to gain insight on the organization's operations; Coordinated and facilitated meetings between project leadership and other entities; Developed methodology to quantify human capital data and assisted in the development and refinement of visual graphics.

16. STAFF EXPERIENCE

Firm employed by: Franklin Associates, LLC				
Name	Laura Livingston		Years of relevant experience with this employer	2
Title	Project Manager		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		MS / 2022 / Environmental Policy and Management, Energy and Sustainability; BA / 2015 / Political Science		
Active registration number / state / expiration date		n/a		
Year registered	n/a		Discipline	n/a
Contract role(s) / brief description of responsibilities		Public Engagement, Stakeholder Outreach, Meetings Coordination & Logistics, Virtual Public Meeting & Analytics		
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Laura has over seven years of experience managing complex projects at all levels of implementation. She has built teams from scratch, including a multilingual staff of 10 for an emergency COVID-19 project, and continued to provide managerial support by implementing clear policies and procedures designed to increase efficiency. She can develop strategic plans for community engagement just as easily as she conducts interviews to compile feedback for clients. Due to her background with environmental policy, Laura has led a number of projects that demand a firm understanding of energy and conservation regulations.				
01/25-Present	I-10 Widening Design/Build, Baton Rouge, Louisiana. LADOTD: Outreach Specialist. Identifies and informs project stakeholders; Provides public engagement coordination; Supports the development of project materials and outreach surveys; Documents and analyzes outreach results.			
04/24-Present	Capitol Region Planning Commission (CRPC) Regional Climate Action Plan, East Baton Rouge Parish, Louisiana: CRPC. PM. Developed the strategic outreach and engagement plan for the Baton Rouge Metropolitan Statistical Area (MSA); Organized and facilitated interviews with key stakeholders; Established and coordinated partnerships with a Community Working Group, a coalition of local outreach organizations, to assist with public engagement; Design and execute public outreach events throughout the Baton Rouge MSA; Facilitate four sector focus groups to solicit feedback about potential low-carbon scenarios; Analyze and summarize feedback into a comprehensive report.			
11/24-03/25	Carbon Solutions Product Development Listening Sessions, Nationwide. Carbon Solutions: PM. Developed a framework for listening sessions to solicit feedback about the client's air quality analysis tool to further inform development of the prototype; Identified stakeholders to participate in the listening sessions; Facilitated one virtual listening session with national stakeholders; Analyzed and summarized stakeholder input into a comprehensive report; Supplies Carbon Solutions with all event materials for use in future events.			
02/23-06/24	Great Plains Institute Carbon Management Roundtables, East Baton Rouge Parish, Louisiana. Build Baton Rouge: PM. Developed strategic plan for community outreach and engagement; Collaborates with local environmental justice organizers to connect with community stakeholders; Conducts stakeholder interviews about opinions of carbon capture, utilization, and storage projects to reduce climate change impacts; Designed and facilitated four roundtable discussions with curated participants from communities around the state; Compiled feedback into a clear and detailed report for the client's use.			

Laura Livingston (cont.)	
05/23-06/23	Louisiana Department of Children and Family Services (LA DCFS) Strategic Recruitment, Retention, and Public Outreach Campaign, Statewide Louisiana. LA DCFS: Project Manager. Developed strategic recruitment plan for staff and foster parents; Curated and facilitated media campaign for outreach efforts; Improved awareness for LA DCFS supportive services through communications plans.
10/22-02/23	National Wildlife Federation (NWF) Outreach and Engagement, Statewide Louisiana: NWF. Analyst. Facilitated 1-on-1 interviews with key climate mitigation and carbon management stakeholders; Designed and facilitated listening sessions to coordinate collaboration efforts between NWF and the public on proposed carbon management projects.
06/21-02/23	East Baton Rouge Office of Community Development (EBR-OCD) Emergency Rental Assistance Program, East Baton Rouge Parish, Louisiana. EBR-OCD: Program Manager. Supervised the development and execution of an emergency COVID-19 relief program; Built a multilingual team of 10 while facilitating a positive and supportive team environment; Created policies and procedures using critical thinking and problem-solving skills; Engaged with external partners to create a community coalition for emergency housing assistance; Completed program analysis to identify opportunities for process improvement.
06/21-02/23	East Baton Rouge Office of Community Development (EBR-OCD) Home Rehabilitation Program, East Baton Rouge Parish, Louisiana. EBR-OCD: Project Manager. Conducted all case management and client relations from application through project completion; Fielded inquiries about the program and explained the qualifications of participation; Received applications and assisted homeowners through the application process; Recorded and tracked all progress on applications and project development; Advocated for participant needs when adapting program offerings.

16. STAFF EXPERIENCE

Firm employed by: Franklin Associates, LLC				
Name	Angela Noote		Years of relevant experience with this employer	2
Title	Project Manager		Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		BA / 1991 / Communications – Public Relations		
Active registration number / state / expiration date		n/a		
Year registered	n/a	Discipline	n/a	
Contract role(s) / brief description of responsibilities		Public Engagement, Stakeholder Outreach, Meetings Coordination & Logistics, Virtual Public Meeting & Analytics		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
 Angela leads Franklin Associates' project communication efforts with over 30 years of communications experience as a writer, editor, marketer, and lobbyist. She is the Communications Project Manager for the I-49 Inner-City Connector public engagement project, where she has organized public meetings and prepared reports to highlight stakeholder feedback. Her tailored communications plans emphasize increasing engagement through a variety of channels, like social media, traditional media, and the web. She focuses on capturing key engagement metrics to fine tune a project's message while providing data reports to clients.				
01/24–Present	Belle Chasse Bridge and Tunnel Replacement Multi-Year Communications and Engagement Plan Development, Belle Chasse, Louisiana. LADOTD/Plenary: Communications Project Manager. Supports public information and engagement efforts for GeauxPass tolling education.			
08/23–Present	I-49 Inner City Connector (DOTD Stage 0 & 1), Shreveport, LA. Northwest Louisiana Council of Governments (NLCOG)/LA DOTD: Communications Project Manager. Led public outreach tied to the final Phase 0 public meeting for the I-49 Inner City Connector in Shreveport, LA, which included stakeholder engagement, media relations, meeting promotion, and all meeting logistics flowed by a detailed report for the LA DOTD that featured a summary of the tone and sentiment of public comments; Maintains and updates the project's website content.			
08/23–Present	University Lakes Improvement Project, Baton Rouge, Louisiana. Louisiana State University: Communications Project Manager. Leads media relations efforts, which includes setting up interviews and media tracking.			
06/23–Present	Calcasieu River Bridge Replacement Project, Lake Charles, Louisiana. LADOTD/Plenary: Public Information Officer. Writes and disseminates public notices and press releases concerning project updates and impacts to the community; Maintains documentation of and coordinates responses to inquiries related to all aspects of the project from residents, business owners, and government leaders; Presents information to the public via social media, open houses, community education events, and meetings with special interest groups.			
08/23–05/24	East Baton Rouge Parish Library (EBRPL) Operations Assessment, East Baton Rouge Parish, Louisiana. EBRPL: Communications Project Manager. Developed a change management plan to impact internal culture and aid in employee retention within the library system; Performed extensive audit encompassing surveys and focus groups, creating a detailed report with recommendations and a move-forward action plan.			

16. STAFF EXPERIENCE

Firm employed by: Franklin Associates, LLC			
Name	Cristina Lacroix	Years of relevant experience with this employer	5
Title	Project Manager	Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		BA / 2000 / Graphic Design and Marketing	
Active registration number / state / expiration date		n/a	
Year registered	n/a	Discipline	n/a
Contract role(s) / brief description of responsibilities		Graphics/Data Visualization, Website	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
 Cristina Lacroix has over 20 years of expertise in graphic design and general creative management. She oversees the design and production of all the marketing collateral developed for Franklin Associates' clients, which includes large-scale infrastructure projects like the I-10 widening project and Belle Chasse Bridge and Tunnel Replacement. Cristina understands the importance of nuance in creative design, and it shows in her approach—her content, whether web graphics, flyers, door hangers or logos, is created after hours of research and client consultation for a final product that's targeted to a specific stakeholder group. She takes care to showcase a project's scope and central focus on design materials while ensuring visuals are appealing, which increases public engagement.			
07/24-Present	Calcasieu River Bridge Replacement Project, Lake Charles, Louisiana. LADOTD/Plenary: Creative Manager. Designed new project logo and brand style guide; Managed website design and continues to maintain website; Designed a wide portfolio of materials for this project, including banners, backdrops, one pager, invites, business cards, etc.		
08/21-Present	City of St. Gabriel Floodplain Management Implementation Plan, St. Gabriel, Louisiana. LADOTD: Creative Manager. Designs print materials for this project, including newsletters, door hangers, and postcards; Designed logo, Power Point presentations, and newsletters.		
08/21-Present	MRB South LA 1 South Pre-NEPA Study, Greater Baton Rouge Area, Louisiana. LADOTD: Creative Manager. Managed website design, content development, flyer and push card design, presentation template development, and print materials design for this four-parish engagement with DOTD; Photographs project open house events.		
05/21-Present	University Lakes Improvement Project, Baton Rouge, Louisiana. Louisiana State University: Communications PM. Managed website design and continues to maintain website; Designed a wide portfolio of materials for this project, including flyers, one pager, newspaper ad, exhibit boards, and other event signage.		
03/21-Present	Belle Chasse Bridge and Tunnel Replacement Multi-Year Communications and Engagement Plan Development, Belle Chasse, Louisiana. LADOTD/Plenary: Creative Manager. Manages website design, content development, flyers, newspaper ads, door hangers, and executive briefings design; Updates website design as requested by client; Designed new project logo.		
03/21-Present	I-10 Widening Design/Build, Baton Rouge, Louisiana. LADOTD: Creative Manager. Designs flyers, postcards, door hangers, and push cards to inform the public; Photographs project open house events.		

Cristina Lacroix (cont.)	
01/21-Present	I-49 Inner City Connector (DOTD Stage 1), Shreveport, Louisiana. Northwest Louisiana Council of Governments (NLCOG)/LA DOTD: Creative Manager. Managed website design and continues to maintain website; Designed a wide portfolio of materials for this project, including flyers, one pagers, push cards, postcards, and event signage.
01/21-Present	MOVEBR Program Management, East Baton Rouge Parish, Louisiana. MOVEBR: Creative Manager. Designed a wide portfolio of materials for this project, including flyers, invites, one pager, handouts, door hangers, postcards, exhibit boards, event signage, social media graphics, etc.; photographs project open houses, groundbreakings, ribbon cutting, and other project events; develops project update and other educational project-based videos.
10/23-10/24	Evangeline Corridor Economic Action Plan, East Baton Rouge Parish, Louisiana. Lafayette Consolidated Government Planning Department: Creative Manager. Designed flyers (print and digital) and graphics for social media and Nextdoor.
05/23-10/24	Florida Corridor Master Plan, East Baton Rouge Parish, Louisiana. Build Baton Rouge: Creative Manager. Designed new project logo and brand style guide; Designed and maintained website; Designed flyers (print and digital), postcards, yard signs, email/eblast templates, and other event signage; Designed social media graphics.
02/20-12/22	Louisiana Department of Health (LDH) Vaccination Media Campaign, Louisiana. LDH: Creative Manager. Handled social media design and social media advertising strategies to assist the Office of Public Health in maximizing impact of available media elements in the Bring Back the Family campaign.



Section 17:

Firm Experience

17. FIRM EXPERIENCE

Firm name	HNTB Corporation		Discipline(s)*		Environmental	
Project name	I-10 Calcasieu River Bridge and Improvements EIS, (I-10/I-210 West End to I-10/I-210 East End)			Firm responsibility (prime or sub?)		Prime
Project number	H.003931		Owner's name		LADOTD	
Project location	Lake Charles and Westlake, Calcasieu Parish, Louisiana		Owner's Project Manager		Paul Vaught III, PE	
Owner's address, phone, email		1201 Capitol Access Road Baton Rouge, LA 70802 / (225) 379-1816 / paul.vaughtiii@la.gov				
Services commenced by this firm (mm/yy)		03/00	Total consultant contract cost (\$1,000's)			\$12,278
Services completed by this firm (mm/yy)		03/25	Cost of consultant services provided by this firm (\$1,000's)			\$9,820
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)						

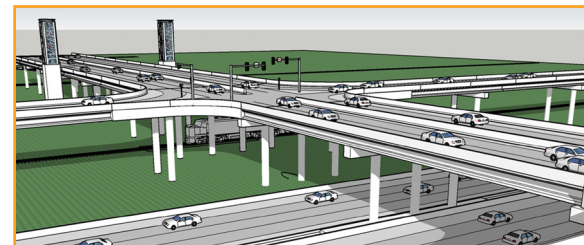
HNTB led the NEPA process for this complex bridge replacement and interstate improvement project. Currently in final design, the project addresses the geometric and structural design of I-10 and the I-10 Calcasieu River Bridge. The age and structural issues of the existing bridge limit its useful life. The unconventional configuration of the interchange at Sampson Street and presence of at-grade railroad crossings does not adequately serve the existing and planned future traffic in Westlake. Extending for nine miles of I-10 from the I-210 interchanges at each end, the project started with a full range of potential alternatives. Preliminary build alternatives (PBA) including several bridge types were combined with numerous sub-alternatives (Sub-Alts) conceived to address railroad and other issues at Sampson Street. These PBA-Sub-Alt combinations were screened, revised, and screened again until three were recommended as reasonable for detailed evaluation in the EIS. Two of the reasonable alternatives included an extension of Sulphur Avenue and an additional crossing of the Calcasieu River with a movable bridge. Key issues such as impacts to navigation from a proposed reduction in vertical clearance of the bridge from 105 feet to 73 feet, and the presence of ethylene dichloride in the existing I-10 right of way in Westlake complicated the decision-making for LADOTD and its cooperating and partnering agencies. At the end of 2019, when tolling and a Public Private Partnership (P3) were determined to be the best way to fund the proposed project, the NEPA process was put on a fast track. To meet the compressed schedule, HNTB in coordination with LADOTD traffic, adapted the traffic analysis project to focus on key areas where operations are congested, and mobility is hampered. Mitigation planning for impacts to navigation drafted for one nonprofit shipowner expanded to include two commercial shippers, each requiring a customized valuation to calculate damages.

In 2019, at the request of LADOTD, HNTB offered the public and agencies an online virtual public meeting for its third public meeting. This meeting format, which won an innovation award at the Louisiana Transportation Conference, was enhanced with a new website to conduct interactive virtual meetings and collect comments over publicly accessible online platforms. This experience with

virtual presentations and online comment collection avoided delays in spite of the COVID pandemic of 2020-2021. The Draft EIS was made available in 2022 but complex traffic modeling for the Interchange Modification Report (IMR) required several reiterations and close collaboration with LADOTD traffic engineers. As required by FHWA for all major projects, HNTB also participated in a Cost, Schedule, and Risk Analysis, and drafted a Project Management Plan and Initial Financial Plan to demonstrate that the State was prepared to see the project through to construction and operation.

During publication of the Final EIS, FHWA required additional documentation of outreach to impacted communities. HNTB quickly staffed a team to call and canvass door-to-door to determine the preferred form of public meetings, then held conference calls, virtual meetings, and interviews with affected property owners. FHWA executed the Record of Decision of January 2024 but modifications to the design from the P3 developers around Sampson Street required a NEPA Re-evaluation Report. The team was quickly reassembled, the noise study and abatement analysis, public outreach, T&E surveys for protected bats, and railroad issues were reconsidered in the report, which was delivered to FHWA before the end of the year. The HNTB environmental team remains on contract to assist as the project works its way through final design, permitting, construction, and handover to the P3 developers.

Firm members involved: April English, Lynn Maloney-Mujica, Kate Prejean, Dusty Bastion, Brian Powell, Joe Blasi, Keith McCage, Tasnia Subrin, Eric Viera, Austin Meadows, Meredith Taylor



17. FIRM EXPERIENCE

Firm name	HNTB Corporation	Discipline(s)*	Environmental
Project name	I-55 Bridge Replacement over Mississippi River		Firm responsibility (prime or sub?) Prime
Project number	79I055-SO-004	Owner's name	Tennessee Department of Transportation (TDOT)
Project location	Shelby County, Tennessee and Crittenden County, Arkansas	Owner's Project Manager	Brandon Akins, PE
Owner's address, phone, email	505 Deaderick Street, Suite 700, Nashville, TN 37243 / (615) 741-2848 / Brandon.Akins@tn.gov		
Services commenced by this firm (mm/yy)	11/2023	Total consultant contract cost (\$1,000's)	\$6,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$6,000
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

HNTB was selected to prepare the environmental documentation, public involvement, preliminary roadway/ bridge design, and traffic operations and safety analysis to replace the existing 75-year-old I-55 bridge over the Mississippi River. The purpose of the America's River Crossing Project was to improve safety, address route resiliency and maintain a state of good repair for the existing I-55 bridge also known as the Memphis and Arkansas bridge, which was listed on the National Register of Historic Places (NRHP) in 2001.

As the NEPA phase was underway, HNTB was simultaneously preparing a Large Bridge Investment Program (BIP) Grant application for this \$800 million major project. To help TDOT and ARDOT successfully obtain the grant, HNTB prepared an EA (including 18 technical reports), conducting two public meetings and coordinating closely with the USCG to determine navigational clearance requirements. Additionally, the cultural resources surveys and reports were expedited to begin the Section 106 process, which was determined to be the critical path with the numerous resources listed on the NRHP and properties of historic age in the study area.

Key services provided and issues resolved by HNTB included:

- Preparing an EA for FHWA review in less than six months
- Maintaining an overall NEPA schedule of 12 months from project initiation in November 2023 to Finding of No Significant Impact (anticipated November 2024)
- Alternatives analysis and development of conceptual plans to reach a preferred alternative in less than three months
- Extensive public involvement including a robust social media outreach program, billboard advertisement, 3D renderings, project videos and utilizing the Public Involvement Management Application (PIMA)

- Identified air quality conformity issues and provided a white paper of solutions to keep the project on schedule



VALUE TO TDOT

HNTB helped TDOT obtain \$400 million in discretionary funding through the Large BIP Grant. In partnership with ARDOT, FHWA and two cooperating federal agencies (USACE and USCG), HNTB addressed many complex issues and accelerated the project development process to meet key milestones and demonstrate readiness, which was critical to receiving the funds.

Firm members involved: April English, Jennifer Halstead, Steve Hague



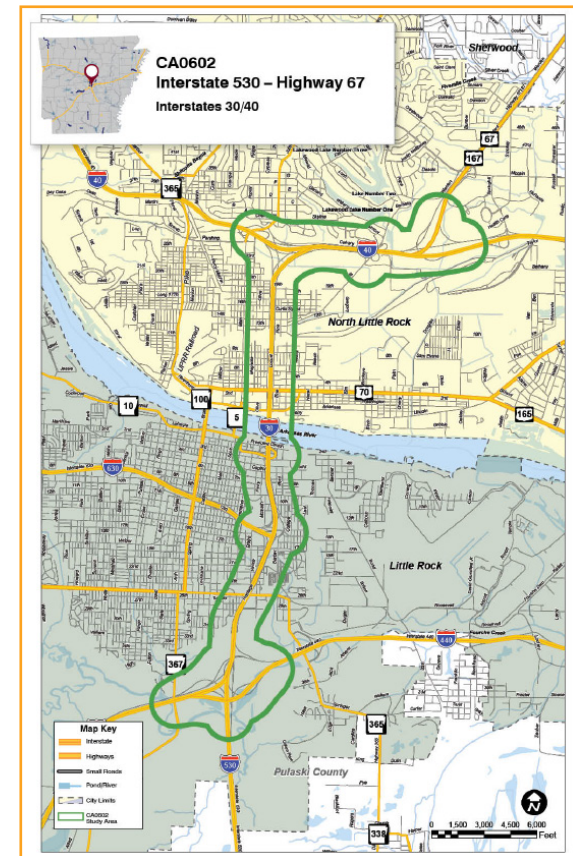
17. FIRM EXPERIENCE

Firm name	HNTB Corporation	Discipline(s)*	Environmental / Planning
Project name	I-30 Crossing PEL Study		Firm responsibility (prime or sub?) Prime
Project number	n/a	Owner's name	Arkansas Department of Transportation (ARDOT)
Project location	Little Rock, Arkansas	Owner's Project Manager	Keli Wylie, PE
Owner's address, phone, email	10324 Interstate 30 Little Rock, AR 72209 / 501-569-2247 / Keli.Wylie@ardot.gov		
Services commenced by this firm (mm/yy)	04/13	Total consultant contract cost (\$1,000's)	\$20,000
Services completed by this firm (mm/yy)	04/14	Cost of consultant services provided by this firm (\$1,000's)	\$8,000
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

HNTB led this PEL which included updating past planning efforts and extensive public and agency involvement to develop a corridor vision, study goals and purpose and need. The PEL also included a multi-level alternatives development and screening process, resulting in the identification of a recommended alternative to be carried forward to NEPA. The study area extends approximately 7 miles through portions of Little Rock and North Little Rock, and included identifying transportation solutions for the most congested roadway in the state along I-30 from 530 to the south and extending northerly to I-40, then easterly along I-40 to its interchange with Highway 67. The PEL study involved updating past planning efforts with current technical analysis and extensive public and agency involvement to develop a corridor vision, study goals, purpose and need, and numerous technical reports leading to the determination of a "PEL recommended alternative" for further study during NEPA. HNTB also developed a robust and multifaceted outreach process that actively engaged the densely populated environmental justice project area as well as FHWA, two cities, the county, and the MPO. HNTB used innovative analysis and documentation techniques, to facilitate project understanding, create reader-friendly documents, and execute a streamlined planning process.

30 CROSSING PROFILE

Ultimately, the PEL study was completed in just over 12 months, within budget and with positive client reviews. In fact, 30 Crossing was profiled by FHWA in several publications, including Planning and Environment Linkages, PEL in Practice: Examples from Discussions with States https://www.texasmpo.org/wp-content/uploads/2020/01/PEL_in_Practice-Discussions_with_States.pdf.



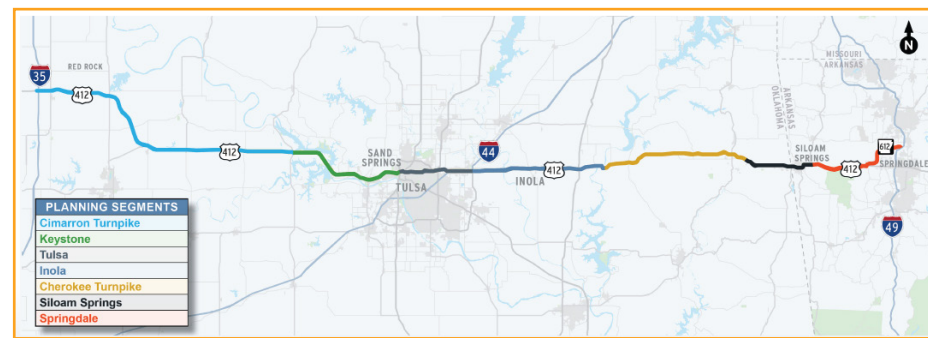
Firm members involved: April English, Jennifer Halstead

17. FIRM EXPERIENCE

Firm name	HNTB Corporation	Discipline(s)*	Environmental / Planning
Project name	US-412 Corridor Study		Firm responsibility (prime or sub?) Prime
Project number	No. 2378	Owner's name	Oklahoma Department of Transportation (ODOT)
Project location	Various Locations, Oklahoma and Northwest Arkansas	Owner's Project Manager	
Owner's address, phone, email	200 N.E. 21st Street Oklahoma City, OK 73105 / (405) 595-1739 / Jason.Russell@odot.ok.gov		
Services commenced by this firm (mm/yy)	02/23	Total consultant contract cost (\$1,000's)	\$3,200
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$3,200
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

HNTB is performing a study to aid ODOT in the conversion of US-412 to an interstate between I-35 in Oklahoma and I-49 in Arkansas. The study includes completing an AASHTO application and FHWA design exceptions request for portions of the corridor that can be readily converted to interstate and performing a PEL study for the entire corridor. The PEL process helps to identify, evaluate, and plan for improvements that will be required to finalize the conversion. The priority issue to resolve along the corridor is the existing at-grade intersections, especially east of Tulsa. HNTB also completed a preliminary engineering study to replace the existing Diamond Head Drive at-grade intersection. The study evaluated a variety of alternatives with impacts, costs and traffic operations to develop alternatives that address the needs of the traveling public and meet FHWA requirements of converting the corridor to interstate standards.

Firm members involved: April English, Joe Blasi, Jennifer Halstead



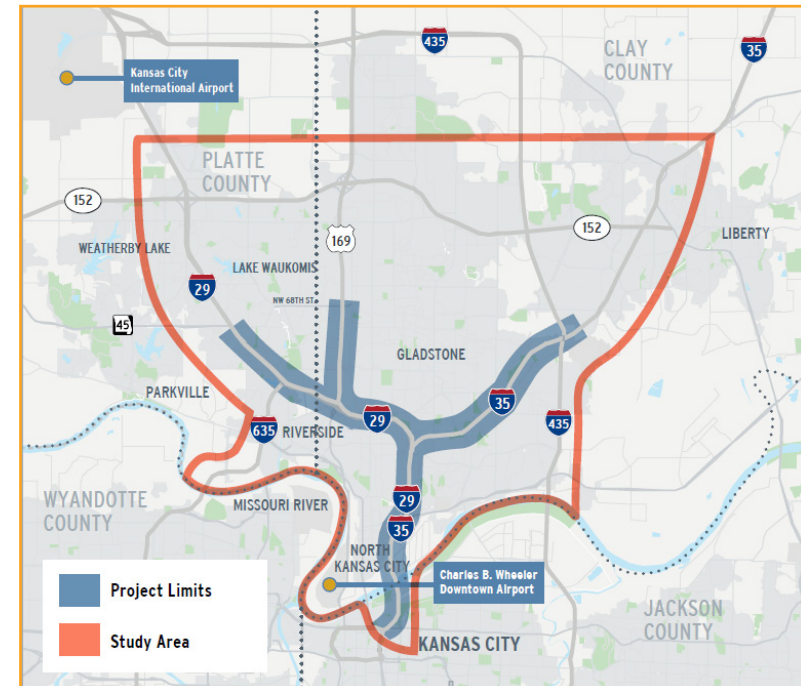
17. FIRM EXPERIENCE

Firm name	HNTB Corporation	Discipline(s)*	Environmental / Planning
Project name	I-29, I-35, U.S. 169 PEL		Firm responsibility (prime or sub?) Prime
Project number	J413087	Owner's name	Missouri Department of Transportation (MoDOT)
Project location	Kansas City, MO	Owner's Project Manager	
Owner's address, phone, email	105 W. Capitol Avenue Jefferson City, MO 65102 / (816) 607-2216 / juan.yin@modot.mo.gov		
Services commenced by this firm (mm/yy)	04/22	Total consultant contract cost (\$1,000's)	\$1,400
Services completed by this firm (mm/yy)	10/2023	Cost of consultant services provided by this firm (\$1,000's)	\$1,250
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

In 2020, the City of Kansas City, Missouri, Mid-America Regional Council (MARC), and the MoDOT submitted and was awarded a Federal BUILD grant for a planning study for the I-29, I-35 and U.S. 169 corridors in Kansas City's urban area, which connects to the central business district. The project study area includes three vital highways in the Kansas City metropolitan area that extend through parts of Clay, Jackson, and Platte Counties. Utilizing funds from the BUILD grant, these organizations hoped to better understand the existing and future traffic, safety and assets of the corridors and develop a master plan of future improvements to address areas of concern and identify a blueprint for improvement. MoDOT hired HNTB to conduct a PEL study of these corridors. The I-29, I-35, U.S. 169 PEL was the first MoDOT-led PEL in the Kansas City district.

The I-29, I-35, U.S. 169 PEL study is helping to ensure the project that will connect three vital highways in Kansas City comes to fruition sooner. MoDOT met its goals for the PEL study to address structural and functional roadway deficiencies, improve safety for all users, improve roadway capacity and freight movement demands to meet future growth, and to provide transit and multimodal alternatives. With the PEL study concluded and the greatest priorities identified, MoDOT can advance preliminary recommended transportation solutions to NEPA as funding becomes available.

Firm members involved: April English, Joe Blasi, Jennifer Halstead



17. FIRM EXPERIENCE

Firm name	Ardaman & Associates, Inc.	Discipline(s)*	Geotech
Project name	LA-1 Phases 1 and 2		Firm responsibility (prime or sub?) Prime
Project number	SP No. 700-29-0112, 700-29-0130	Owner's name	LADOTD
Project location	Port Fourchon to Leeville; and Leeville to Golden Meadow, LA	Owner's Project Manager	Ching Tsai (Phase 1); Timothy Nickel (Phase 2)
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 225.379.1100 Timoth.Nickel@la.gov		
Services commenced by this firm (mm/yy)	01/03	Total consultant contract cost (\$1,000's)	\$3,400
Services completed by this firm (mm/yy)	12/11	Cost of consultant services provided by this firm (\$1,000's)	\$3,400
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

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

Ardaman was retained by the LADOTD at the beginning of the project in 2003 and was involved through the end of 2011. The scope of services included:

- Geotechnical field exploration (field reconnaissance, rights of entry, utility location, marsh access, mobilization/demobilization, GPS location/elevation) for Phases 1 and 2; consisting of over 100 borings and CPT soundings
- Geotechnical laboratory testing services for Phases 1 and 2.
- Geotechnical design of Phase 1; and
- Pile quality assurance testing and resistance verification services during construction of Phase 1, consisting of over 400 piles.

In addition to the vast scope of field investigation that included deep borings, shallow borings and ECPT soundings and laboratory testing, the scope of services for this project also included pile foundation design, testing, and inspection services.

Firm members involved: Robert Jewell, Megan Bourgeois



17. FIRM EXPERIENCE

Firm name	Ardaman & Associates, Inc.	Discipline(s)*	Geotech
Project name	I-20 Mississippi River Bridge Review		Firm responsibility (prime or sub?) Prime
Project number	SP No. H.004646 09-L1049; H.010603.6 13-3720; H.010612.6 20-3729; H.004647.6 22-3753, 24-3707	Owner's name	LADOTD
Project location	Madison Parish, LA	Owner's Project Manager	Chris Nickel
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 225.379.1100 Chris.Nickel@la.gov		
Services commenced by this firm (mm/yy)	10/09	Total consultant contract cost (\$1,000's)	\$10,881
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$10,881
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

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

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

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

Firm members involved: Megan Bourgeois, Robert Jewell



17. FIRM EXPERIENCE

Firm name	Ardaman & Associates, Inc.	Discipline(s)*	Geotech
Project name	MRB South GBR: LA 1 to LA 30 Connector		Firm responsibility (prime or sub?) Prime
Project number	H.013284	Owner's name	LADOTD
Project location	West Baton Rouge, Iberville, Ascension, and East Baton Rouge Parishes	Owner's Project Manager	Christina Brignac
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA (225)379-1937 Christina.Brignac@la.gov		
Services commenced by this firm (mm/yy)	01/2023	Total consultant contract cost (\$1,000's)	\$3,280
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$713.1
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

The project consisted of an Enhanced Planning investigation into S.P. No. H.013284, MRB South GBR: LA 1 to LA 30 Connector, with the objective of constructing a new Mississippi River crossing located between the I-10 and LA 70 River crossings. There are three proposed alignments for this project connecting LA 1 on the west side of the Mississippi River to LA 30 on the east. The three alignments range from approximately 7 miles to 8 miles in length including interchanges at either end.

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

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

Firm members involved: Megan Bourgeois, Robert Jewell



17. FIRM EXPERIENCE

Firm name	Burns Cooley Dennis, Inc.	Discipline(s)*	Geotech
Project name	Ameristar Casino Stabilization Wall		Firm responsibility (prime or sub?) Sub
Project number	110169	Owner's name	Pinnacle Entertainment, Inc. (now Penn Entertainment, Inc.)
Project location	Vicksburg, MS	Owner's Project Manager	Todd Prudhomme
Owner's address, phone, email	Penn Entertainment, 4116 Washington Street, Vicksburg, MS 39180, 484-336-5023		
Services commenced by this firm (mm/yy)	07/2011	Total consultant contract cost (\$1,000's)	n/a
Services completed by this firm (mm/yy)	11/2011	Cost of consultant services provided by this firm (\$1,000's)	\$65K
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

Deep-seated landslide movements have been occurring in the southern portion of the Ameristar Casino site in Vicksburg, Mississippi since construction of the casino in 1994. The casino is located just upstream of the Hwy and I-20 bridges that cross the Mississippi. Both of these bridges have been impacted by the movement of the ancient landslide that affects the southern portion of the casino site.

In 2011, Pinnacle Entertainment, Inc. (now Penn Entertainment, Inc.) contracted with Hayward Baker Inc. (HBI) to design and construct a slope stabilization wall to protect the southern portion of the site from future landslide movements. HBI subcontracted with Burns Cooley Dennis, Inc. (BCD) to prepare a design for the slope stabilization wall. BCD evaluated alternative methods to stabilize the landslide on the Ameristar property and developed an innovative design for a slope stabilization wall, which incorporated deep micropile and long prestressed anchors to resist the landslide forces. The micropiles and anchors were connected by a cast-in-place concrete wall facing which abuts the original tangent pipe pile wall along the riverbank. More common methods of landslide stabilization were rejected due to the large size of the landslide and site constraints.

BCD prepared drawings for the slope stabilization wall and HBI initiated construction in the Fall of 2011. High river levels interrupted construction between December 2011 and June 2012. Construction resumed in July 2012 and was completed by November 2012. Since completion of construction, survey monuments and inclinometers indicate that the deep-seated movements have ceased, while the land downstream of the stabilization wall still experiences intermittent movement at low river stages.

The slope stabilization wall is unique in that it can resist large landslide forces (i.e., 231,000 lbs per lineal foot of wall length) and could be designed and constructed within a relatively short time frame without significantly affecting casino operations or requiring encroachment into the Mississippi River. The slope stabilization wall is one of the largest, if not the largest, slope stabilization walls ever constructed based on the load resistance provided by the wall.

Firm members involved: Eddie Tempelton

17. FIRM EXPERIENCE

Firm name	Burns Cooley Dennis, Inc.	Discipline(s)*	Geotech
Project name	I-20 Mississippi River Bridge Pier Movements		Firm responsibility (prime or sub?) Sub
Project number(s)	110231 & 200484	Owner's name	LADOTD and MDOT
Project location	Vicksburg, MS	Owner's Project Manager	Todd Prudhomme
Owner's address, phone, email	Penn Entertainment, 4116 Washington Street, Vicksburg, MS 39180, 484-336-5023		
Services commenced by this firm (mm/yy)	2001	Total consultant contract cost (\$1,000's)	n/a
Services completed by this firm (mm/yy)	2024	Cost of consultant services provided by this firm (\$1,000's)	\$840.5K
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

The I-20 Mississippi River Bridge was built in the late 1960s and early 1970s. Piers E-1 and E-2 experienced approximately 4 inches of lateral movement during the period from March 2000 to March 2002. The engineering firm Modjeski and Masters, Inc. was retained by the Louisiana Department of Transportation and Development to investigate the cause of the movements and to develop mitigation measures. Burns Cooley Dennis, Inc. (BCD) provided geotechnical and geological support for this effort during the period from 2001 through 2015 as a subconsultant to Modjeski and Masters, Inc.

BCD completed a thorough review and compilation of available subsurface data and regional and local geologic information available in the literature. Fourteen additional soil borings were made to better delineate subsurface conditions. Twelve slope inclinometer casings were installed, three in the river and eight along the bank of the river. In-place inclinometers were utilized in the river and data was retrieved via modem. The inclinometers detected movement at depths of ranging from about 100 ft to 130 ft.

Additional field work included detailed mapping of limestone outcrops along the river bank and at Pier E-1. Crack patterns, offsets, dips and strikes provide an indication of the nature of previous movement. The boring data revealed the presence of 40 ft to 50 ft vertical offsets of geologic units in close proximity of the bridge. The boring data along with geologic surface mapping suggest an ancient landslide in the vicinity of the bridge has been reactivated. These data along with the measurements of bridge movement and subsurface displacements were considered in developing an understanding of the mechanisms resulting in movements of the bridge piers and in evaluating alternative mitigation measures.

Since 2011, BCD has drilled and sampled seven (7) borings over the water for Ardaman and Associates, Inc. in the vicinity of Piers E-1 and E-2. Boring depths ranged up to 250 ft. Shape accelerometer arrays (SAA) were installed in most of these borings.

Firm members involved: Eddie Tempelton

17. FIRM EXPERIENCE

Firm name	Burns Cooley Dennis, Inc.	Discipline(s)*	Geotech
Project name	Lake Harbour Drive Extension		Firm responsibility (prime or sub?) Sub
Project number	130108 & -1, -2, -3	Owner's name	City of Ridgeland, MS
Project location	Madison County, MS	Owner's Project Manager	Hunter Arnold, P.E. (Waggoner Engineering)
Owner's address, phone, email	143A Lefleurs Sq. Jackson MS 39211, 601-355-9526		
Services commenced by this firm (mm/yy)	03/2013	Total consultant contract cost (\$1,000's)	n/a
Services completed by this firm (mm/yy)	09/2020	Cost of consultant services provided by this firm (\$1,000's)	\$267K
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

Burns Cooley Dennis, Inc. (BCD) provided geotechnical engineering services for design of the bridge over Pascagoula River in George County, Mississippi. The bridge over Pascagoula River has a total length of about 970 ft and consists of nine pre-stressed concrete beam spans, and three continuous welded steel plate girder spans. The approach embankments have a maximum height of about 17 ft.

Subsurface soil exploration along the alignment of the bridge and associated laboratory testing were performed to investigate the classifications, volume change characteristics and shear strengths of the soils encountered in the bridge borings. Recommendations were developed for H-pile, prestressed concrete pile, steel pipe pile and drilled shaft foundations. Analyses were performed to evaluate the settlement and stability of approach embankments. The seismic site classification and site variability were established based on LRFD criteria, and appropriate resistance factor and dynamic and static load test recommendations were provided. BCD played a key role in coordinating the drilled shaft foundation construction between Batson & Brown, Inc., George County, the drill shaft contractor, and the general bridge contractor. BCD involvement spanned multiple critical phases, including the pre-construction meeting, review of the contractor's installation plan, reinforcement cage construction, concrete placement and scheduling, addressing obstructions, and overseeing the overall project timeline.

Additionally, BCD designed the static load test, supervised the construction of trial and test shafts, interpreted the test results, and provided recommendations for production shaft lengths. BCD also provided the pile length recommendations for the bridge bents. Dynamic Testing using the Pile Driving Analyzer (PDA) and estimating capacity using the CAPWAP and development of the driving criteria for the production piles and evaluation of the pile driving systems using the WEAP program were also performed.

Firm members involved: Eddie Templeton

17. FIRM EXPERIENCE

Firm name	Vectura Consulting Services, LLC	Discipline(s)*		Traffic	
Project name	I-12 To Bush - LA 3241 (I-12 - LA 36) Corridor Study			Firm responsibility (prime or sub?)	Sub
Project number	H.004957.5		Owner's name	DOTD	
Project location	Lacombe, LA		Owner's Project Manager	Joachim C Umeozulu, P.E	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1386, Joachim.Umeozulu@la.gov			
Services commenced by this firm		09/16	Total consultant contract cost (\$1,000's)		\$1,895
Services completed by this firm		05/17	Cost of consultant services provided by this firm (\$1,000's)		\$84
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

As part of the DOTD TIMED program, Vectura prepared a formal traffic study for the new alignment of LA 3241. The traffic study examined concepts that improved the safety and efficiency of the roadway consistent with the latest DOTD policies related to access management and complete streets. The study included analyses for intersection (including two interchange ramps) and corridor improvements such as median openings, spacing of openings, signalized, unsignalized and roundabout intersections.

Task 1 Data Collection

- Vectura collected the following traffic data for 10 intersections:
- Seven-day (mainlines) and two-day (side streets) 24-hour tube counts with vehicle classification
- Turning movement counts for morning and evening peak periods
- 15-minute driveway counts
- Traffic signal warrants, radar speed studies and sight distance evaluation
- Developed growth rate methodology and AM and PM peak forecast traffic volumes using TransCAD data

Task 2 Traffic Study

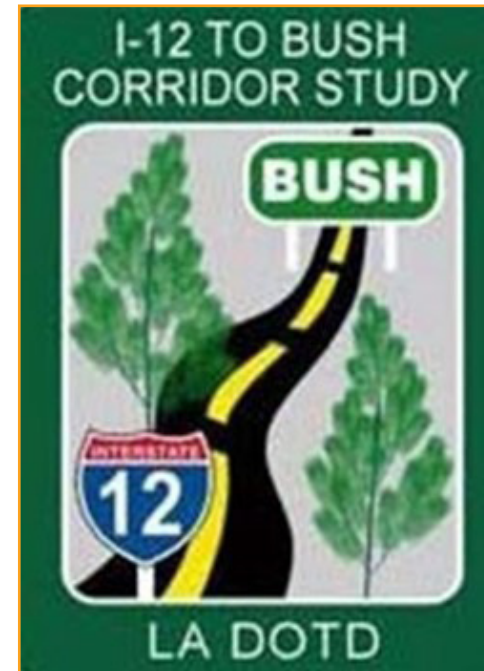
This task included a roundabout study as defined in EDSM VI.1.1.5, VI.1.1.1 and DOTD Traffic Engineering Manual Section 20.2. This task included the following elements:

- Performed Vistro and Sidra analyses for existing conditions
- Performed Vistro and Sidra analyses for implementation and design years
- Intersection alternatives included restricted median openings, signalized and unsignalized intersections, median U-turns at existing signal locations, restricted crossing U-turn (RCUT) intersections, and roundabouts
- Developed Vissim model of the preferred corridor layout
- Developed draft traffic study report

Task 3 Safety Analyses

- Developed three-year crash analyses report as per DOTD standards

Firm members involved: Brin Ferlito, Laurence Lambert
(100% performed in Louisiana)



17. FIRM EXPERIENCE

Firm name	Vectura Consulting Services, LLC	Discipline(s)*		Traffic & CE&I/OV	
Project name	Belle Chasse Bridge & Tunnel Replacement PPP			Firm responsibility (prime or sub?)	Sub
Project number	H.004791		Owner's name	DOTD	
Project location	Belle Chasse, LA		Owner's Project Manager	Nickolas Olivier, PE	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1133, Nicholas.olivier@la.gov			
Services commenced by this firm (mm/yy)		04/19	Total consultant contract cost (\$1,000's)		Unknown
Services completed by this firm (mm/yy)		Current	Cost of consultant services provided by this firm (\$1,000's)		\$211.890
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

Vectura is providing the traffic engineering services for the Belle Chasse Bridge & Tunnel Replacement Project for improvements along LA 23. Vectura is responsible for the following tasks:

- Preliminary and final traffic studies
- Temporary and final traffic signal plans
- Assist the Prime with Traffic Management Plan (TMP)
- Response to request for information (RFI's)
- As-built plans for the traffic signals

Firm members involved: Brin Ferlito, Laurence Lambert
(100% performed in Louisiana)



17. FIRM EXPERIENCE

Firm name	Forte and Tablada	Discipline(s)*	Survey
Project name	Calcasieu River Bridge (HBI)		Firm responsibility (prime or sub?) Prime
Project number	H.003931	Owner's name	LADOTD
Project location	Calcasieu, Louisiana	Owner's Project Manager	Barrett Smith
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802, 225-379-1292, Barrett.Smith@la.gov		
Services commenced by this firm (mm/yy)	07/23	Total consultant contract cost (\$1,000's)	\$4,282
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$4,282
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

Forte and Tablada completed this survey comprised of four task orders under multiple IDIQ Contracts for Professional Surveying Services for LADOTD. Spanning approximately 7 miles, it involved a comprehensive topographic survey of interstate I-10, the I-10 Bridge over the Calcasieu River, and the Calcasieu River Ship Channel, with much of the work conducted within a high-traffic industrial area. Our team established primary survey control, including deep rod monuments meeting National Geodetic Survey standards, to ensure accurate data collection. We conducted a comprehensive topographic survey that met LADOTD On-System survey standards, utilizing conventional, terrestrial LiDAR, and Mobile LiDAR survey methods to minimize risks to field crews. Particularly, LiDAR survey methods enabled detailed capture of deck and substructure features of multiple bridges. Additionally, we performed a multibeam hydrographic survey of the channel, adjacent water bodies, and canals within the project limits, which included identifying existing bridge substructures, fender systems, and debris, complemented by a magnetometer survey. Services also encompassed producing an existing drainage map covering the survey area and a half-mile perimeter beyond, as well as utility surveys assisted by a Subsurface Utility Engineer's utility locations. The project's magnitude necessitated the mobilization of up to 6 crews, demonstrating Forte and Tablada's capability to efficiently execute large-scale topographic survey tasks within tight project timelines.

Firm members involved: Brad Holleman, PLS, PE (Supervising PLS), Ross Wilson, PLS (Surveyor-in-Charge)

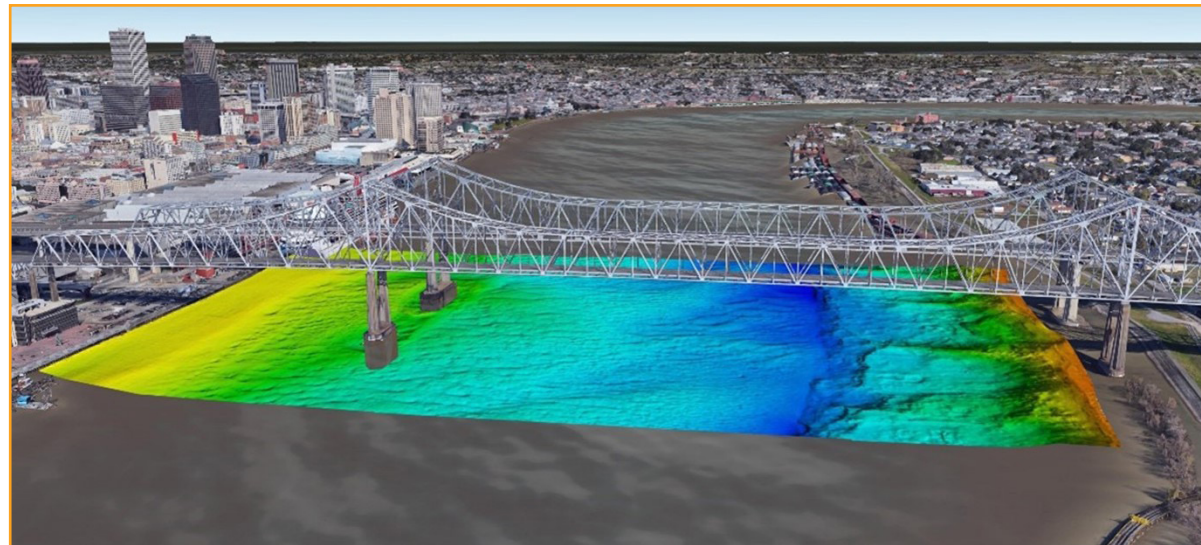


17. FIRM EXPERIENCE

Firm name	Forte and Tablada	Discipline(s)*	Survey
Project name	Crescent City Connection Bridges Hydrographic Survey		Firm responsibility (prime or sub?) Sub
Project number	N/A	Owner's name	Moffat and Nichol
Project location	New Orleans, Louisiana	Owner's Project Manager	Garth Presgrave
Owner's address, phone, email	301 Main St #800, Baton Rouge, LA 70802, 225-610-1944, gpresgrave@moffatnichol.com		
Services commenced by this firm (mm/yy)	06/22	Total consultant contract cost (\$1,000's)	Unknown
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$19.0
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

Forte and Tablada performed a multibeam hydrographic survey on the Crescent City Connection bridges in New Orleans, LA. The focus of the project was to document 2 piers, scour/debris, and produce sounding tables at increments upstream and downstream of each pier. In order to capture the necessary vertical information on the 2 pier structures, the R2Sonic 2022 was tilted to 30 degrees, allowing data capture from the waterline down. A full multibeam survey from approximately 350' upstream and downstream was performed giving a comprehensive look at the water bottom around the bridge.

Firm members involved: Brad Holleman, PLS (Principal), Brent Campbell (Project Manager)



17. FIRM EXPERIENCE

Firm name	Seamen's Church Institute	Discipline(s)*	Other (Navigational Analysis)
Project name	I-69 Crossing		Firm responsibility (prime or sub?) Sub
Project number	n/a	Owner's name	INDOT / Stantec / Parsons
Project location	Evansville, IN	Owner's Project Manager	Joe McGuinness
Owner's address, phone, email	100 N. Senate Ave., IGCN 755, Indianapolis, IN 46204, 866-849-1368, indot@indot.in.gov		
Services commenced by this firm (mm/yy)	04/17	Total consultant contract cost (\$1,000's)	Unknown
Services completed by this firm (mm/yy)	08/17	Cost of consultant services provided by this firm (\$1,000's)	\$169K
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

This 5-day simulation study evaluated the proposed location options (Areas 1-4) and pier spacing configurations for a proposed bridge on the Ohio River. Upon agreeing to the terms of the project, SCI created a run matrix based on industry concerns. A set of variables was determined for river stage, wind direction, and barge configuration, which were run. The runs were multiplied by the two locations and again by bridge pier configurations for each location.

The USCG had predetermined that a 1000 ft span would be necessary for all bridges in the area. However, the cost of building such a structure in this area would drive the construction cost to exceed what the state could possibly budget for. During the study, it was demonstrated to members of the USCG Bridge Division who were on site that an 800 or even 600' span would be safe and navigable. With the bridge division on board, the structure cost would be considerably reduced, ensuring the cost of bridge construction was something that could move forward into the state budget.

Firm members involved: Stephen Polk: Project Manager



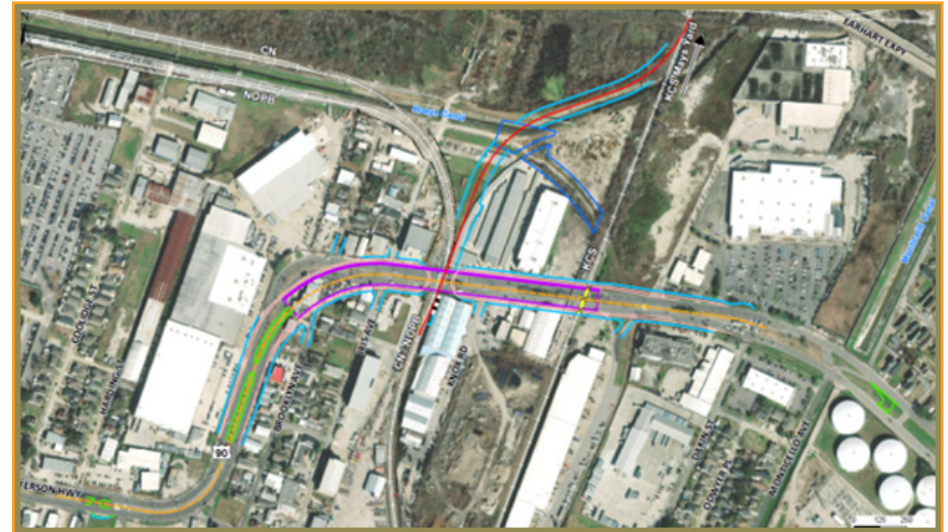
17. FIRM EXPERIENCE

Firm name	The Lakvold Group, LLC	Discipline(s)*	Appraiser
Project name	New Orleans Gateway Program, Jefferson Highway Rail Crossing Relocation		Firm responsibility (prime or sub?) Sub
Project number	H.005168	Owner's name	Michael Baker International, Inc.
Project location	Jefferson Parish, Louisiana	Owner's Project Manager	Christopher G. Gesing, P.E.
Owner's address, phone, email	100 Airside Drive, Moon Township, PA 15108-2783 (412) 551-3503		
Services commenced by this firm (mm/yy)	04/24	Total consultant contract cost (\$1,000's)	\$15K
Services completed by this firm (mm/yy)	01/25	Cost of consultant services provided by this firm (\$1,000's)	\$9.7K
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

Firm's Role: Completed Conceptual Stage Relocation Plan based on various alternatives. The plan included viewing the project area and researching the market area and real estate transactions and available real estate inventory.

Project Management and Final Transportation Study and Deliverables. These tasks included providing the completed document for review and inclusion in the EA.

Firm members involved: Angela Lemoine-Lakvold and support staff



17. FIRM EXPERIENCE

Firm name	Coastal Environments, Inc.	Discipline(s)*	Environmental
Project name	I-10 Calcasieu River Bridge		Firm responsibility (prime or sub?) Sub
Project number	H.003931	Owner's name	LA DOTD
Project location	Lake Charles, Louisiana	Owner's Project Manager	Joachim Umeozulu
Owner's address, phone, email	1201 Capitol Access Rd., Baton Rouge, LA 70802, (225) 379-1386, joachim.umeozulu@la.gov		
Services commenced by this firm (mm/yy)	05/12	Total consultant contract cost (\$1,000's)	\$300
Services completed by this firm (mm/yy)	03/22	Cost of consultant services provided by this firm (\$1,000's)	\$300
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)			

Coastal Environments, Inc. (CEI), conducted a Phase I Cultural Resources Survey and Phase II Archaeological Testing for the proposed I-10 Calcasieu River Bridge Project. The investigations were conducted sporadically over a period of 17 years between 2004 and 2021, as the project was put on hold several times. An archaeological survey was conducted within the direct Area of Potential Effect (APE). A total of nine new archaeological sites were encountered, but none are eligible for the National Register of Historic Places (NRHP). Phase II archaeological testing was conducted at the Norris Point site, and it was determined eligible for the NRHP. A total of 1,701 structures were examined as part of the architectural survey that was conducted within the indirect APE. Two resources, the Calcasieu River Bridge and the U.S. 90 Overpass over I-10 at Westlake were previously determined eligible for listing on the NRHP and were subject to the 2017 Programmatic Agreement Regarding Management of Historic Bridges in Louisiana. Of the remaining 1,699 resources, 366 are located within the Lake Charles National Register Historic District (NRHD) and 115 are located within the local Charpentier Historical District. Nine are listed as individual NRHP properties and five are locally recognized as Calcasieu Historic Preservation Society landmarks. CEI recommended five resources as eligible for listing in the NRHP as individual properties and one group of five resources as an NRHD. These resources were determined eligible. An additional four properties were recommended as potentially eligible for the NRHP with more research.

Firm members involved: Sara A. Hahn served as the project archaeologist and architectural historian for the project. Douglas Wells served as an archaeological supervisor. Thurston H.G. Hahn III served as project historians.



17. FIRM EXPERIENCE

Firm name	Krebs Corporation	Discipline(s)*		Other - Independent Cost Estimating & Scheduling	
Project name	Interstate 10: LA 415 to Essen Lane on I-10 and I-12			Firm responsibility (prime or sub?)	Prime
Project number	H.004100.5		Owner's name	LADOTD	
Project location	Baton Rouge, LA		Owner's Project Manager	Nicholas Olivier	
Owner's address, phone, email		1201 Capital Access Road, Baton Rouge, LA, 70802, (225) 379-1133, nicholas.olivier@la.gov			
Services commenced by this firm (mm/yy)		03/2021	Total consultant contract cost (\$1,000's)		\$4,400
Services completed by this firm (mm/yy)		Ongoing	Cost of consultant services provided by this firm (\$1,000's)		\$2,988
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

Project Facts: This is a \$1.1 billion multi-work package project to reconstruct I-10 in the heart of Baton Rouge. The project is a CMAR project to replace the existing structures and add an additional lane in each direction and requires significant structure demolition and replacement, complex and challenging construction and traffic phasing, complete drainage replacement, utility conflicts to be mitigated, roadway reconstruction, sound wall replacement, ITS system installation and upgrades, retaining walls, earthwork and all other items required in large freeway reconstruction projects. Material delivery is challenging as most precast products and aggregate materials must be barged in and staged at intermediate locations. The project has extremely limited right-of-way, is located in an historic borough, has high ground water and poor soils so settlement is an issue, as well as having several stakeholders to work with. The project is also multi-phased due to funding constraints. This is the largest alternative delivery project for the DOTD.

Services Provided: Beginning in early 2021 Krebs has been providing independent cost estimating and scheduling services for the project. Krebs is working with the DOTD, the CMAR contractor (Kiewit-Boh) and the design team (Huval) to provide independent cost estimating services for the various work packages on the project. Krebs performs quantity takeoffs and reconciliations, estimate preparation and cost reviews, attends and participates in project meetings, risk reviews, risk workshops, constructability reviews, potential project saving (VE) discussions and others. Krebs provides the DOTD advice from a contractor point of view as well as preparing cost comparisons, provides negotiation support and advice regarding costs and markups, negotiates on behalf of the DOTD during cost discussions with the CMAR, prepares final estimate and cost submittal packages and continues to support the project during construction. Basically the Krebs team is a check and balance for cost related items and is working to help the DOTD receive a fair, reasonable price from the contractor while helping to reduce and mitigate risks.

% of Work Performed in Louisiana: 100%

Project Relevancy:

- CMAR Project Delivery - estimates at 30%, 60%, 90%, 100%
- Complex, multi phased project
- Very tight right-of-way, project footprint and access for construction.
- Challenging and complex phasing and traffic control
- All facets of highway construction
- Project Scheduling
- Public scrutiny and pressure, many stakeholders and outside influence to work through

Firm members involved: Rick Krebs



17. FIRM EXPERIENCE

Firm name	Franklin Associates	Discipline(s)*	Other (Public Outreach and Relations support)	
Project name	I-10 Widening (LA 415 to Essen Lane on I-10 and I-12) Stage 0, 1, and CMAR		Firm responsibility (prime or sub?)	Sub
Project number	H.004100.2	Owner's name	LA DOTD	
Project location	East Baton Rouge and West Baton Rouge parishes	Owner's Project Manager	Nicholas Olivier	
Owner's address, phone, email		1201 Capitol Access Road, Baton Rouge, LA, 70802, 225-379-1133, nicholas.olivier@la.gov		
Services commenced by this firm (mm/yy)		10/11	Total consultant contract cost (\$1,000's)	\$N/A
Services completed by this firm (mm/yy)		ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$1,249*
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)				

Franklin assists the Louisiana Department of Transportation and Development (LADOTD) on its costliest, most complex project in state history. The project passes through a constrained urban area with no alternate interstate bypass route available. In 2011, LADOTD initiated efforts to determine whether widening Interstate 10 in Baton Rouge was a feasible approach to mitigating some of the region's traffic issues. As the public engagement lead, Franklin began an outreach campaign targeting area residents and businesses, as well as commuters and out-of-state travelers. Over 12K responses were received through an online survey. Franklin's team continues to spearhead all public and stakeholder engagement planning, delivery, and documentation for the widening of I-10 through Baton Rouge through several phases: Stage 0 Feasibility, Stage 1 EA, and the current design/build stage.

Throughout these planning and implementation efforts, Franklin's team has developed and deployed comprehensive public engagement efforts as the project underwent a feasibility study underwent an EA study, received a finding of no significant impact from the Federal Highway Administration in February 2021 at the end of the environmental process, and is now in its design/build stages for various segments within the inner Baton Rouge corridor of the interstate. As the engagement lead, Franklin assisted in the design and deployment of public input surveys including map-based polling; developed and implemented use of in-person and digital input mechanisms; and coordinated data trending and logistics for all engagement activities during the planning, environmental, and design phases. Franklin has deployed multiple and diverse surveys, dozens of stakeholder briefings, focus group meetings, public meetings, and public hearings that complied with state and federal requirements.

*The cost of consultant services are provided from the most recent stage

(CMAR)

Firm members involved: Johnathan Hill, Laura Livingston, Cris Lacroix



The background of the slide features a photograph of a long bridge spanning a body of water under a cloudy sky. A semi-transparent blue overlay covers the left and central portions of the image. On the right, there is a solid orange vertical band. At the bottom, two white circles overlap, with one circle positioned on the blue area and the other on the orange band.

Section 18:

Approach and Methodology

18. APPROACH AND METHODOLOGY

Introduction and Understanding

The I-20 Mississippi River Bridge at Vicksburg serves traffic on the National Highway System (NHS) from California to South Carolina. It is the only crossing of the Mississippi within a 70-mile radius. A relatively new bridge, its lifespan has been shortened due to site conditions that have undermined its structural integrity. Monitoring the bridge over the past 12 years, the State of Louisiana, in conjunction with the State of Mississippi, has determined the mission to maintain the I-20 bridge crossing is critical. Therefore, within a short time, a decision must be made about whether to rehabilitate the bridge or replace it.

The issues to be evaluated within this first phase of the project are highly technical and require an expert and experienced team of bridge and geotechnical professionals. At the same time, because the decisions made must be documented and vetted through processes that satisfy environmental and statutory requirements as expeditiously as possible, the environmental team must also be expert and experienced in delivering clear, concise, and accessible documentation covering a wide range of topics. HNTB has assembled a team of both types of experts to deliver the PEL document in the first instance, quickly followed by the remaining tasks to complete the National Environmental Policy Act (NEPA) review and decision.

Approach

Although LADOTD is the lead for the I-20 Mississippi River Bridge at Vicksburg, the PEL and environmental review processes will require coordination with the Mississippi Department of Transportation (MDOT) and the Federal Highway Administration (FHWA) Louisiana and Mississippi Divisions. Our approach counts on the HNTB team's close relationships with these organizations and their staffs to make sure that the PEL decisions are collaborative and clearly communicated during the process. The close coordination with MDOT will also prove valuable during the environmental evaluation phase when potential modifications to the I-20 / US 61 interchange are considered. HNTB has experience coordinating with multiple state and federal agencies on projects, having recently worked with TDOT, ARDOT, and FHWA Divisions on the America's River Crossing Bridge Replacement (I-55 Bridge) Project. HNTB also worked closely with the ODOT and ARDOT and FHWA Divisions on the U.S. 412 PEL Study.

PART I - Enhanced Planning

LADOTD, under the auspices of its agreement with the State of Mississippi, is the lead state agency for the I-20 Mississippi River Bridge at Vicksburg and has decided to use a PEL process to kickstart development of the project and prepare it for a streamlined NEPA phase. This is the same strategy that HNTB successfully executed for the ARDOT 30 Crossing PEL, which included replacement of the I-30 bridge over the Arkansas River. Keli Wylie, ARDOT

project manager, stated, ***"the PEL process shaved 2.5 years off the project development process."*** HNTB delivered a preferred alternative in just over 12 months for a \$1B alternative delivery project. Using the 30 Crossing PEL process as our template and referencing LADOTD's recent MRB South Bridge PEL, HNTB proposes a high-level approach we are confident can deliver technically feasible and resource-reasonable alternative(s) to set LADOTD up for a seamless transition to and through NEPA clearance.

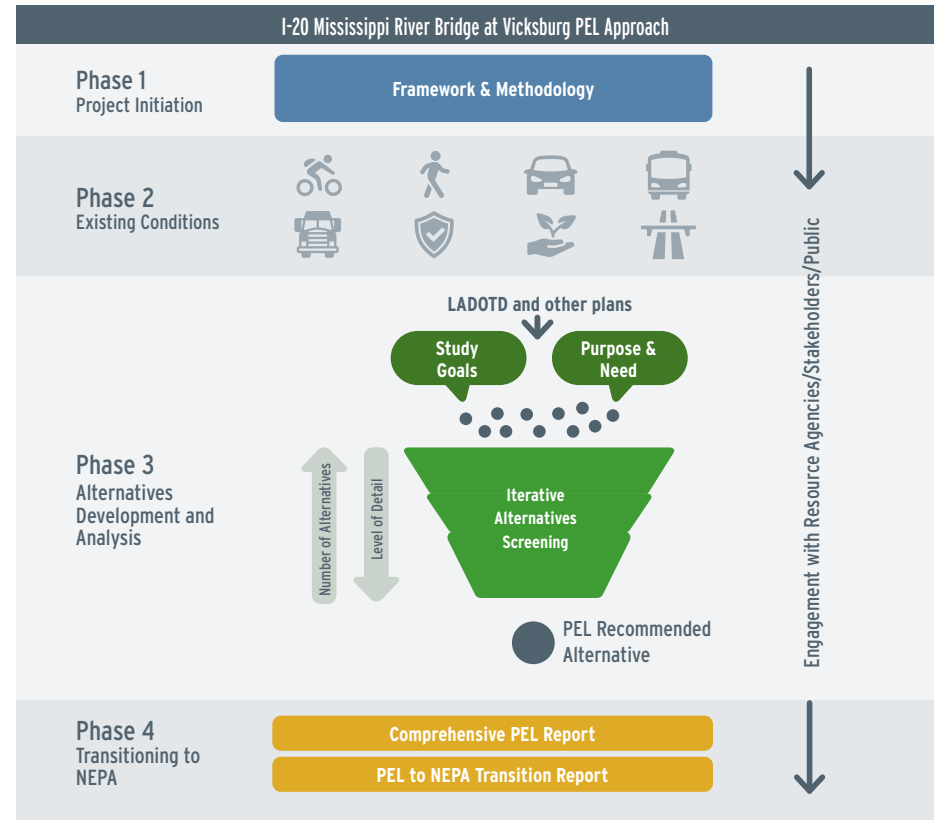


Figure 1

There are four phases to our PEL approach as shown in Figure 1: Project Initiation, Existing Conditions, Alternatives Development and Analysis, and Transitioning to NEPA.

PHASE 1 - PROJECT INITIATION

Purpose and Need: We will first develop a **preliminary statement of Purpose and Need** for the project based on the review of previous studies and plans.

Agency Identification and Coordination: To be successful, the PEL will also start with coordination between identified resource agencies and study partners to gain buy-in on the approach, schedule, and goals. HNTB proposes to develop, as a best practice, a **Framework and Methodology Agreement**. This agreement serves as a blueprint for LADOTD and project partners for the scope, schedule, deliverables, methods of analysis, agency coordination and review touch points. The Framework and Methodology Agreement will acknowledge that the PEL study will be completed in accordance with statutory PEL requirements 23 USC 168. Agency coordination will conclude with a request to the FHWA, for acknowledgment that the PEL documentation meets the necessary statutory requirements so that the planning products from the PEL can be adopted or incorporated in the subsequent NEPA process. HNTB prepared Framework and Methodology Agreements with FHWA for the 30 Crossing PEL Study in Arkansas, the I-29/I-35/U.S. 169 PEL Study in Kansas City, and the U.S. 412 PEL Study throughout portions of Oklahoma and Arkansas. In doing so, each of these PEL studies were set up for success, as all parties involved were in agreement on the expectations and path forward for identifying technically feasible solutions to address each project's need.

Agency and Stakeholder Engagement: HNTB will identify potential **cooperating and participating agencies**, as well a list of **key stakeholders**, including but not limited to, elected officials, navigation interests, businesses, utility groups, railroads, and landowners and engage with them as part of Project Initiation. A **Solicitation of Views** will be prepared and distributed to relevant entities on both sides of the river to gather initial feedback about concerns particular to the project. What we learned from the I-10 Calcasieu River Bridge EIS process is that the USCG is focused on ensuring that the needs of navigation are satisfied, driving every step in the bridge permitting process. The best path to a streamlined bridge permitting process, which follows the conclusion of the NEPA review, is close communication with the commercial interests who regularly navigate inland waterways. The experience and insights of shipping communities, including barge operators, commodity companies, and towing vessel captains and crews, are a valuable source of information that will inform the PEL and Environmental Evaluation phases of the project. Documentation of their concerns and considerations is essential to earning USCG approval of proposed modifications.

Public Involvement: HNTB will prepare a **Public Involvement Plan** to lay out how the public will be involved through the Enhanced Planning process in a manner that will facilitate continued involvement during the Environmental Evaluation process. At least one **public meeting** in Madison Parish and Warren County will be held to engage the community on the preliminary purpose and need, alternatives development, and alternatives screening methodology.

Information will be shared, and public input gathered within an iterative process of analyzing and assessing the technical and environmental feasibility of alternatives that are shown to meet the preliminary Purpose and Need. LADOTD and HNTB were recognized with a Transportation Award for an innovative virtual public meeting in 2020 for the I-10 Calcasieu River Bridge Project. Our team uses innovative tools such as virtual meetings, online polling, surveys, and interactive webpages, along with in-person meetings and small-group meetings, to inform the public and collect information. Our response rate for the Louisiana Statewide Transportation Plan surveys submitted electronically has been over 70 percent, and as of April 2025, we have received responses from every parish but one. In October 2024, HNTB participated in 14 public outreach events held across Mississippi for the Statewide Transportation Plan. The work included close coordination with the Jackson area MPO.

In cases where tech-based communications and large-scale gatherings do not reach key populations, we know how—and have the necessary personnel—to pivot to more direct communications, including door-to-door canvassing, door hangers, and tabling events at locally sponsored events like festivals and public service activities in targeted communities. Using exhibits and interactive displays, we make complex technical concepts understandable to non-expert stakeholders and the general public. Coordination with LADOTD public information professionals and the Environmental Section provides us access to electronic outreach through email blasts and social media posts. During project initiation, we will work with LADOTD and project partners to scale the engagement approach to meet expectations. We will promote transparency and public dialogue, and include documentation, analysis and management of all public comments, questions and responses. For this project, we will set up a **project website** to be maintained for the duration of the project. The website will be refreshed periodically to keep pace with new technology and tools.

PHASE 2 - EXISTING CONDITIONS

We propose to conduct an environmental inventory, also called an existing conditions analysis, to provide a clearer picture of resources and assets. We will use the assessment to understand the overall condition of the existing bridge, define the preliminary study area, and describe environmental, engineering, and geophysical constraints. Due to concerns about the westward movement of the River Piers E1 and E2, LADOTD has been monitoring the condition of the bridge for over a decade. **Previous studies and plans will be reviewed** and leveraged to better understand what is already known about the condition of the bridge and what factors are less certain. LADOTD has stated that major rehabilitation of the bridge should be considered as a preliminary alternative.

HNTB has designed numerous Mississippi River bridge crossings within the lower river region, including the US 80 bridge in Vicksburg, US 82 Greenville Bridge, I-69 Great River Bridge, Huey P Long Bridge, St Francisville (CE&I), Greater New Orleans No. 2, BNSF RR and I-55 bridges in Memphis along with over 20 on the upper Mississippi River. HNTB has a history with this

project site which spans over 40 years. As the former consulting engineer for the adjacent US 80 bridge, we have worked to mitigate these challenging geotechnical site conditions for years. HNTB was contracted in the 1980s by the Vicksburg Bridge Commission of Warren County to evaluate movement of the US 80 bridge, associated with the Mississippi River bank/bluff instability. Subsurface stratigraphy and data were collected at that time to monitor bank/bluff and bridge movement. US 80 bridge structure modifications were made to accommodate bridge movement, while no significant bank/bluff stabilization methods were implemented at the bridge due to cost.

Similarly, due to the constant westward shifting Piers E1 and E2, the existing I-20 bridge is under constant monitoring and rehabilitation primarily to ensure the bridge can continue to carry vehicular traffic. Our team members BCD and Ardaman have been monitoring the geotechnical conditions at I-20 bridge dating back to 2001 and 2009, respectively. Through these various efforts, they have completed thorough reviews of subsurface information, geologic literature reviews, conducted subsurface investigations, and laboratory testing. They have installed many geotechnical instrumentation monitoring devices consisting of vibrating wire piezometers, inclinometers, Shape Acceleration Arrays (SAAs), and observation wells. This information has been analyzed by our team members to better characterize deep (e.g., 130 feet) ancient slides that intermittently move and cause bridge distress. Our team has this significant knowledge to develop mitigation strategies. We are aware the existing I-20 structure has undergone retrofits in the past to essentially shorten the bridge to offset the movement of its piers on the Mississippi side of the river, and we have a full appreciation that continuing to retrofit the bridge in this way is only a temporary solution. If left in its current state, the bridge's service life will quickly come to an end, and urgent action must be taken to maintain the I-20 corridor. HNTB's approach from a structural perspective will be focused on the development of technical design solutions which offer long term sustainable structural alternatives to mitigate or even avoid the site's geotechnical challenges. Our investigations will be comprehensive and thorough, as we explore permanent rehabilitation of the existing structure, replacement along a near parallel alignment, as well as full realignment of the I-20 corridor.

Navigation and navigability conditions of the river within the defined study area will be assessed in close coordination with navigation stakeholders and the USACE. Mississippi River features within the study area, such as utility and railroad crossings, anchorages, mooring and fleeting areas, revetments, tributaries, and natural and man-made levees that will constrain the bridge alignment and pier placement will be mapped. Navigation issues related to the main channel gleaned from in-depth interviews with stakeholders will be described. Environmental constraints such as prime farmlands, wetlands, Section 106 and Section 4(f) resources, habitats and neighborhoods, and other readily available data will be mapped using a desktop/GIS-level analysis to locate protected areas or "showstoppers". These constraints will provide the base map for developing a range of reasonable and feasible alternatives

to be brought forward into the screening processes of Phase 3 of the PEL. An **Environmental Inventory Report** will be prepared that will provide a constraints map book annotated with an explanation of how these constraints apply to the alternatives development and analysis. This map book will form the basis for the environmental evaluation in Part II of the project.

PHASE 3 - ALTERNATIVES DEVELOPMENT AND ANALYSIS

The purpose and need drives the process for alternatives development, in-depth analysis, and ultimately, the selection of alternatives to be evaluated for during the environmental review (Part II). The need to maintain the critical crossing of I-20 across the Mississippi River has already been established and will support crafting of a well-justified purpose and need statement. On this basis, alternatives that are reasonable, prudent, and practicable will be easily identified. Study goals will also be identified, which will further assist in the screening process described below.

Instead of a universe of alternatives, the Study Team will leverage prior studies, plans, and decisions to develop a full range of reasonable alternatives that are plausible solutions to the needs identified. The full range of reasonable alternatives will be screened through an **iterative process**, where alternatives are "funneled" or "narrowed down" based on their ability to meet the purpose and need and study goals (**Figure 1**). This screening process will be outlined in an **alternatives screening methodology (ASM)**, as described below:

- Level 1 Screening: This screening is a preliminary environmental review, also called the fatal flaw or **showstoppers** screening, will be based on how well the reasonable range of alternatives meet the established purpose and need for the study. The alternatives moving forward from this screening will be the refined alternatives.
- Level 2 Screening: The refined alternatives will be further screened for their ability to meet not only the purpose and need, but also the study goals. Such screening measures may include but are not limited to **structural and geotechnical feasibility, navigational constraints, engineering constraints, environmental constraints, and traffic operations**. The alternatives moving forward from this screening will be the environmentally and technically feasible alternatives.

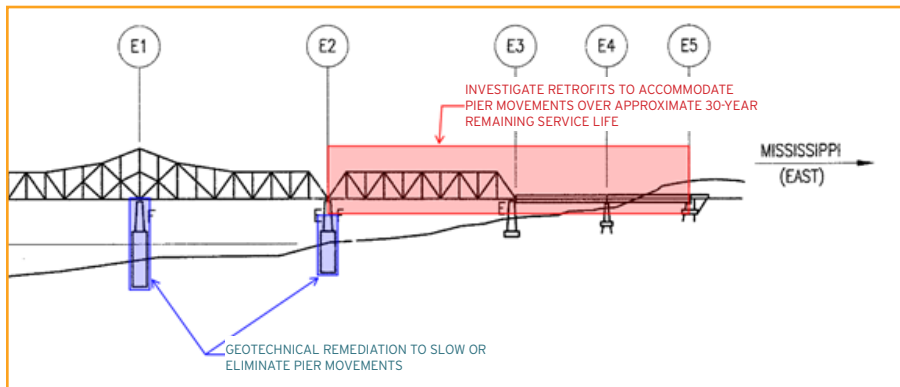
From there, the **environmentally and technically feasible alternatives** will be further evaluated based on in-depth engineering analysis and data gathered from various stakeholders and the public. The in-depth analysis will include but is not limited to **preliminary cost estimates, geotechnical exploration, bathymetric survey, subsurface utility engineering, and hydrologic and hydraulic analysis**. **Environmental analyses** will also be performed to the extent possible. A **matrix comparing** the environmentally and technically feasible alternatives will be developed, and the alternatives moving forward will be the PEL recommended alternative(s). It is important that data utilized is relevant, at sufficient detail, and would satisfy the alternatives analysis and

decisions made during PEL and subsequent incorporation into future NEPA documentation without additional investigation. Our preliminary assessment of alternatives can be split into three main categories:

1. Long-term rehabilitation of the existing I-20 structure
2. Replacement of the existing structure along a parallel alignment
3. Replacement of the existing structure along a new alignment

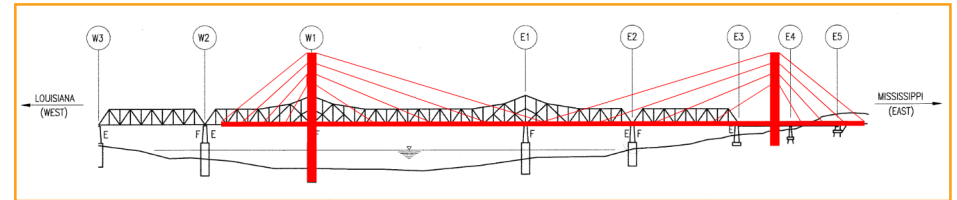
LONG-TERM REHABILITATION OF THE EXISTING STRUCTURE

Long-term rehabilitation of the existing I-20 structure will be investigated as part of this PEL. Our rehabilitation approach will focus on structural retrofits and geotechnical remediation which eliminates the need for constant monitoring and maintenance. We will explore innovative yet practical solutions to slow down or even eliminate the geotechnical movement while rehabilitating the bridge to at a minimum fulfill a 75-year service life. Geotechnical remediation would be prioritized first since any structural solutions would not be feasible without significant stabilization of the soils along the east side of the river. These geotechnical mitigation strategies are described in detail as part of the **Geotechnical Approach and Methodology** section of this proposal. One structural rehabilitation concept could assess possible replacement and/or lengthening of spans on the eastern side of the river. This reconfiguration could include additional design considerations to accommodate future foundation movements as well. Our focus would be to ensure that any possible rehabilitation strategies could be completed with little to no impacts to traffic since a detour around this I-20 crossing is over 160 miles in length. This would also eliminate the need for reconfiguration of interchanges on the Mississippi side of the river.



REPLACEMENT OF THE EXISTING STRUCTURE ALONG A PARALLEL ALIGNMENT

Replacing the existing I-20 bridge utilizing a parallel alignment could provide a cost-effective long-term solution. HNTB will carefully assess new bridge solutions with a specific focus on developing solutions to avoid or span the problematic soil conditions. Our assessment would begin with a detailed investigation and assessment into the limits of the unstable soil conditions. Once these limits are confirmed, we would investigate structural solutions such as cable-stayed spans, which are oriented to cross over the unstable areas while placing foundations in more suitable locations. Our preliminary assessment shows that a cable-stayed main span of approximately 1,800' would be an acceptable length to avoid unstable soils while also maintaining the current navigation channel. Additionally, by utilizing shorter back spans on either end, this parallel alignment concept could tie back into the existing I-20 mainline with minimal approach rework needed. This concept is anticipated to require the reconfiguration of the US 61 Business/I-20 interchange, but overall could be a viable, cost-effective option that would not require major traffic closures. In addition to this bridge solution, additional geotechnical remediation strategies similar to those considered in the previous long-term rehabilitation alternative would be assessed to further ensure this new structure would fulfill an anticipated service life of 100 years.



REPLACEMENT ALONG A NEW ALIGNMENT

Replacing the structure outside the limits of the existing slope failure will be another alternative investigated. While it is anticipated that a crossing south of the existing structure is the likely preferred alternate, corridors both north and south of the existing structure will be fully investigated for feasibility. Once the limits of the geotechnical failure area have been fully vetted, an exclusion zone in the area of the failure will be outlined. Traffic studies will allow the team to determine the reasonable limits upstream and downstream to investigate to avoid creating unnecessary additional distance along the corridor. This information will be used to define the study area up and down stream of the existing structure. Using marine study information, we will then eliminate crossings that would negatively impact marine traffic.

The existing bluff is approximately 100' above the river. Moving the crossing further south reduces the bluff to approximately 30' above the river, greatly reducing load on the slope and reducing the potential for a similar failure.

GEOTECHNICAL APPROACH AND METHODOLOGY

To inform Parts I and II of the scope of work, the geotechnical, geologic, and geospatial (geo-engineering) team scope will include the following approach and methodology. The geo-engineering team will identify and coordinate with cooperating and participating agencies and stakeholders including the FHWA, LADOTD, MDOT, USACE, United States Geological Survey (USGS), Mississippi Department of Environmental Quality (MDEQ) - Office of Geology, Louisiana Geological Survey (LGS), Warren County, Madison Parish, City of Vicksburg, CPKC Railroad, Entergy Mississippi, Kinder Morgan, and other agencies and stakeholders to identify existing geo-engineering information that can be used to evaluate plausible alternatives and prepare preliminary designs for cost estimates. The team will collect existing geotechnical data, including strength, compressibility and index testing, load test results, subsurface instrumentation results, geophysical testing, and remote sensing data near the project site or geologically similar project sites. Stakeholder and agency coordination will also be used to identify other nearby facilities that have experienced comparable subsurface deformation induced distress, mitigation efforts or similar bridge deep foundation requirements. Our team has participated in numerous other local and regional projects, like the AmeriStar Casino stabilization.

The geo-engineering team will review available previous studies and plans related to the existing I-20 Mississippi River Bridge or US 80 Mississippi River Bridge available through the agencies and stakeholder's parishes/counties, or DOTs. Because our team has worked on both the I-20 and US 80 Mississippi River crossings, we have significant historic and recent project knowledge. After acquiring information from agencies and stakeholders, the team will identify any remaining subsurface data gaps and supplement where additional subsurface information is needed for the existing bridge or new bridge sites. The team will use both traditional geotechnical methods, advanced geophysical testing methods, and remote sensing and satellite data to refine analysis models of the existing site and develop refined site-specific information.

We will take an iterative process of analyzing and assessing plausible alternatives that meet the preliminary statement of Purpose and Need. Plausible alternatives will include major rehabilitation of the existing bridge and evaluating relocation of the bridge to alternative locations while avoiding, bridging over, or stabilization of other historically unstable Mississippi River bank/bluff sites. The team will perform a detailed geotechnical feasibility review based on risk management principles of proposed alternatives which meet the preliminary statement of Purpose and Need. The review will be based on a structured framework and a comprehensive approach which considers numerous technically appropriate stabilization alternatives including reducing river bluff loading (e.g. terracing, slope grading), buttressing (e.g., toe berm and revetment, retaining walls), bank/bluff soil reinforcing (e.g., deep foundations and ground anchors) and controlling surface and groundwater (e.g., ditching and subsurface drainage). We will use 2-D and 3-D limit equilibrium and Finite

Element (FE)/Finite Difference (FD) numerical modeling methods to analyze the complex conditions and analyze the influence of the site surface and subsurface variables including groundwater and surface water conditions with time. Risk-based slope stability analyses will be performed to evaluate the likelihood and consequences of slope failure using probabilistic methods and statistical techniques to account for uncertainties. This method integrates uncertainty, variability, and risk assessment to provide a more comprehensive understanding of slope stability. The team will also suggest a value-based near-term monitoring program which will validate the adequacy of any stabilization measures at both the existing and new alternative sites.

The HNTB team has both land and water based subsurface exploration equipment and accredited/validated laboratories for performing geotechnical exploration (e.g., CPTs and deep borings) and testing. The data results will be summarized and interpreted to establish preliminary design properties using statistical and probabilistic methods as recommended by FHWA, AASHTO and several state DOTs. Geotechnical analysis to provide preliminary design parameters for deep foundations and embankments/walls will be performed according to the AASHTO Roadside Design Guide, AASHTO LRFD Bridge Design Specifications, and other AASHTO manuals for safety, seismic analysis, and structural performance. Additionally, LADOTD Standard Plans, Specifications, and Engineering Directives & Standards Manual (EDSM) will be used to address local conditions and operational needs. Pertinent additional references by FHWA, MDOT, USACE, TRB and others will also be considered. Finally, the team will also evaluate existing conditions and will perform "back-analysis" correlations which will yield invaluable information on residual and remolded strengths along the individual failure surface geometries.

Bridge Concept Study

A Bridge Concept Study detailing the data, methodologies, and findings of the structural and geotechnical studies will be prepared as a companion document to the PEL Report. This study will be used to substantiate the recommended long-term bridge solutions and the elimination of alternatives that are not feasible or reasonable. The geotechnical team will contribute to the bridge concept study to demonstrate the technical viability of the build alternatives with consideration for design criteria, preliminary designs for the superstructure and substructure, constructability review, aesthetic considerations, life cycle cost analysis, and maintainability. This report will numerically address geotechnical feature performance for the stabilized and new bridge alternatives by use of resilience-based and sustainability approaches to assess service life performance under strength, service and extreme event limit state conditions.

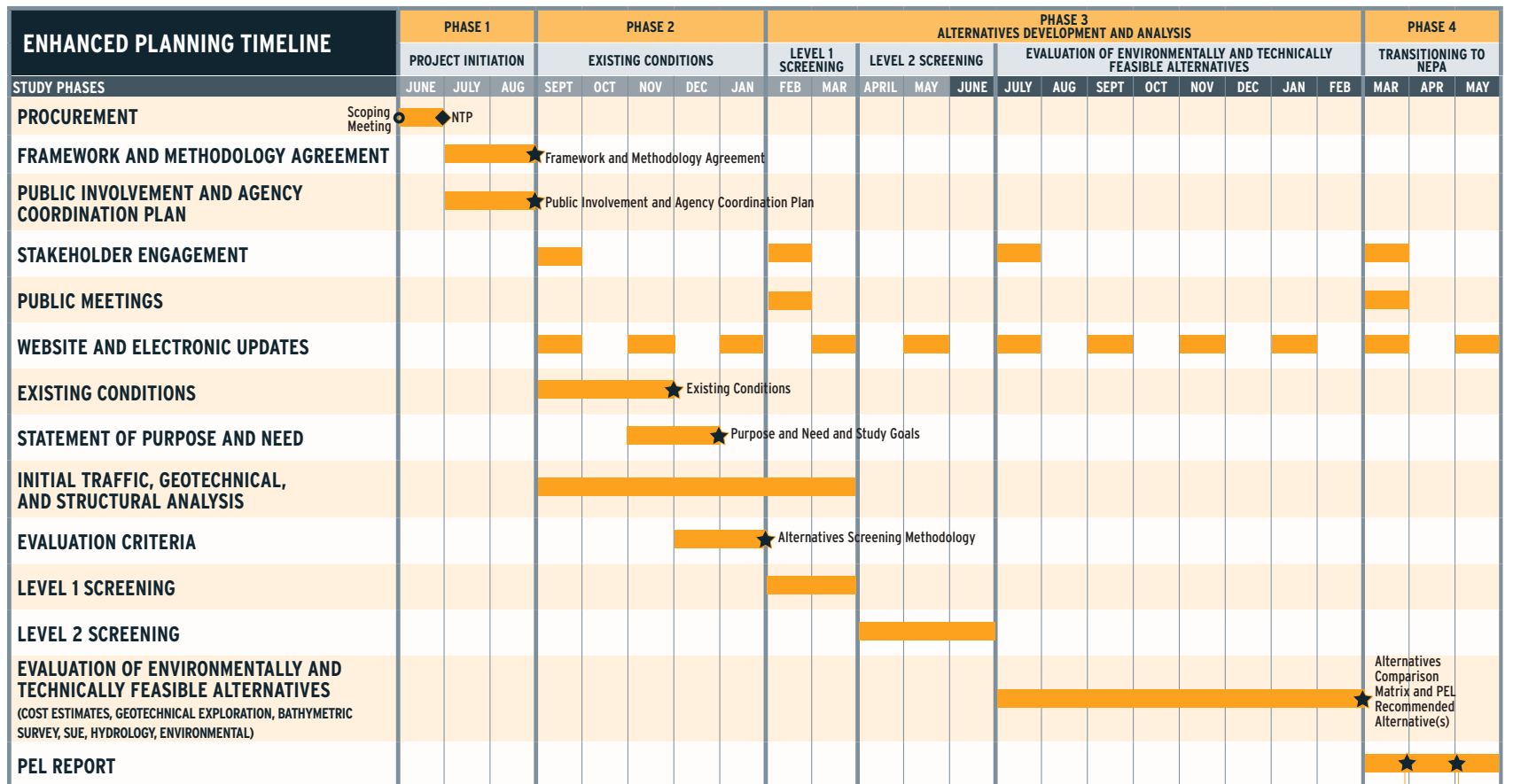
PHASE 4 - TRANSITIONING TO NEPA

HNTB will implement another best practice, the preparation of a PEL to NEPA Transition Report. This document will capture the decisions made and **identify**

any documents or analysis that will be necessary to complete a NEPA document. This allows the NEPA team to pick up where the PEL team left off without revisiting the processes completed during the PEL. It also documents the **recommended environmental classification type** to advance into the NEPA process as well as any **agreements and federal, state, and local permits** that likely will be required and a timetable for each. The 30 Crossing PEL Study in Arkansas, the I-29/I-35/U.S. 169 PEL Study in Kansas City, and the U.S. 412 PEL Study in Oklahoma and Arkansas, all completed by HNTB, included PEL to NEPA Transition Reports that successfully led to breakout projects and/or the phased implementation of a project advancing to NEPA.

In addition, HNTB will prepare a **comprehensive and reader-friendly PEL Report**, which will include answers to the FHWA PEL Questionnaire and summarize all steps and activities of the PEL process. The report will be submitted to FHWA to demonstrate that the enhanced planning undertaken by LADOTD meets the requirements of 23 USC 168. FHWA acknowledgment and approval of the PEL report in support of the environmental evaluation through NEPA will be requested. A Summary of Public Meetings and other public involvement will be prepared. Input gathered from the website and other channels will be documented and a redacted list of participants will be included as an appendix.

Project Schedule: Enhanced Planning Timeline



HNTB is committed to meeting or exceeding the schedule and adjusting to meet project requirements.

PEL Questionnaire and
PEL-to-NEPA Transition Report

PEL Report

PART II - Environmental Evaluation

Sharing the PEL to NEPA Transition Report with all agencies and key stakeholders, the HNTB Team will be able to seamlessly transition from PEL to NEPA. Given that the NEPA Class of Action has been identified in the transition report and acknowledging previous analyses, particularly the geotechnical and bridge structure studies, as a defensible foundation, it is expected the agencies should be able to recognize a preferred solution early in Part II of the process. These decisions are pivotal to expediting the environmental evaluation and will support development of a schedule to meet all federal deadlines are met in as short a period as possible. The Environmental Evaluation will begin with the publication of a **Notice of Intent** and a **Solicitation of Views**. The **Purpose and Need** statement will be reviewed and refined, as necessary, as will the **agency and stakeholder coordination plans and lists**. **Refinements will also be made to the proposed PEL recommended build alternative(s)**. These **refined line and grade drawings** and typical sections will allow for **detailed environmental analysis of the build alternative(s)** plus the effects and application of **access management, complete streets, and context sensitive solutions**. We understand the importance of and have the resources to concurrently perform the tasks and level of effort needed for all long-lead items required to clear the environmental document. HNTB will conduct **environmental analyses and prepare technical reports**. All documentation will be in a **reader-friendly format**. **HNTB will coordinate with FHWA and cooperating agencies to select a preferred alternative.**

HNTB has successfully delivered projects similar to the I-20 Vicksburg Bridge Project through NEPA. The I-10 Calcasieu River Bridge EIS ROD was signed in January 2024. Within months, modifications to the design required a NEPA Re-evaluation Report that included noise analyses, stakeholder outreach, and field studies for the Tri-colored Bat, which was proposed for listing as a threatened and endangered species after the EIS was finalized. HNTB was able to mobilize its team and deliver the re-evaluation to FHWA in three months.

Another recent example is the America's River Crossing Bridge Replacement (I-55 Bridge) Project in Memphis, Tennessee and West Memphis, Arkansas. April English led the EA, which received a FONSI in April 2025. The I-55 bridge over the Mississippi River is geometrically and seismically deficient. Similar to the I-20 Vicksburg Bridge Project, the I-55 Bridge Project spanned a navigable river across two different states (Tennessee and Arkansas). It also included a complex Section 106 coordination process and several Section 4(f) evaluations.

HNTB has been able to deliver the I-55 bridge project on an aggressive schedule by bringing in several best practices that would also be suggested for the I-20 Vicksburg Bridge Project. These best practices include a reader friendly environmental document, concurrent reviews between state DOTs, weekly team meetings, weekly project updates provided to LADOTD by HNTB, early start to the Section 106 consultation process, and early coordination on State

Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP)/Metropolitan Transportation Plan (MTP) consistency and with the USCG and USACE.

We anticipate a typical public involvement process for the I-20 Vicksburg Bridge Project as outlined in the Stage 1 Manual of Standard Practice, Appendix D-Public Involvement Process, including **at least one public meeting and one public hearing** in Madison Parish and in Warren County, as well as continued stakeholder and agency coordination throughout NEPA.

HNTB Project Team will also **maintain a project website** and utilize virtual public involvement techniques, as needed. In addition, HNTB will prepare the required **permit applications** for the proposed improvements, further facilitated through the frequent coordination points planned with the USCG and USACE.

Additional Services

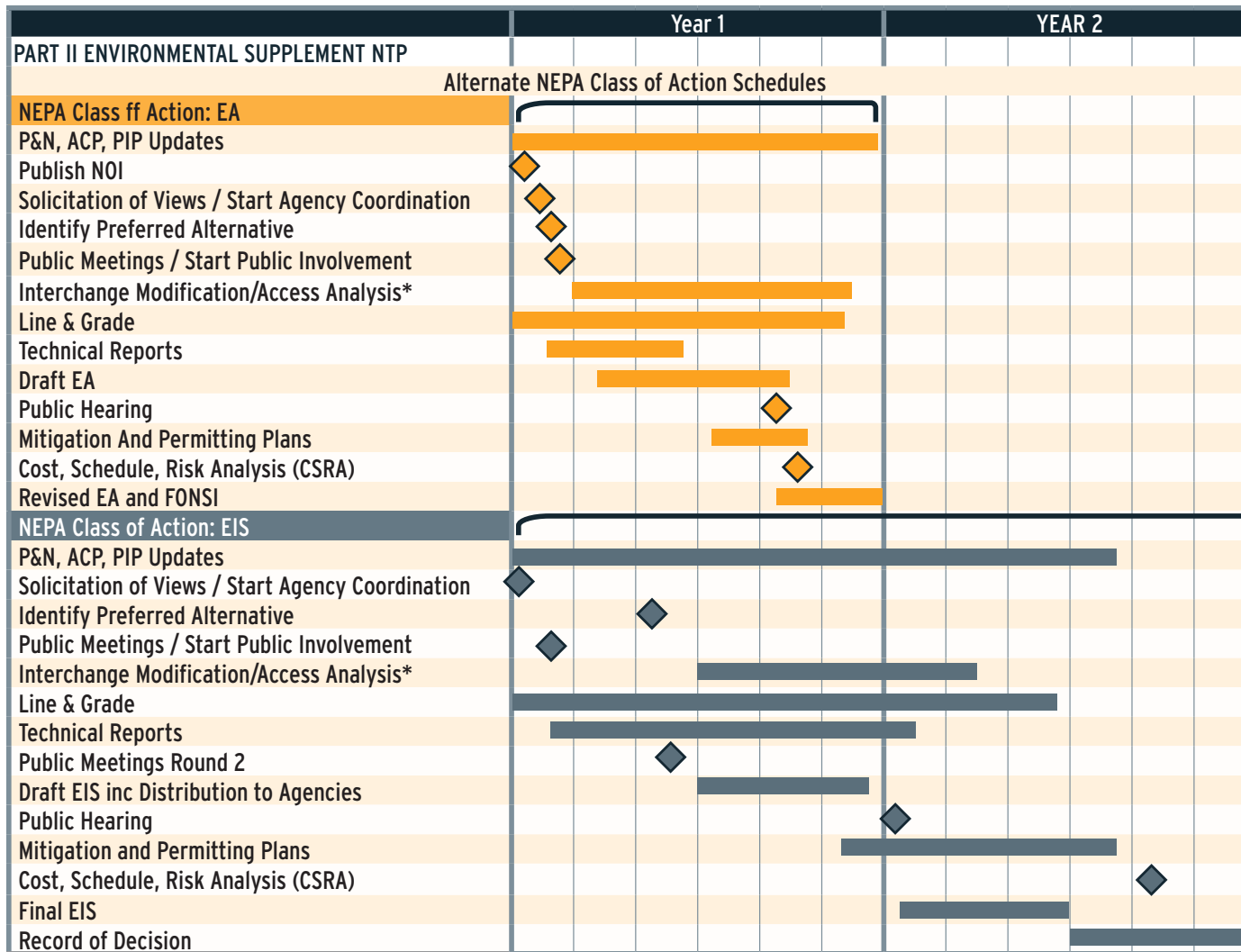
HNTB will develop detailed cost estimates and participate in the Cost and Schedule Risk Analysis (CSRA), a process used to identify, assess, and mitigate potential risks that can impact the cost and schedule of a project. Required for major projects with an estimated cost of \$500 million or more funded by FHWA, the CSRA helps ensure that projects stay within budget and on time by identifying potential issues early on and developing strategies to address them.

The CSRA for the Calcasieu River Bridge Project was a key input in developing the project initial financial plan (IFP), ensuring that the funding and financing options were realistic. In the same way, HNTB will work with LADOTD and its partners to identify and evaluate funding and finance options for the proposed improvements. HNTB will evaluate funding and financing options such as grant writing, tolling, bonding, TIFIA loans and other innovative options such as Road User Charges (RUC). Through our national grant practice and advisory services team, we have developed a proven approach to grant writing. We have been successful in securing more than \$1 billion in grant awards for our clients in the last 10 years and see strong opportunities to leverage grant opportunities to assist LADOTD with obtaining federal grant dollars. HNTB wrote the application for LA-1 Phase 2 Project that was awarded \$115 million in federal discretionary grant funding by demonstrating how the project would deliver national economic development benefits with a benefit:cost ratio of over 10:1.

HNTB also proposes to offer recommendations on alternative delivery options for the I-20 Vicksburg Bridge. The critical need to deliver this project on an accelerated schedule will likely require deviating from conventional design-bid-build. With in-depth knowledge of Design-Build (DB) Progressive Design-Build (PDB), Contractor Management At-Risk (CMAR), and P3s, the HNTB team will support LADOTD in selecting the alternative delivery best suited to overcome project constraints, satisfy project contracting, meet financial requirements, and achieve the project goals in the necessary timeframe.

Project Schedule: Environmental Evaluation Timeline

The extent and intensity of the effort involved in Part II of the Scope of Services for the I-20 Bridge at Vicksburg is dependent upon the NEPA class of action; approximately 12 months for and EA and 24 months for and EIS. The schedule presented is preliminary and as the NEPA process unfolds, new data and changing regulations will revise the timeline. The HNTB team is experienced in adapting to change, and we are equipped to pivot to address whatever needs arise and complete the environmental process as efficiently as possible.



*If Necessary

◆ ◆ Milestone



Section 19:

Workload

19. WORKLOAD

Firm(s) All firms must be represented in this table	Discipline(s)*	Contract number and State project number	Project name	Remaining unpaid balance**
HNTB Corporation	Bridge	State Contract No. 44-24189	Statewide Bridge Preservation	
			Task Order 2 - H.12899.6 I-20 Rehab CRES	\$61,992
			Task Order 6 - H.002337.5 Bayou Fountain	\$15,394
			Task Order 7 - H.015935.6 Bayou Bienvenue CRES	\$111,356
			Task Order 8 - H.014059.5, US80: Bridges over Minden	\$975,721
			Task Order 10 - Sidney Leblanc Rd over Coulee	\$241,088
			Task Order 9 - Grover Jones Rd over Williams Creek	\$260,465
	Other (Weigh Stations)	State Contract No. 44-23812	Statewide Weigh Station Assessment, Rehab and Plan Development	
			TO2, H.015377.1	\$2,129,448
	Planning	State Contract No. 44-21094	Statewide Transportation Plan	\$762,698
	Other (Tolling)	State Contract No. 44-23640	Toll Support IDIQ	
			Task Order No. 3: LA1 Facility Implementation	\$577,493
			Task Order No. 6: Toll Services	\$2,181,258
	Bridge	State Contract No. 44-25029	IIJA Off-System Bridge Program	\$426,416
		State Contract No. 44-23512	Statewide Complex Bridge Inspection	
			TO3, BIM Updates and Load Rating	\$229,305
			TO9, GNO #2, I-10 Calcasieu Inspection	\$765,752
		State Contract No. 44-4900	H.008145.6, LA 1 Phase 2	\$5,150,058
	Environmental	State Contract No. 44-26365	H.015223, BR to NO Passenger Rail Corridor Environmental Study	\$203,501
	ITS	State Contract No. 44-25921	H.015938.1, TSMO Strategic Plan	\$75,553
	Bridge	State Contract No. 44-21594	H.009859.5, Complex Bridge Rating	\$109,066

19. WORKLOAD

Firm(s) All firms must be represented in this table	Discipline(s)*	Contract number and State project number	Project name	Remaining unpaid balance**
HNTB Corporation	CE&I/OV	State Contract No. 44-23074	H.010960, LA 30 Roundabout @ Tanger Mall	\$82,964
	Bridge	State Contract No. 44-28432	H.015569.5, LA 44: I-10 Roundabout	\$266,853
	CE&I/OV	State Contract No. 44-27349	Calcasieu River Bridge OV	\$35,543,456
	Other (Railroad)	State Contract No. 44-27876	H.015223.1 Intercity Rail Program	\$4,770,980
	Bridge	State Contract No. 44-29195	Critical Projects IDIQ	
			H.012083 Calcasieu Bridge Interim Repairs	\$64,276
Burns Cooley Dennis, Inc.	Geotech	N/A		n/a
Forte and Tablada, Inc.	Bridge, Survey	4400021594/H.011965.6	Task Order No. 2 - IWGO Bridge Rehabilitation (Drone Flyover)	51,603
	Bridge	4400021594/H.000303.6	Task Order No. 3 - Danziger Bridge Rehabilitation	4,127
	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	254
	Bridge	4400021594/H.009859.5	Task Order No. 6 - Load Rate Selected Statewide Bridges	1,408,396
	Bridge	4400021594/H.009730.5	Task Order No. 7 - In-Depth Bridge Inspections	68,942
	Bridge	4400021594/H.009730.5	Task Order No. 8 - In-Depth Bridge Inspections	158,517
	Bridge	4400021594/H.015546.6	Task Order No. 9 - Caplis Sligo Road Over Red Chute Bayou	8,424
	Bridge, Survey	4400024589/H.014990.5	OSBR S. Tiger Bend Rd & East Achord Rd Bridges	7,428
	Bridge, Survey	4400013387/H.013137.5	OSBR Ouachita	23,249
	Bridge, Survey	4400019864/H.014318.5	OSBR Gurney Road Bridges	4,708
	Bridge	4400025037/H.014994.5	OSBR Bonne Idee Rd over Bonne Bayou	3,487
	CE&I/OV	4400023837/H.013090.6	Gretna Downtown Pedestrian Improvements	10,577
	CE&I/OV	4400023837/H.009290.6	LSU Laboratory School SRTS Project	7,263

19. WORKLOAD

Firm(s) All firms must be represented in this table	Discipline(s)*	Contract number and State project number	Project name	Remaining unpaid balance**
Forte and Tablada, Inc.	Survey	4400021532/H.012068.5	LA 1026: Creek Bridge	10,719
	Survey	4400021532/H.010116.5	LA 1088: Soult & Trinity Roundabouts	23,987
	Survey	4400021532/H.005734.5	LA 447 Corridor Study	119,475
	Survey	4400021532/H.012563.5	LA 73: Bayou Manchac Bridge (HBI)	461
	Survey	4400021974/H.002186.5	UP (Plaquemine)	90,304
	Survey	4400021974/H.012449.5	H.012449.5 KCS Xings Gayosa St. & Louise	17,107
	Survey	4400021974/H.016748.5	US 167: Median Improvements	134,057
	Survey	4400025029/H.015341	D61(EBR) IJJA Off-System Bridge	69,054
	Survey	4400025029/H.015341	D61(EBR) IJJA Off-System Bridge - SA 3	41,123
	Survey	4400004128/H.004273.5	I-49 Connector Additional ROW	55,766
Coastal Environments, Inc.	Environmental	4400023973/H.000358.2	GPR Survey US 190:LA 415 & RR Overpass Repl	\$83,722
	Environmental	4400023973/H.005121.2	LA 1/LA 415 Anomaly 1 Testing	\$43,577
	Environmental	H.003915	I-49 Inner City Connector	\$5,191
	Environmental	H.004791	Level II HAER LA23 Belle Chasse	\$20,000
	Environmental	H.011328.2	I-49 South (Ricohoc to Berwick)	\$336,188
Krebs Corporation	Other - Independent Cost Estimating	Contract No. 4400019582, State Project Number H.004100.5	Independent Cost Estimating (ICE) Services, I-10: LA 415 to Essen Lane on I10 and I-12	\$1,411,280
		Contract No. 4400028884, State Project Number H.003931.5	Independent Cost Estimating (ICE) Services, Calcasieu River Bridge (HBI) (CE&I), Route I-10 Calcasieu Parish (Sub to GEC, Inc.)	\$953,557
Vectura Consulting Services, LLC	Traffic	4400017293	I-20: LA 544 Overpass Replacement	74,429
	Traffic	4400005484	New Orleans Rail Gateway Avondale EA	59,571
	CE&I/OV	4400020018	EBR Computerized Traffic Signal, Ph VB	66,032

19. WORKLOAD

Firm(s) All firms must be represented in this table	Discipline(s)*	Contract number and State project number	Project name	Remaining unpaid balance**
Vectura Consulting Services, LLC	Traffic	H.004791	Belle Chasse Bridge & Tunnel Replacement PPP	11,202
	Traffic	4400021519	KCS RR Overpasses HBI	572
	Traffic	4400023075	S. Lewis Street Widening	7,499
	ITS	4400017922	C/AV Team and Working Group Support	6,820
	Traffic	4400025299	LA 47 Hayne Blvd Safety Improvements	17,303
	Traffic	4400018271	LA 383 Stage 0 Corridor Study	20,146
	ITS	4400016364	Houma Regional ITS Architecture Update	10,746
	Traffic	4400025299	Dist. 02H Flashing Yellow Arrow Part 2	265,766
	Traffic	4400026913	East Street & Parkview Drive Sidewalks	12,818
Ardaman & Associates, Inc.	Geotech	44-4128; H.004273	I-49 Connector, Lafayette	\$422,403
	Geotech	44-18899; H.004791	LA 23: Belle Chasse Bridge & Tunnel (HBI)	\$72,965
	Geotech	44-1960; H.013897	I-10 / I-12 College Drive Flyover Ramp	\$20,241
	Geotech	44-19013; H.004100.5 & .6	I-10 CMAR Design Continuation: LA 415 TO ESSEN ON I-10 & I-12	\$299,218
	Geotech	H.004435	I-12 to Bush Construction Phase	\$47,956
	Geotech	44-8671; H.009266	I-10 Widening: LA 73 to LA 30	\$25,760
	Geotech	44-19013; H.002244.5	Boudreaux Canal Bridge (LA 56)	\$180
	Geotech	44-17438; H.013284	MRB GBR LA 1 to LA 30 Connector	\$2,781
	Geotech	44-6189; H.004647.6	I-20 Mississippi River Bridge at Vicksburg	\$1,743,373
	Geotech	H.015935	LA 47 @ Bayou Bienville	\$23,059

19. WORKLOAD

Firm(s) All firms must be represented in this table	Discipline(s)*	Contract number and State project number	Project name	Remaining unpaid balance**
Ardaman & Associates, Inc.	Geotech	44-25025; H.015337, H.015452, H.015453, H.015454, H.015455, H.015456, H.015457, H.015458, H.015459, H.015460, H.015461, H.015462, H.015463	IIJA	\$202,942
	Geotech	44-24652; H.014265.5	N River Road Irving Branch	\$1,217
	Geotech	44-24652; H.012533.5	LA 1252 Bayou Pt Brule Bridge	\$4,452
	Geotech	44-24652, H.012607.5	Henderson Bayou Bridge LA 933	\$5,070
	Geotech	44-24652, H.015568.5, H.015569.5	Pelican Point Roundabout	\$160,460
	Geotech	44-24652; H.012842.5	LA 124 Ext. Larto Lake	\$3,372
	Geotech	44-21519; H.012030.5	KCS RR Overpasses US 371	\$47,561
	Geotech	44-6189; H.016313.5, H.016314.5, H.016315.5, H.016316.5, H.016317.5, H.016318.5, H.016319.5, H.016320.5, H.016325.5	Culvert Replacements	\$256,734
	Geotech	44-21887; H.012542, H.012453, H.012544, H.012047	Replacement of 15 Bridges	\$779,058
	Geotech	44-25026; H.015489, H.015490, H.015491, H.015492	IIJA	\$19,330

19. WORKLOAD

Firm(s) All firms must be represented in this table	Discipline(s)*	Contract number and State project number	Project name	Remaining unpaid balance**
The Lakvold Group	Appraiser	H.007811	Comite River Diversion Canal, ERRP, LA	\$20,800
	Appraiser	H.004100	I-10: LA 415 to Essen On I-10 and I-12, EBRP, LA	\$20,000
	Appraiser	H.010124	LA 15: Roundabout at LA 447, Livingston Parish, LA	\$10,000
Franklin Associates	Planning; Other (Public Outreach and Relations)	H.003915	I-49 Inner City Connector, Stage 0 EA Project (Prime: Providence Engineering)	No current balance
			I-49 Inner City Connector, Stage 1 EA Project (Prime: Providence Engineering)	\$32,562.46
	Planning; Other (Public Outreach and Relations)	H.004100.1	I-10 Widening Baton Rouge Stage 0	No current balance
	Planning; Other (Public Outreach and Relations)	H.004100.2	I-10 Widening Baton Rouge Stage 1	No current balance
	Other (Public Outreach and Relations)	H.004100.5	I-10 CMAR RCP Plans - Segment 1 (Prime: Providence Engineering/HUVAL)	No current balance
	Other (Public Outreach and Relations)	H.016075	I-10 Washington Street Exit Canvassing (Prime: Stantec)	\$1,781.50
	Planning; Other (Public Outreach and Relations)	H.013284	MRB South GBR: LA 1 to LA 30 - Pre-NEPA (Prime: Atlas)	\$1,509.87
			MRB South GBR: LA 1 to LA 30: NEPA EA (Prime: Atlas)	No current balance
	Other (Public Outreach and Relations)	H.004791	Belle Chasse Bridge pre-project public engagement (Prime: Franklin)	No current balance
			Belle Chasse Bridge Replacement Project (Prime: Plenary)	\$108,476.74
	Other (Public Outreach and Relations)	H.003931	Calcasieu Bridge Public Engagement	No current balance
			Calcasieu Bridge Design/Build Public Engagement (Prime: Plenary)	\$16,667.33

19. WORKLOAD

Firm(s) All firms must be represented in this table	Discipline(s)*	Contract number and State project number	Project name	Remaining unpaid balance**
Franklin Associates (cont.)	Planning; Other (Public Outreach and Relations)	H.009213	LA 3132 Extension - Stage 1 (Prime: Burk Kleinpeter)	No current balance
	Other (Public Outreach and Relations)	H.005121	LA 1 to LA 415 Connector (Prime: Providence Engineering)	\$12,396.34
	Other (Public Outreach and Relations)	H.003047	Pecue Lane Environmental Planning (Prime: Providence Engineering)	No current balance
	Other (Public Outreach and Relations)	H.005121	Sugarhouse Road EA (Prime: Meyer, Meyer, Lacroix, & Hixon)	No current balance
	Other (Public Outreach and Relations)	H.001779	Jimmie Davis Bridge Replacement Project (Prime: Reich)	No current balance



Section 20:

Certifications/Licenses

20. CERTIFICATIONS/LICENSES

 State of Louisiana Secretary of State		COMMERCIAL DIVISION 225.925.4704 Fax Numbers 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
Name	Type	City	Status
HNTB CORPORATION	Business Corporation (Non-Louisiana)	DOVER	Active
Previous Names			
Business: HNTB CORPORATION			
Charter Number: 34422713F			
Registration Date: 12/23/1992			
Domicile Address			
615 S DUPONT HWY DOVER, DE 19901			
Mailing Address			
P.O. BOX 412197 KANSAS CITY, MO 64141			
Principal Business Office			
715 KIRK DRIVE KANSAS CITY, MO 64105			
Registered Office in Louisiana			
4450B BLUEBONNET BLVD. BATON ROUGE, LA 70809			
Principal Business Establishment in Louisiana			
450 LAUREL STREET, SUITE 1200 BATON ROUGE, LA 70801			
Status			
Status: Active			
Annual Report Status: In Good Standing			
Qualified: 12/23/1992			
Last Report Filed: 11/25/2024			
Type: Business Corporation (Non-Louisiana)			

4/25/25, 3:25 PM Commercial - Search

 State of Louisiana Secretary of State		COMMERCIAL DIVISION 225.925.4704 Fax Numbers 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
Name	Type	City	Status
ARDAMAN & ASSOCIATES, INC.	Business Corporation (Non-Louisiana)	ORLANDO	Active
Previous Names			
Business: ARDAMAN & ASSOCIATES, INC.			
Charter Number: 34396031F			
Registration Date: 12/13/1991			
Domicile Address			
8008 SOUTH ORANGE AVENUE ORLANDO, FL 32809			
Mailing Address			
3475 E. FOOTHILL BLVD. PASADENA, CA 91107			
Principal Business Office			
8008 SOUTH ORANGE AVENUE ORLANDO, FL 32809			
Registered Office in Louisiana			
3867 PLAZA TOWER DR. BATON ROUGE, LA 70816			
Principal Business Establishment in Louisiana			
316 HIGHLANDIA DR. BATON ROUGE, LA 70816			
Status			
Status: Active			

https://coraweb.sos.la.gov/CommercialSearch/CommercialSearchDetails_Print.aspx?CharterID=388416_EA&XDF418E 1/6

 State of Louisiana Secretary of State		COMMERCIAL DIVISION 225.925.4704 Fax Numbers 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
Name	Type	City	Status
BURNS COOLEY DENNIS, INC.	Business Corporation (Non-Louisiana)	RIDGELAND	Active
Previous Names			
Business: BURNS COOLEY DENNIS, INC.			
Charter Number: 34407872F			
Registration Date: 5/22/1992			
Domicile Address			
551 SUNNYBROOK RD. RIDGELAND, MS 39157			
Mailing Address			
PO BOX 12828 JACKSON, MS 39236			
Principal Business Office			
551 SUNNYBROOK RD. RIDGELAND, MS 39157			
Registered Office in Louisiana			
3867 PLAZA TOWER DR. BATON ROUGE, LA 70816			
Principal Business Establishment in Louisiana			
3867 PLAZA TOWER DR. BATON ROUGE, LA 70816			
Status			
Status: Active			
Annual Report Status: In Good Standing			
Qualified: 5/22/1992			
Last Report Filed: 4/23/2024			
Type: Business Corporation (Non-Louisiana)			

4/25/25, 3:31 PM Commercial - Search

 State of Louisiana Secretary of State		COMMERCIAL DIVISION 225.925.4704 Fax Numbers 225.932.5317 (Admin. Services) 225.932.5314 (Corporations) 225.932.5318 (UCC)	
Name	Type	City	Status
FORTE AND TABLADA, INC.	Business Corporation	BATON ROUGE	Active
Previous Names			
Business: FORTE AND TABLADA, INC.			
Charter Number: 25306090D			
Registration Date: 2/8/1961			
Domicile Address			
9107 INTERLINE AVE. BATON ROUGE, LA 70809			
Mailing Address			
9107 INTERLINE AVE. BATON ROUGE, LA 70809			
Principal Office Address			
9107 INTERLINE AVE. BATON ROUGE, LA 70809			
Status			
Status: Active			
Annual Report Status: In Good Standing			
File Date: 2/8/1961			
Last Report Filed: 1/9/2025			
Type: Business Corporation			

20. CERTIFICATIONS/LICENSES

State of Louisiana
Secretary of State

COMMERCIAL DIVISION
225.925.4704

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

Name

Type

City

Status

THE LAKVOLD GROUP LLC

Limited Liability Company

BATON ROUGE

Active

Previous Names

Business: THE LAKVOLD GROUP LLC

Charter Number: 34882713K

Registration Date: 1/24/2000

Domicile Address
4520 JAMESTOWN AVENUE, SUITE 1
BATON ROUGE, LA 70808

Mailing Address
C/O 4520 JAMESTOWN AVENUE, SUITE 1
ANGELA LEMOINE-LAKVOLD
BATON ROUGE, LA 70808

Status
Status: Active
Annual Report Status: In Good Standing
File Date: 1/24/2000
Last Report Filed: 12/26/2024
Type: Limited Liability Company

Registered Agent(s)
Agent: DAVID EARL LAKVOLD
Address 1: 6812 SOUTH WOODGATE COURT
City, State, Zip: BATON ROUGE, LA 70808
Appointment Date: 1/24/2000
Agent: ANGELA LEMOINE-LAKVOLD
Address 1: 6812 SOUTH WOODGATE COURT
City, State, Zip: BATON ROUGE, LA 70808
Appointment Date: 10/29/2022

4/25/25, 3:23 PM

Commercial - Search

State of Louisiana
Secretary of State

COMMERCIAL DIVISION
225.925.4704

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

Name

Type

City

Status

VECTURA CONSULTING SERVICES, LLC

Limited Liability Company

BATON ROUGE

Active

Previous Names

Business: VECTURA CONSULTING SERVICES, LLC

Charter Number: 41994609K

Registration Date: 8/24/2015

Domicile Address
4467 BLUEBONNET BLVD.
SUITE A
BATON ROUGE, LA 708099639

Mailing Address
PO BOX 14269
BATON ROUGE, LA 70898

Status
Status: Active
Annual Report Status: In Good Standing
File Date: 8/24/2015
Last Report Filed: 7/26/2024
Type: Limited Liability Company

4/25/25, 3:28 PM

Commercial - Search

State of Louisiana
Secretary of State

COMMERCIAL DIVISION
225.925.4704

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

Name

Type

City

Status

FRANKLIN ASSOCIATES, LLC

Limited Liability Company

BATON ROUGE

Active

Previous Names
FRANKLIN INDUSTRIES, LLC (Changed: 10/5/2011)

Business: FRANKLIN ASSOCIATES, LLC

Charter Number: 36013721K

Registration Date: 9/13/2005

Domicile Address
250 S. FOSTER DRIVE
BATON ROUGE, LA 708064103

Mailing Address
C/O PERRY J. FRANKLIN, SR.
250 S. FOSTER DRIVE
BATON ROUGE, LA 708064103

Status
Status: Active
Annual Report Status: In Good Standing
File Date: 9/13/2005
Last Report Filed: 8/14/2024
Type: Limited Liability Company

4/25/25, 3:33 PM

Commercial - Search

State of Louisiana
Secretary of State

COMMERCIAL DIVISION
225.925.4704

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

Name

Type

City

Status

COASTAL ENVIRONMENTS, INC.

Business Corporation

BATON ROUGE

Active

Previous Names

Business: COASTAL ENVIRONMENTS, INC.

Charter Number: 27701120D

Registration Date: 1/6/1967

Domicile Address
1260 MAIN STREET
BATON ROUGE, LA 70802

Mailing Address
1260 MAIN STREET
BATON ROUGE, LA 70802

Principal Office Address
1260 MAIN STREET
BATON ROUGE, LA 70802

Status
Status: Active
Annual Report Status: In Good Standing
File Date: 1/6/1967
Last Report Filed: 1/9/2025
Type: Business Corporation

20. CERTIFICATIONS/LICENSES

4/25/25, 3:36 PM

Commercial - Search

State of Louisiana
Secretary of State



COMMERCIAL DIVISION
225.925.4704

Fax Numbers

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

Name	Type	City	Status
KREBS CORPORATION.	Business Corporation (Non-Louisiana)	PARK CITY	Inactive

Previous Names

Business:

KREBS CORPORATION.

Charter Number:

43926113F

Registration Date:

6/9/2020

Domicile Address

1840 SUN PEAK DR., SUITE B-102
PARK CITY, UT 84098

Mailing Address

P.O. BOX 980910
PARK CITY, UT 84098

Principal Business Office

1840 SUN PEAK DR., SUITE B-102
PARK CITY, UT 84098

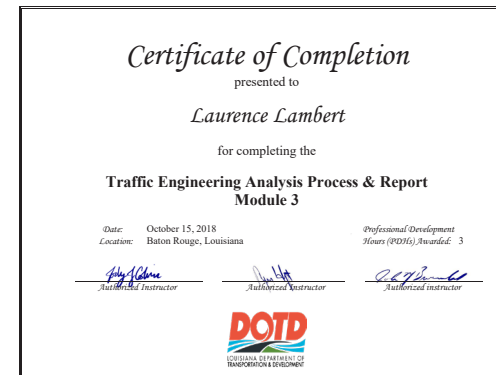
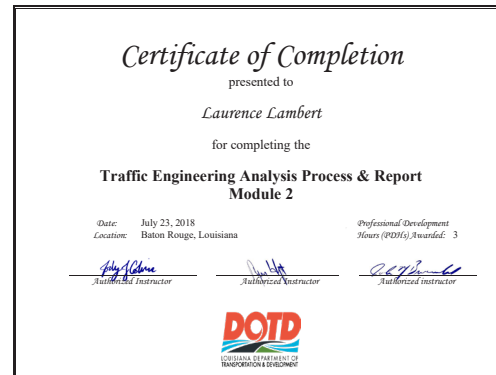
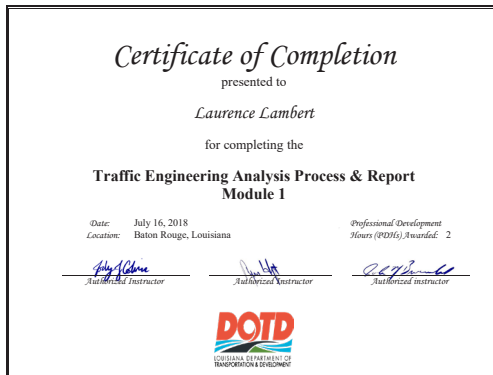
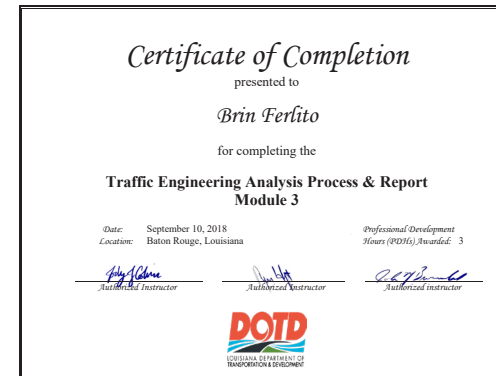
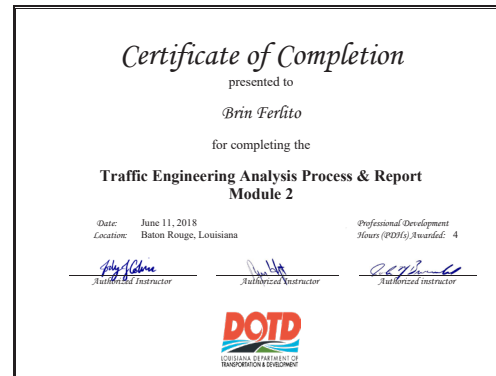
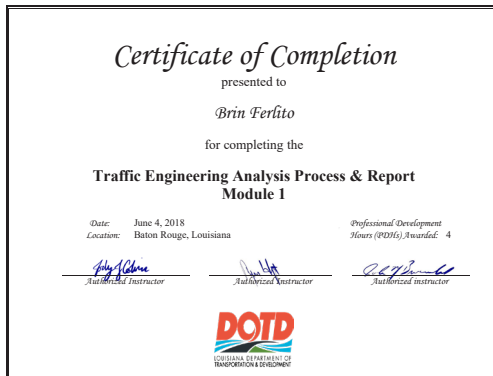
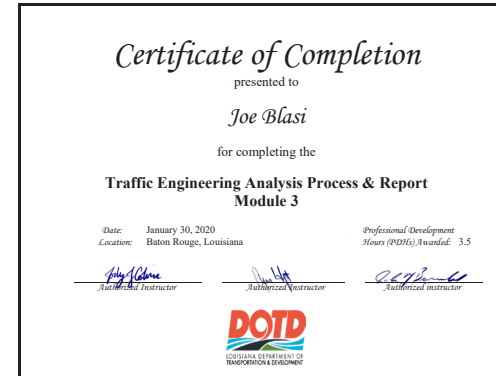
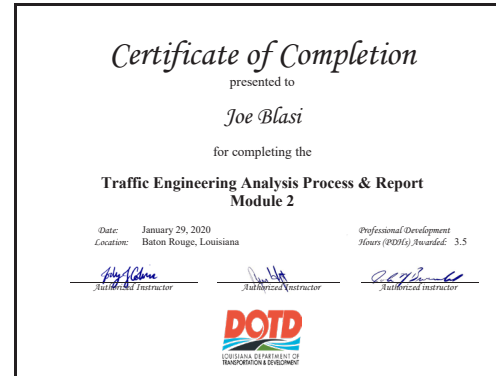
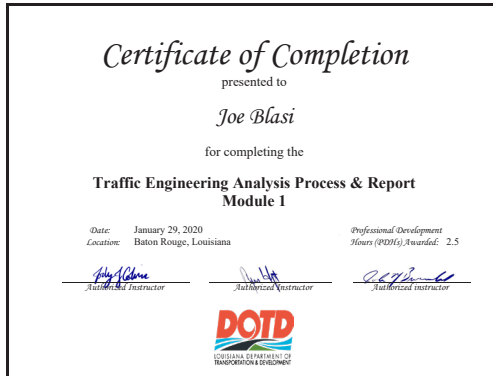
Registered Office in Louisiana

3867 PLAZA TOWER DR., 1ST FLOOR
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

3867 PLAZA TOWER DRIVE, 1ST FLOOR
BATON ROUGE, LA 70816

20. CERTIFICATIONS/LICENSES





Section 21:

QA/QC Plan

21. QA/QC PLAN AND/OR WORK PLAN

This page intentionally left blank.



Section 22:

Sub-consultant Information

22. SUB-CONSULTANT INFORMATION

Firm Name (Name must match exactly as registered with Louisiana's Secretary of State (SOS): including punctuation, include screenshot(s) from SOS at the end of Section 20)	Address	Point of contact and email address	Phone number
Ardaman & Associates, Inc.	316 Highlandia Drive, Baton Rouge, LA 70810	Robert Jewell RJewell@ardaman.com	(225) 666-4598
Burns Cooley Dennis, Inc.	551 Sunnybrook Road, Ridgeland, MS 39157	Alexis (Eddie) Templeton, etempleton@bcdgeo.com	601-856-9911
Coastal Environments, Inc.	1260 Main Street, Baton Rouge, LA 70802	Elizabeth Manly bmanly@coastalenv.com	225-383-7455, ext. 133
Forte and Tablada, Inc.	9107 Interline Avenue Baton Rouge, LA 70809	Russell J. "Joey" Coco, Jr. jcoco@forteandtablada.com	225-927-9321
Franklin Associates, LLC	250 S. Foster Drive, Baton Rouge, LA 70806	Perry Franklin perry@franklinassociates.com	225-768-9060
Krebs Corporation.	1840 Sun Peak Dr., Suite B-102, Park City, UT 84098	Rick Krebs rkrebs@krebscorp.com	(801) 635-7101
The Lakvold Group LLC	4520 Jamestown Avenue, Suite 1 Baton Rouge, LA 70808	Angela Lemoine-Lakvold angie@thelakvoldgroup.com	225-248-9984 (Office) 225-603-5515 (Cell)
The Seamen's Church Institute (SCI)	9650 High Level Road, Houston, TX 77029	Capt. Stephen J. Polk spolk@seamenschurch.org	713-674-1236 (o) 281-853-5659 (c)
Vectura Consulting Services, LLC	PO Box 14269, Baton Rouge, LA 70898	Brin Ferlito bferlito@vecturacs.com	225-223-6685



Section 23:

Location

23. LOCATION

This page intentionally left blank.