

VOLKERT



REQUEST FOR ENGINEERING AND RELATED SERVICES LA 384 (BIG LAKE RD TO MCNEESE ST)

CONTRACT NO. 4400035806



**MAGNOLIA PEDESTRIAN BRIDGE
BEFORE & AFTER**



August 5, 2026

Department of Transportation & Development
Attn: Paulette Territo, Consultant Contract Services Administrator
1201 Capitol Access Road, Room 405-BB
Baton Rouge, LA 70802

Volkert, Inc.
9448 Brookline Avenue
Baton Rouge, LA 70809
225.218.9440
www.volkert.com



RE: Advertisement for Engineering & Related Services; LA 384 (Big Lake Rd to McNeese St); Contract No. 4400035806; State Project No. H.011242.5; Federal Aid Project No. H011242; Calcasieu Parish

Dear Ms. Territo,

LA 384 between Big Lake Road and McNeese Street is a corridor under real strain: two aging bridges in need of replacement, intersections and signals that have not kept pace with growth in the Lake Charles area, and limited accommodations for the pedestrians and cyclists who rely on it daily. **Addressing these deficiencies through widening, intersection and access improvements, signal modernization, and Complete Streets implementation will meaningfully improve safety and operations for the traveling public and the surrounding community.** Volkert, with offices and staff across Louisiana, is well positioned to partner with the Louisiana Department of Transportation and Development (LADOTD) and the City of Lake Charles in delivering these improvements, bringing strong local knowledge, regulatory understanding, and an understanding of how long it took to get this project off the ground.

Volkert has a proven track record delivering complex, multi-discipline roadway corridor projects that combine widening, intersection and access management improvements, bridge replacement with box culverts, traffic signal modernization, and Complete Streets implementation. Our approach emphasizes early coordination with DOTD, the City of Lake Charles, and Calcasieu Parish stakeholders to keep the project on schedule through the 60% final submittal and to set a clear path for future final design, lighting, and landscaping phases to follow by Supplemental Agreement.

Our programmatic approach is organized around the core elements of the Scope of Services:

Roadway & Bridge Design – Preliminary and final plan development for widening, intersection and access improvements, and Complete Streets elements, together with final design of two bridge replacements as reinforced concrete box culverts in accordance with AASHTO LRFD and the DOTD Bridge Design and Evaluation Manual.

Traffic Engineering Services – Field data collection, signal warrant analysis, and marked crosswalk studies at the eight study intersections, culminating in a Signal and Pedestrian Traffic Engineering Report and signal design plans through 100% final plans, per the DOTD Traffic Signal Manual and MUTCD.

Public Involvement – Planning, materials development, and hosting of the anticipated public meeting, including exhibits, comment tracking, and the Public Meeting Record.

Supported by Volkert's Project Manager, Jacob Parker, PE, this team will ensure effective contract management and compliance with all LADOTD policies and quality requirements, including our project-specific QA/QC plan for the bridge design scope of work. Our team includes **DCCM**, who will provide traffic engineering services, including data collection, signal warrant analysis, and traffic signal design.

Volkert has successfully partnered with LADOTD on numerous high-priority projects and remains committed to improving corridor safety and operations while delivering a well-coordinated, cost-effective design for LA 384. We look forward to strengthening this partnership through this important Calcasieu Parish project.

We appreciate the opportunity to be considered for this contract and look forward to the possibility of continuing our partnership with LADOTD. Should you require any additional information, please do not hesitate to contact me at 225-270-1454 or jan.evans@volkert.com.

Respectfully submitted,
Volkert, Inc.

A handwritten signature in blue ink, appearing to read 'Janet L. Evans'.

Janet L. Evans, PE, MBA | Regional Vice President

A Century of Integrity in Infrastructure



DOTD FORM 24-102 | SECTIONS 1-15

Hawthorne Hollow Bridge

Bridge-to-Box-Culvert Replacement — The Same Structure Type
Proposed for LA 384's Two Bridge Crossings

DOTD FORM: 24-102**PROPOSAL TO PROVIDE CONSULTANT SERVICES**

1. Contract title as shown in the advertisement	ENGINEERING AND RELATED SERVICES FOR LA 384 (BIG LAKE RD TO MCNEESE ST)
2. Contract number(s) as shown in the advertisement	4400035806
3. State Project Number(s), if shown in the advertisement	H.011242.5
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	Volkert, Inc. 
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	Louisiana License: EF.0002500 Louisiana License: VF.0000869
6. Prime consultant mailing address	9448 Brookline Avenue Baton Rouge, LA 70809
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Janet L. Evans, PE, MBA Regional Vice President 225-218-9440; Jan.evans@volkert.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Janet L. Evans, PE, MBA Regional Vice President 225-218-9440; Jan.evans@volkert.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:

Date: August 5, 2026

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): n/a

Firm(s)' %: n/a

12. Discipline Table:

Past Performance Evaluation Discipline(s)	% of Overall Contract	Volkert	DCCM	Each Discipline Must Total to 100%
Bridge	30%	100%	0%	100%
Road	40%	100%	0%	100%
Traffic	30%	10%	90%	100%
Identify the percentage of work for the <u>overall contract</u> to be performed by the prime consultant and each sub-consultant.				
Percent of Contract	100%	73%	27%	100%
<i>Percentages are rounded to the nearest whole number.</i>				

13. Team 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)
	Supervisor - Eng	3	40
	Engineer	10	86
	Engineer Intern	3	1
	Environmental Pro	1	4
	Technician	4	26
	Landscape Architect	1	1
	Supervisor – Eng	3	2
	Engineer	1	1

14. Organizational Chart

Volkert will serve as the prime firm in providing services to LADOTD for this contract. The contract will be primarily managed from our office located at 9448 Brookline Avenue, Baton Rouge, LA 70809



FIRM LEGEND

Volkert
DCCM

Minimum Personnel
Requirement Nos. (#)

Traffic Engineering Analysis Process & Report Modules 1-3

ATSSA TCS and/or ATSSA TCT and/or ATSSA Flagging



15. Minimum Personnel Requirements

MPR No.	Personnel being used to meet the MPR	Firm employed by	Type of license and discipline meeting MPR/ certification & number	State of license	License / certification expiration date
1	Janet L. Evans, PE, MBA	Volkert, Inc.	PE # - Civil 21307	LA	09/30/2026
2	Janet L. Evans, PE, MBA	Volkert, Inc.	PE # - Civil 21307	LA	09/30/2026
3	Janet L. Evans, PE, MBA	Volkert, Inc.	PE # - Civil 21307	LA	09/30/2026
4	Jacob Parker, PE	Volkert, Inc.	PE # - Civil 30596	LA	09/30/2027
5	Jonathan Gambino, PE, PTOE, RSP1	Volkert, Inc.	PE # - Civil 41496 PTOE # - 4433 RSP1 # - 587	LA	09/30/2027 03/18/2027 04/05/2027

Resumes included in the following order:

Janet L. Evans, PE, MBA | MPR #1, 2, 3

Jacob Parker, PE | MPR #4

Ashley Beckendorf, PE

Ryan Ordeneaux, PE

Parker Scheuermann, EI

Ben Robins, EI

Steven Armstrong, PE, CBI, ADCI

Artur D'Andrea, PE

Ahmed Rageh, PE, PhD

Jeremy Vezina, PE

Clinton Patrick, PE, PLS

Kylie Colvin, EI

Perry Leblanc

Laura Tomlinson

Matthrew Abrahm

Krenish Matthews

Jonathan Gambino, PE, PTOE, RSP1 | MPR #5

Hadi Shirazi, PE, PTOE

William "Larry" Tucker, PE

Kenneth Powers, PE

Cheryn Robles, APR

Kevin Tucker, RLA, APA, USGA (TN)

Arthur "Trey" Gamble, PE, PTOE

Sydney Fiocca, PE, PTOE, RSP1

Jitendra "Jay" Jain, PE, PTOE

JD Allen, AICP, WSO-CSSD, PTSCTP, TSSP

DOTD FORM 24-102 | SECTION 16

Bridge Bundle 2

Accelerated Delivery — Nine Bridge Designs Completed in a Fraction of the Typical Timeline

16. Staff Experience:

Firm employed by: Volkert, Inc.				
	Janet L. Evans, PE, MBA Project Principal		Years of relevant experience with this employer	18
			Years of relevant experience with other employer[s]	26
	Degree(s) / Years / Specialization	MBA 1986 Business Administration BS 1980 Civil Engineering	Year registered	1984
	Active registration number / state / expiration date	21307 LA 9/30/2026	Discipline	Civil
				
Contract role(s) / brief description of responsibilities: Ms. Evans will serve as Principal-in-Charge. Ms. Evans fulfills Minimum Personnel Requirements Nos. 1, 2, and 3.				
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. Evans joined Volkert in 2008 and has over 44 years of roadway and bridge project management and design experience in design and construction of transportation projects. This includes urban freeway design, stage 0 studies, capacity improvements, lane additions, interchange modifications as well as both traditional design and alternative design build. Ms. Evans has developed plans for project sites with extremely confined work zones, updated and analyzed to minimize lane closures and traffic impacts to nearby residents and commuters. She has also developed construction sequencing plans to minimize impacts in areas with high average daily traffic volumes. Her combination of construction and design experience has been utilized by the department in various alternative delivery projects including the development of draft CMAR guidelines and the development of a design build construction manual. Ms. Evans' experience from both the construction side and the design side of project management allows her to provide insight which aids in the resolution of issues in alternative delivery projects. She has 10 years of experience serving as a Project Manager on DOTD alternative delivery projects.				
07/21 - Ongoing SECTION 17 PROJECT	IMR Highland Road to LA 73, East Baton Rouge and Ascension Parishes, DOTD. Ms. Evans is serving as Principal-in-Charge for an Interstate Modification Report (IMR) to analyze the existing roadway network surrounding the LA 42 (Highland Road) interchange at Interstate I-10. The project involved a significant amount of data collection such as 7-day volume and classification counts, a speed study, travel time study, field observations, and a safety/crash study along 5 corridors and 10 intersections. This information will be input into a VISSIM microsimulation model to help identify the best alternatives to improve capacity, increase safety, and reduce delay at the interchange at I-10 and LA 42 in both the interim and long-term stages. The model will be calibrated to match existing field conditions and improvements will be modeled to determine which alternative may address the existing congestion. A report summarizing the methodology and findings will be developed and submitted to FHWA to address the required policy points for approval.			
05/23 - Ongoing	Jimmie Davis Bridge (LA511) (HBI) (Owner Verification Services). Ms. Evans is serving as Principal-in-Charge . Volkert is responsible for providing all Engineering Design and Construction Support services including implementation of the Construction Quality Assurance Manual and Document Control. As the Owner Verification firm, Volkert is providing guidance and support to the LADOTD Project Manager prior to and during reviews, develop review comments, attend project meetings, ensure that the DB contractor adheres to their contract, and address other assignments as directed. Volkert is verifying that all the DB Contractor submittals (i.e., Safety Plan; FAA permits; US Coast Guard Permits; USACE permits; Quality Manual; etc.) conform with the DB Contractor contract documents (Final RFP) and that all required meetings (i.e., Pre-Work Conference; Design Mobilization meeting; Site Mobilization meeting; Progress Meetings; Design Reviews, etc.) are held and meeting minutes are taken. During Construction, Volkert staff provides QA inspection oversight in the field and reviews all material certifications and work to verify DB Contract Documents are met.			

Firm employed by: Volkert, Inc.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
09/22 - Ongoing SECTION 17 PROJECT	District 04 IJA Off-System Bridge Program. Ms. Evans is serving as Principal-in-Charge. Volkert has been selected to assist the LADOTD in the selection of eligible bridge structures to be replaced, designed, and constructed under the Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. The initial contract included tasks to research qualifying off system bridge locations in LADOTD district 04. District 04 includes the Parishes of Bossier, Caddo, Red River, Bienville, Claiborne, DeSoto, and Webster. Volkert staff visited all locations and assembled a screening matrix which includes archaeological sites, NRHP eligible structures, historical bridges, tribal lands, scenic streams, threatened and endangered species, Section 4f properties, Section 6 (f) properties, navigable waterways, underground storage tanks, levees or utility permits. Volkert coordinated with each Parish to develop a selected structures list and program bridges for the five years of funding for the IJA funding stream. Initial services for this project included site screening and bridge selection for replacement based on matrix/spreadsheet cataloging specific site information in order to select the structures that meet the program timeline and budget. Furthermore, upon coordination with the LADOTD, nine (9) bridge locations were chosen for design and replacement with the goal of replacing as many bridges as possible with the funds available. Volkert is performing Hydraulic Analysis and Bridge Design services at these locations. Volkert will evaluate each site and provide a recommended drainage alternate type and applicable dimensions, as well as perform the hydraulic design of the drainage structure in accordance with the LA DOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program manual.
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Ms. Evans is serving as Principal-in-Charge. Volkert is designing nine bridge replacements across northern Louisiana and is delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.
08/17 - 02/20	I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (LADOTD). Ms. Evans served as Principal-in-Charge for the Owner Verification Team (OVT) on Task Orders 3 & 4. Volkert provided procurement and project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish. Ms. Evans was responsible for all project oversight for the Design and Construction on this \$72M Design-Build project. This project consisted of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road. This was the fastest procured design-build to date in DOTD History. State Contract No. 4400004915 TO 3 & 4, S.P. No. H.009250.
03/10 - 01/13	I-10 Widening Design-Build Project, Siegen Lane Interchange to the Highland Road Interchange (LADOTD). Ms. Evans served as Principal-in-Charge for this project, which expanded the interstate from four to six lanes with median barrier improvements. Provided executive oversight for roadway, drainage, electrical, lighting, signing and striping, pavement patching, retaining wall, and maintenance-of-traffic design. The project included widening the dual Wards Creek Diversion bridges and replacing the 850-foot dual bridges over Kansas City Southern Railroad and La Crete Drive with new three-lane bridges, 12-foot shoulders, and increased railroad clearances for a future parallel track. Oversaw subconsultant coordination, quality control, permitting, environmental compliance, public involvement, engineering support during construction, SWPPP preparation, and scour analysis.
10/11 - 12/12	I-10 Veterans Boulevard – Clearview Parkway Widening (LADOTD). Ms. Evans served as Principal-in-Charge. Volkert provided construction contract administration and construction engineering and inspection (CEI) services for the construction of additional lanes on I-10 between Veterans Boulevard and Clearview Parkway in Metairie, Louisiana. The project consisted of adding lanes and full width shoulders in each direction to the existing roadway and bridges, increasing drainage capacity, cold planing asphaltic pavement, Class II base course, Superpave asphaltic concrete pavement, asphaltic concrete SMA wearing course, new roadway signing and lighting, sound barrier walls, slab span and girder span bridges, pavement markings, waterline relocation, sewer force main relocation, guardrail replacement and related work.

Firm employed by: Volkert, Inc.						
	Jacob Parker, PE <i>Project Manager</i>		Years of relevant experience with this employer		8	
			Years of relevant experience with other employer(s)		17	
	Degree(s) / Years / Specialization		BS 1998 Civil Engineering		Year registered	2003
	Active registration number / state / expiration date		30596 LA 09/30/2027		Discipline	Civil



Contract role(s) / brief description of responsibilities:
 Mr. Parker will serve as Project Manager for this contract. Mr. Parker fulfills Minimum Personnel Requirement No. 4.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).
Mr. Parker has over 25 years of structural engineering experience including the design of prestressed concrete bridge design with spans up to 150 feet and in the design of geometrically challenging and complex bridges, such as curved, super-elevated, skewed piers, and movable spans. He also has experience with structural analysis, reinforced concrete design, prestressed concrete design, wood and timber design, advanced mechanics of materials, finite element analysis, shallow foundations, inland waterways, and engineering for natural hazards. Mr. Parker also has the following training: LRFD Training (Seismic Design/Movable, etc.), LEAP Bridge, STAAD, MDX, WinSEISAB, CONSEC, Response 2000, AASHTO GM-2.1, Virtis, Retain Pro, PCA Column, MATHCAD, Smath, Microstation, AutoCAD & AutoCAD 3D.	
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Mr. Parker serves as Project Manager. Volkert is designing nine bridge replacements across northern Louisiana and is delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.
11/23 - Ongoing	IH 35, Capital Express North, TxDOT, Travis County, TX. Mr. Parker served as Project Engineer. Volkert is providing services for this \$607M reconstruction project, which will improve operational efficiency by relocating ramps and adding one managed lane in each direction on IH 35, capacity to the frontage roads, and a shared-use path. The interchange at Wells Branch Pkwy will be converted into a diverting diamond interchange (DDI), and the new shared-use path will improve bicycle and pedestrian accommodations along IH 35 frontage roads and at east/west crossings.
09/22 - Ongoing SECTION 17 PROJECT	District 04 IJA Off-System Bridge Program. Mr. Parker serves as Project Engineer. Volkert was selected to assist LADOTD with the IJA Off-System Bridge Program in District 04, encompassing Bossier, Caddo, Red River, Bienville, Claiborne, DeSoto, and Webster Parishes. Volkert evaluated qualifying bridge sites and developed a screening matrix addressing environmental, cultural, historic, navigational, utility, and permitting considerations. The team coordinated with each parish to prioritize projects within the program's five-year funding schedule and budget. Nine bridges were selected for design and replacement to maximize available funding. Volkert is providing site evaluations, hydraulic analyses, drainage recommendations, and bridge design in accordance with LADOTD's Off-System Bridge Replacement and Rehabilitation Program guidelines.
09/21 - Ongoing	Evangeline Road at CN Railroad Box Culvert Projects, St. Charles Parish, LA. Mr. Parker served as Engineer of Record for the precast box culverts installed beneath Evangeline Road at the CN Railroad crossing. He designed the culverts in accordance with ASTM C1577 and developed an innovative approach that repurposed the temporary sheet-pile shoring as permanent wingwalls, with flowable fill used as structural backfill. This solution reduced excavation and eliminated the need for cast-in-place concrete headwalls and compacted backfill within the railroad right-of-way. The project supported St. Charles Parish's proposed master drainage plan.

Firm employed by: Volkert, Inc.

Experience dates [mm/yy-mm/yy]	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).]
09/21 - 11/24 SECTION 17 PROJECT	Hawthorne Hollow Bridge Replacement, St. Tammany Parish, LA. Mr. Parker served as Project Engineer. Volkert was contracted by St. Tammany Parish Government to develop preliminary and final construction plans and bid documents for replacement of the bridge at Hawthorne Hollow Drive. Services included survey and geotechnical coordination, hydraulic modeling, drainage analysis and improvement recommendations, box culvert design, wetland delineation and permitting, bridge rating, bidding support, construction administration, and inspection. Volkert also reviewed all plans and supporting analyses for design concept, constructability, and accuracy.
01/22 - 01/23	Reconstruction of the Chalmette Slip, Wharves A & F St. Bernard Port Harbor & Terminal District St. Bernard Parish Arabi, LA. Mr. Parker served as Engineer of Record for Design for the demolition and reconstruction of the remaining original wharves at the Arabi Terminal. The new wharves included cast-in-place concrete decks on precast girders and caps supported by large-diameter steel pipe piles, designed for loads of 750 to 1,000 psf or fully loaded forklifts. Precast, prestressed concrete box edge beams and pile bents resisted vessel berthing and mooring loads. A two-level fender system accommodated large vessels and barges while protecting the structure from impact. At-grade wharf sections featured timber-pile-supported concrete slabs designed for 1,000 psf or forklift loads. The design complied with applicable UFC, IBC, ACI, and ASCE marine facility standards.
05/19 - 12/21	I-220/I-20 Interchange Improvements to BAFB Access Design-Build, Bossier Parish, LA (LADOTD). Mr. Parker was responsible for assisting with the bridge design review for Volkert's team. The I-220/I-20 Interchange Improvement and BAFB Access project in Bossier Parish extended I-220 south over I-20 as a limited-access, four-lane arterial to a new terminus on Barksdale Air Force Base (BAFB). The project included construction of four interchange ramps to provide connectivity for the new access road, as well as two sets of bridge structures: one over I-20 and one over the KCS Railroad. The project terminus tied into a BAFB roadway project, creating a new access point for the base. State Contract No. 4400016173, S.P. No. H.003370.6.
09/18 - 12/20	Causeway Shoulder Bay Improvements, Jefferson Parish, LA (Greater New Orleans Expressway Commission). Mr. Parker's responsibilities included design of basic safety plan and elevation, design of girders, design of cable tray attachment and miscellaneous electrical details, design of sign support details and design of transition barriers. Volkert was selected to design essential, long-awaited shoulder additions. The bridge shoulders, which comprised 12 shoulder bays, provided safe pull-off areas for disabled vehicles outside active traffic lanes and increased safety for motorists and emergency personnel during crash events. The project was delivered using the CMAR alternative delivery method, a first for the State of Louisiana.
09/18 - 07/20	I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (LADOTD). Mr. Parker served as Review Engineer for the OVT on Task Order 4 which allowed Volkert to provide project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish. He was responsible for all project oversight for the Design and Construction on this \$72M Design-Build project. This project consisted of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road. State Contract No. 4400004915 TO 4, S.P. No. H.009250.
06/18 - 06/19	I-10 (Williams Boulevard to Veterans Memorial Boulevard), and Loyola Drive to Williams Boulevard in Jefferson Parish, Louisiana for the Louisiana Department of Transportation and Development (DOTD), c/o GEC, Inc. Mr. Parker served as Project Manager for this project. This project involved the design of a new subsurface drainage system. It has approximately six major crossings that outfall into Canal No. 3, which parallels the interstate in this area. These drainage systems not only serve as the roadway drainage, but they also drain large segments of residential areas of Jefferson Parish that are located to the north of I-10. This approach required careful coordination with Jefferson Parish and the DOTD to ensure that all water elevations and drainage assumptions used were accurate and that the completed design met all required design criteria.

Firm employed by: Volkert, Inc.			
	Ashley Beckendorf, PE <i>Roadway Design</i>		Years of relevant experience with this employer 12
			Years of relevant experience with other employer(s) 6
	Degree(s) / Years / Specialization 	BS 2008 Civil Engineering	Year registered 2012
	Active registration number / state / expiration date 	37334 LA 03/31/2027	Discipline Civil
Contract role(s) / brief description of responsibilities: Ms. Beckendorf will provide roadway design services.			
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. Beckendorf has 18 years of design and engineering experience and expertise in delivering complex drainage, roadway, open space, and other capital projects for government clients. Over her career she has specialized in roadway engineering, sewer infrastructure design and drainage design. For the past six plus years, she has managed and assisted with managing several projects of complex nature and succeeded in keeping on schedule and maintaining great project outcomes. Before her management experience she worked on the East Baton Rouge Greenlight Program and East Baton Rouge Parish Sanitary Sewer Overflow Program, beginning from the preliminary stages to design, on through construction. Her experience working with EBR through these projects, combined with her knowledge of engineering and managerial experience gives her the ability to make a very effective manager. She has managed every aspect of projects including geotechnical engineering, surveying & mapping, environmental studies and permitting, subsurface utility engineering, utility coordination, lighting, traffic studies and design, Right of Way Acquisition, drainage, and roadway design. Ms. Beckendorf's certifications include: ▼ FHWA-NHI-142005 NEPA and the Transportation Decision-making Process ▼ Traffic Engineering Analysis ▼ Process & Report - Module 2 ▼ Process & Report - Module 3			
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Ms. Beckendorf provides roadway design services for Volkert's team. Volkert is designing nine bridge replacements across northern Louisiana and is delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.		
09/22 - Ongoing SECTION 17 PROJECT	District 04 IJA Off-System Bridge Program. Ms. Beckendorf provides roadway design services. Volkert was selected to assist LADOTD with the IJA Off-System Bridge Program in District 04, encompassing Bossier, Caddo, Red River, Bienville, Claiborne, DeSoto, and Webster Parishes. Volkert evaluated qualifying bridge sites and developed a screening matrix addressing environmental, cultural, historic, navigational, utility, and permitting considerations. The team coordinated with each parish to prioritize projects within the program's five-year funding schedule and budget. Nine bridges were selected for design and replacement to maximize available funding. Volkert is providing site evaluations, hydraulic analyses, drainage recommendations, and bridge design in accordance with LADOTD's Off-System Bridge Replacement and Rehabilitation Program guidelines.		
07/21 - Ongoing SECTION 17 PROJECT	IMR Highland Road to LA 73, East Baton Rouge and Ascension Parishes, DOTD Ms. Beckendorf serves as Project Manager for this project. The interchange of I-10 at LA 42 (Highland Road) has been experiencing capacity issues as well as queuing along Highland Rd. The purpose of the Interchange Modification Report (IMR) is to analyze the existing roadway network and identify the best alternative to improve capacity at I-10 and Highland Rd interchange as well as any alternatives to improve Highland Rd. The goal of the project is to minimize queuing on to the interstate.		

Firm employed by: Volkert, Inc.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
05/18 - Ongoing	Plank Road, East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport). As Project Manager , Ms. Beckendorf coordinates between sub-consultants, between the airport, the FAA, and DOTD. She is responsible for the design of Plank Road (the new alignment), QA/QC of all components and supervision of all PE's, EI's, and technicians working on the project's design. This project is to relocate Plank Road along a new alignment. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection. This project is an Airport project, funded by FAA, but the road will be transferred to DOTD.
09/21 - 11/24 SECTION 17 PROJECT	Hawthorne Hollow Bridge Replacement, St. Tammany Parish, LA. Ms. Beckendorf served as Project Manager for replacement of the bridge with box culverts, managing hydraulics, surveying, SUE, geotechnical services, inspection and load rating, permitting, plan development, and specifications through final completion.
05/19 - 12/21	I-220/I-20 Interchange Improvements to BAFB Access Design-Build, Bossier Parish, LA (DOTD). Ms. Beckendorf provided roadway design submittal review for Volkert's team. The I-220/I-20 Interchange Improvement and BAFB Access project in Bossier Parish consisted of the extension of I-220 to the south over I-20 as a limited access 4-lane arterial to a new terminus on Barksdale Air Force Base (BAFB) and included construction of four interchange ramps providing interchange connectivity for the new access road. The project included the construction of two sets of bridge structures, one set for the I-20 over pass and the second set for the over-pass of the KCS RR. The project terminus tied to a BAFB roadway project creating a new access location for the base. State Contract No. 4400016173, S.P. No. H.003370.6.
05/18 - 05/19	LA 929 at LA 930 Roundabout, Ascension Parish, LA (Ascension Parish Government). As project manager and lead engineer , Ms. Beckendorf coordinated all sub-consultants and supervised all work done on the project. This is a new roundabout at LA 929 and LA 930. It consists of a one lane roundabout with a combination of ditch drainage and subsurface drainage.
10/15 - 09/16	I-10: Highland Road to LA 73 Supplemental Agreement No. 2, East Baton Rouge and Ascension Parishes, LA (DOTD). Volkert was contracted to perform and prepare an Interstate Modification Report (IMR) to analyze the existing roadway networks and identify the best alternatives to improve capacity at the interchange at I-10 and LA 42. As one of the Project Engineers , Ms. Beckendorf assisted in managing the project tasks. She performed 15-minute queue length analyses. She performed a crash study, including a crash analysis of all the intersections, segments, and spots using DOTD manual for Crash Data Analysis and crash1b software, pulling crash reports, analyzing the over representation, and drawing crash diagrams. Lastly, she assisted in the time travel study. State Contract No. 4400004915 SA 2, S.P. No. H.009250
01/15 - 04/15	Clarence Henry Truckway Right Turn Lane Addition New Orleans, LA Port of New Orleans. As Project Manager and Project Engineer , Ms. Beckendorf provided roadway engineering for a right turn lane addition of approximately 1 mile in length. The scope of her work included plans, specifications and quantities with plan elements such as typical sections, plan sheets, striping and signing, sequence of construction and traffic control. Volkert is responsible for the preliminary submittal through the 100% final design plan submittal.

Firm employed by: Volkert, Inc.			
	Ryan Ordeneaux, PE <i>Roadway Design</i>		Years of relevant experience with this employer 6
			Years of relevant experience with other employer(s) 16
	Degree(s) / Years / Specialization	BS 2003 Civil Engineering	Year registered 2015
	Active registration number / state / expiration date	39476 LA 09/30/2027	Discipline Civil
Contract role(s) / brief description of responsibilities: Mr. Ordeneaux will provide roadway design services.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).		
Mr. Ordeneaux has engineered a variety of projects over his 24-year career including roadway design, bridge replacements, and aviation design. This includes interstates, highway, and local roadway design; traffic control plan development; hydraulic improvements; and drainage improvement projects throughout Louisiana. He has served as a project estimator and also has project management and inspection experience.			
05/18 - Ongoing	Plank Road, East Baton Rouge Parish, LA, Baton Rouge Metropolitan Airport. Mr. Ordeneaux served as Project Engineer. This project required coordination between subconsultants, Baton Rouge Metropolitan Airport, the FAA, and DOTD. The responsibilities included the design of Plank Road (the new alignment), design of new drainage system and new sub surface utility design. This project is to relocate Plank Road along a new alignment. Mr. Ordeneaux was involved with the design of a new 4 lane highway with J-turns, including ROW acquisition, new subsurface utilities and drainage design. The Project also includes design for additional lanes along Harding and Hooper Road and the required upgrades to the drainage system and utility relocations. This project is a Baton Rouge Metropolitan Airport project, funded by FAA, but the road will be transferred to DOTD.		
09/21 - 09/22	Montz Drainage Improvements Project and the Evangeline Road at CN Railroad Box Culvert Projects, St. Charles Parish, LA. Mr. Ordeneaux served as Project Manager for this is project to improve the drainage in Montz, LA per the Montz Drainage Improvement plan. The Montz Drainage Improvements Project includes the design for jack and bore steel pipes under KCS railroad and the design of a canal or alternative way to convey stormwater to the nearby pumpstation. The Evangeline Road/CN Railroad Project includes the design for box culverts under Evangeline Road at the CN Railroad crossing located within the railroad ROW. Mr. Ordeneaux coordinated with the Master Drainage Plan designer, surveying, and geotechnical engineering for the projects and is overseeing the design, permitting, and construction administration for the proposed drainage improvements as per the drainage plan.		
01/20 - 01/21	Roundabout at Highway 929 and Highway 930 in Prairieville, LA for Ascension Parish. Mr. Ordeneaux served as Lead engineer for this project. Volkert was assigned a task order for the Move Ascension program to develop plans for a Roundabout Highway 929 and Highway 930, Prairieville, LA. The project required a traffic analysis, development of construction plans, drainage improvements, lighting, topographic survey, ROW mapping, geotechnical services and SUE services.		
06/18 - 06/19	I-10 (Williams Boulevard to Veterans Memorial Boulevard), and Loyola Drive to Williams Boulevard in Jefferson Parish, Louisiana for the Louisiana Department of Transportation and Development (DOTD), c/o GEC, Inc. Mr. Ordeneaux served as Project Engineer for this project. This project involved the design of a new subsurface drainage system. It has approximately six major crossings that outfall into Canal No. 3, which parallels the interstate in this area. These drainage systems not only serve as the roadway drainage, but they also drain large segments of residential areas of Jefferson Parish that are located to the north of I-10. This approach required careful coordination with Jefferson Parish and the DOTD to ensure that all water elevations and drainage assumptions used were accurate and that the completed design met all required design criteria.		

Firm employed by: Volkert, Inc.				
	Parker Scheuermann, EI <i>Roadway Design</i>		Years of relevant experience with this employer	6
			Years of relevant experience with other employer(s)	0
	Degree(s) / Years / Specialization	BS 2020 Civil Engineering	Year registered	2020
	Active registration number / state / expiration date	EI 34581 LA 03/31/27	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Scheuermann will provide roadway design services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Mr. Scheuermann joined Volkert in 2020 after earning his degree in Civil Engineering. He provides civil engineering support on a variety of projects including document control.				
04/23 - Ongoing	LA 73 at LA 74 Roundabout. Mr. Scheuermann serves as Project Intern. Ascension Parish Government selected Volkert to study and design a roundabout to replace the signalized intersection at LA 73 and LA 74, as part of a broader initiative to construct roundabouts parish-wide. Work involved collecting and analyzing 48-hour traffic counts to identify AM and PM peaks, followed by turning movement counts at key approaches. Results were summarized in an appendix. Volkert also prepared a traffic report, topographic survey, geotechnical investigation, preliminary/final plans for the roundabout and drainage, and right-of-way maps. The traffic report covered crash data, vehicle volumes, speed studies, Sidra and AutoTURN analyses, area impact, and a conceptual design. Upon completion, Volkert proceeded with roadway, lighting, and drainage design.			
2021 - Ongoing	Filmore D Mithra St. (New Orleans DPW). Mr. Scheuermann serves as Project Intern. He designed the road geometry and profile and created the cross sections using Civil3D. He determined the location of inlets and tested the entire drainage system using HYDRWIN 2009 and input the inlet and pipe locations in the plan & profile. Also, Mr. Scheuermann created the permanent striping plans as well as the proposed joint layout.			
2020 - Ongoing	Filmore C (New Orleans DPW). Mr. Scheuermann serves as Project Intern back checking drainage quantities and drainage structure types. He also assisted in plan sheet markups according to comments from the N.O. DPW and N.O. SWB. This was part of a road recovery initiative to fix the streets around the Filmore neighborhood. The project involved overlay and full depth repairs of the road, new drainage lines and water lines, and replacement of existing curb.			
2020 - Ongoing	Filmore Quad 2 City No Survey and Scope (New Orleans DPW). Mr. Scheuermann serves as Project Intern helping with the construction administration of the Filmore A road recovery project. The project involved overlay and full depth repairs of the road, new drainage lines and water lines, and replacement of existing curb. He helped back-check the construction as built quantities submitted by the contractor, Hard Rock Construction, LLC. He also assisted in the creation of the final as-builts plan sheets.			
2019 - 2024	Plank Road Realignment for the Baton Rouge Metropolitan Airport. Mr. Scheuermann served as Project Intern, making weekly visits for this project to relocate Plank Road along a new alignment. The project included ROW acquisition and design for a new four-lane highway with J-turns, additional lanes along Harding and Hooper Road, a new lighting system, and a new signalized intersection. The additional lanes were constructed in the median. The bridges at the Amite River and the relief bridges were replaced with a single bridge more than 2,600 feet long. The existing roadway and earth fill between the old bridges were removed. Volkert's services included roadway design, electrical design, permitting compliance, QA/QC assistance, environmental compliance, public involvement, independent quality control, and engineering during construction. S.P. Nos. 454-01-0047 and 454-02-0025.			

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
2021 - 2024	Crooked Creek (ARDOT) - Mr. Scheuermann served as Project Intern. He designed the alignment, road geometry, typical sections, profile, and cross sections using Inroads v8i. Assisted in the plan preparation.
01/21 - 01/22	Montz Priority 3 Drainage Improvements. Mr. Scheuermann served as Project Intern. He assisted in the preliminary design of drainage enhancements for the St. Charles Parish Council. He consulted Tri State Trenchless, LLC. to determine if the proposed design could be achieved through jack and boring, and to get an estimate on how much the work would cost. He also coordinated with KCS railroad officials to determine if work was being done near the jobsite. This project involved adding a new canal near Evangeline Road between Airline Highway and the KCS Railroad, removing crushed CMP pipes under the railroad, and jack and boring additional pipes to assist with drainage.
12/19 - 11/21	CAPEX North (TxDOT) - Mr. Scheuermann served as Project Intern. He set the extents of the retaining walls, designed their profiles, and helped update the models and the corridors using Geopak. Coordinated with the other disciplines and subs to ensure our retaining wall design met all the drainage needs, bridge clearance requirements, and traffic control plan. He also assisted in the plan preparation, as well as cost estimate updates through Connect.
10/16 - 07/21	(New Orleans SWB) Demo Basins C7 & C8. Mr. Scheuermann served as Project Intern helping to make markups to plan sheets according to comments from N.O. SWB and the contractor in the field.
08/17 - 10/20	I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA (LA DOTD) Mr. Scheuermann served as Project intern and assisted in the Document Control for the Owner Verification Team (OVT) on Task Orders 3 & 4 which allows Volkert to provide procurement and project oversight and acceptance for both design and construction for the I-10 Design-Build project from Highland Road in East Baton Rouge Parish to LA 73 in Ascension Parish for the Design and Construction on this \$72M Design-Build project. This project consists of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road. State Contract No. 4400004915 TO 3 & 4, S.P. No. H.009250.
06/15 - 01/20	I-10 (Williams Boulevard to Veterans Memorial Boulevard), and Loyola Drive to Williams Boulevard in Jefferson Parish, Louisiana for the Louisiana Department of Transportation and Development (LADOTD), c/o GEC, Inc. Mr. Scheuermann served as Project Intern. He helped with redesign of Diversion Sequence of Construction sheets for this project. This project involved the design of a new subsurface drainage system. It has approximately six major crossings that outfall into Canal No. 3, which parallels the interstate in this area. These drainage systems not only serve as the roadway drainage, but they also drain large segments of residential areas of Jefferson Parish that are located to the north of I-10. This approach required careful coordination with Jefferson Parish and the LA DOTD to ensure that all water elevations and drainage assumptions used were accurate and that the completed design met all required design criteria.
10/15 - 08/20	MacArthur Interchange Completion, Phase II, Louisiana for the Louisiana Department of Transportation and Development (LADOTD), c/o SDR Engineering Consultants, Inc. Mr. Scheuermann served as Project Intern. He assisted in the design for the permanent signing and pavement markings. The project included widening for Peters Road and South Frontage Road from Peters Road to Manhattan Boulevard. It also included the design of a proposed on-ramp and off-ramp to the Westbank Expressway. The design of signage included South Frontage Road, Peters Road, and the elevated ramps including all Westbank Expressway structures affected by the proposed ramp modifications. The signage and pavement markings were designed using the latest edition of the MUTCD and the DOTD Roadway Design Manual.
05/18 - 11/19	Roundabout at Highway 929 and Highway 930 for Ascension Parish. Mr. Scheuermann served as Project Intern computing quantities for the Move Ascension program. Volkert was assigned a task order to develop plans for a roundabout at Highway 929 and Highway 930 in Prairieville, LA. The roundabout replaced the existing stop-controlled intersection and consisted of a single-lane asphalt roundabout. The roundabout was designed using SIDRA and in accordance with AASHTO and Louisiana DOTD standards.

Firm employed by: Volkert, Inc.				
	Ben Robins, EI <i>Roadway Design</i>		Years of relevant experience with this employer	1
			Years of relevant experience with other employer(s)	4
	Degree(s) / Years / Specialization	BS 2020 Civil Engineering	Year registered	2021
	Active registration number / state / expiration date	1100024683 FL EI	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Robins will provide roadway design services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Mr. Robins joined Volkert in 2025 as an Engineer Intern. Benjamin Robins is a civil engineering professional with experience in roadway design, lighting systems, and infrastructure projects for clients such as FDOT and Florida's Turnpike. As an Engineer Intern at American Consulting Professionals (now Consor), he contributed to lighting design, traffic control, and plan production using MicroStation, OpenRoads Designer, and Agi32. Benjamin holds a BS in Civil Engineering from Louisiana Tech University and is certified as an Engineer Intern in Florida. He is known for his technical proficiency and strong communication skills.				
07/20 - 03/25	American Consulting Professionals (acquired by Consor). Engineer Intern. In this role, Mr. Robins was responsible for developing roadway, lighting, and signing and pavement marking plans in accordance with design standards and specifications. He worked closely with multidisciplinary teams to ensure quality control and assisted project managers with client-facing deliverables and proposals. His work included photometric analysis and lighting design for highways, intersections, and bridge underdecks, as well as roadway design tasks such as typical sections, cross sections, and horizontal geometry.			
2019	American Consulting Professionals. College Intern. Mr. Robins supported design teams in producing plan sets and participating in the quality assurance process.			
2018	Bossier Parish Police Jury. College Intern. Mr. Robins prepared FEMA reimbursement documentation that resulted in \$80,000 in secured disaster relief funds and gained field experience by shadowing engineers, construction inspectors, and wastewater operations staff.			

Firm employed by: Volkert, Inc.				
	Steven Armstrong, PE, CBI, ADCI Bridge Design		Years of relevant experience with this employer	4
			Years of relevant experience with other employer(s)	8
	Degree(s) / Years / Specialization	BS 2015 Civil Engineering MS 2021 Civil Engineering	Year registered	2020
	Active registration number / state / expiration date	44405 Louisiana 09/30/26	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Armstrong will provide bridge design services.				
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. Armstrong is a civil and environmental engineering graduate of the University of New Orleans and a resident of Mandeville, Louisiana. He previously worked with the Louisiana Coastal Protection & Restoration Authority (CPRA) (2012-2015) and Moffatt & Nichol (M&N) (2014-2022) before joining Volkert. Through his course work and professional experience, Mr. Armstrong has a strong background in the construction oversight of coastal and ecological and structural construction projects, proposal writing and budget creation, project management, safety inspection of bridges, bridge preservation, bridge load ratings, and a wide variety of infrastructure assessments. He has particular expertise in the structural inspection of overhead ancillary sign structures; submerged structural inspections of infrastructure including bridges, wharves, weirs, rock dikes/jetties, concrete and timber foundations; and high-resolution acoustic imaging of underwater structures. Mr. Armstrong is part of a highly qualified group of teams that regularly accomplish the most challenging projects to mitigate problems and discover solutions. His studies at the University of New Orleans emphasized coastal, hydraulic, environmental, and structural engineering principles.				
2005 - Ongoing SECTION 17 PROJECT	Louisiana Department and Transportation and Development (LADOTD), IJIA Off-System Bridge Replacement Program; District 04, Louisiana. Mr. Armstrong serves as the Project Manager assisting in the implementation and management of the LADOTD's Infrastructure Investment and Jobs Act (IJIA) Off-System Bridge Program (OSBR). Initial services for this project included site screening and bridge selection for replacement based on matrix/spreadsheet cataloging specific site information in order to select the structures that meet the program timeline and budget.			
10/24 - 01/25	Fluor Federal Petroleum Operations, Bayou Choctaw 2024 Bridge Inspections for the Department of Energy, Plaquemine, Louisiana. Mr. Armstrong was the inspection Team Leader and one of the Engineers of Record for the inspection and load rating of four bridge structures at the Department of Energy Strategic Petroleum Reserve "Bayou Choctaw" in Plaquemine, Louisiana. The bridges consisted of a Pratt truss, slab span, and two prestressed concrete girder configurations varying in ages. The inspections were completed in accordance with the FHWA National Bridge Inspection Standards (NBIS) and the load ratings were completed using AASHTOWare Bridge Rating program complying with the AASHTO Manual for Bridge Evaluations (MBE). The reports were completed to abide by the Department of Energy bridge inspection report guidelines			
12/23 - 05/24	Routine Waterfront Inspection of PoNOLA France Road Terminal for Boh Bros. Construction, LLC. Mr. Armstrong is the Project Manager and Team Leader responsible for the overall routine waterfront inspection in accordance with the American Society of Civil Engineers (ASCE) Standard Practice Manual for Underwater Investigations and ASCE Waterfront Facilities Inspection and Assessment. This task included an above and below water inspection followed by an in-depth report provided to the client.			
10/21 - 02/22	Chalmette Slip Dock 2 Section D Warehouse Floor Rehabilitation, St. Bernard Port, Harbor & Terminal District, Arabi, Louisiana. Mr. Armstrong is the Project Manager and Engineer of Record for the warehouse deck replacement project. This project involves the replacement of a failing deck structure within the Wharf D, Dock 2 warehouse with funding in part by the Louisiana Transportation Trust Fund, through Port Construction and Development Priority Program. The project will utilize innovative helical piles, supporting grade beams/bent caps with a cast in place concrete deck to meet the existing elevation of the surrounding deck area and support a 1000 psf or wheel loads from a fully loaded forklift. The surrounding wharf must remain functional to maximize operational safety, cargo handling efficiency, and the			

Firm employed by: Volkert, Inc.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
	route used by trucks to move the incoming and outgoing product from the facility. A finite element analysis was used to refine the slab thickness and pile spacing due to needing to meet current design criteria and the current deck elevation within the warehouse surrounding areas. The project has an estimated construction cost of \$9-12M.
Prior to Volkert 2014 - 2022	Louisiana Department of Transportation and Development (LADOTD) Underwater Bridge Inspection Contract (2020–2025), Statewide. NBIS Team Leader for the five-year retainer contract to perform underwater bridge inspections throughout Louisiana, including 100 percent visual inspections of submerged elements in accordance with National Bridge Inspection Standards (NBIS) requirements. Louisiana Department of Transportation and Development (LADOTD) Underwater Bridge Inspection Contract (2017–2021), Statewide. NBIS Team Leader for the five-year retainer contract to perform underwater bridge inspections throughout Louisiana, including 100 percent visual inspections of submerged elements in accordance with National Bridge Inspection Standards (NBIS) requirements. LADOTD Underwater Bridge Inspection Contract (2014-2019), Louisiana. Member of the M&N inspection team for the five-year retainer contract to perform underwater bridge inspections throughout Louisiana, including 100 percent visual inspections of submerged elements in accordance with NBIS requirements.
2020 - 2022	Louisiana Department of Transportation and Development (LADOTD) IDIQ Contract for In-Depth Bridge Inspections, Statewide (Subconsultant to HNTB). Member of the M&N inspection team for the current IDIQ contract to perform routine bridge inspections throughout Louisiana, including 100 percent visual inspections in accordance with National Bridge Inspection Standards (NBIS) requirements. - Task 1, HNTB LADOTD In-Depth Bridge Inspection Statewide. Team member, tasked to perform a complex bridge inspection of the cable-stayed Audubon Bridge above the deck utilizing rope access techniques in St. Francisville, LA. Drone pilot responsible to collect overview inventory photos. 10938 - Task 2, HNTB LADOTD In-Depth Bridge Inspection Statewide. Team member, tasked to perform a complex bridge inspection of the Cantilever Truss I-10 above the deck utilizing rope access techniques in Baton Rouge, LA. Drone pilot responsible to collect overview inventory photos. 10938
2020 - 2022	Louisiana Department of Transportation and Development (LADOTD) IDIQ Contract for In-Depth Bridge Inspections, Statewide (Subconsultant to Gresham Smith). Member of the M&N inspection team for the current IDIQ contract to perform routine bridge inspections throughout Louisiana, including 100 percent visual inspections in accordance with National Bridge Inspection Standards (NBIS) requirements. - Task 1, Gresham IDIQ Contract for In-Depth Bridge Inspection Statewide. Team member, tasked to perform an in-depth bridge inspection of the inside of a segmental concrete box girder in Boyce, LA. Steven helped set up to provide access to the sight using man-lifts and fall protection techniques to prepare for the confined space inspection. 10801-01 - Task 4, Gresham IDIQ Contract for In-Depth Bridge Inspection Statewide. Team member/Team leader, tasked to perform an in-depth bridge inspection of movable bridges as part of a team including structure, mechanical, and electrical engineers. Steven was part of the report team to develop the in-depth inspection report and input into the LADOTD AssetWise bridge management program. 10801-04 - Task 5, Gresham IDIQ Contract for In-Depth Bridge Inspection Statewide. Team member tasked to perform an in-depth bridge inspection of the Vicksburg, Mississippi I-20 truss bridge over the Mississippi river. Steven used rope access techniques to access the underside of the deck elements along with supplementing UAS operations at the bridge site. Steven was part the report team to develop the in-depth inspection report and input into the LADOTD AssetWise bridge management program. 10801-05

Firm employed by: Volkert, Inc.				
	Artur D'Andrea, PE <i>Bridge Design</i>		Years of relevant experience with this employer	3
			Years of relevant experience with other employer(s)	45
	Degree(s) / Years / Specialization	BS 1978 Civil Engineering	Year registered	1983
	Active registration number / state / expiration date	20561 LA 09/30/2026	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. D'Andrea will provide bridge design services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].			
Mr. D'Andrea joined Volkert in 2023 as a civil engineer. He has a strong background in the structural design and detailing of bridges and buildings. Prior to joining Volkert, he served as Louisiana Assistant Bridge Design Engineer for LADOTD, where he oversaw three teams: Bridge Design, Bridge Rating, and Permit Evaluation. He also managed Bridge Design Teams for the County Bridge Replacement Program.				
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Mr. D'Andrea provides QC and design review services. Volkert is designing nine bridge replacements across northern Louisiana and delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.			
04/23 - Ongoing SECTION 17 PROJECT	District 04 IJJA Off-System Bridge Program, LADOTD. Mr. D'Andrea provides QC and design review services. Volkert has been selected to assist LADOTD in identifying eligible bridge structures for replacement, design, and construction under the Infrastructure Investment and Jobs Act (IJJA) Off-System Bridge Program. Volkert is performing hydraulic analysis and bridge design services. Volkert will evaluate each site, recommend the appropriate drainage alternative and dimensions, and perform the hydraulic design of each drainage structure in accordance with the LADOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program Manual.			
Prior to Volkert	Louisiana Department of Transportation Development. Mr. D'Andrea served as Assistant Bridge Design Engineer and was in charge of three separate teams, Bridge Design, Bridge Rating and Permit Evaluation. He served as both Project Manager and Designer-in-Charge for the replacement of the I-10 Twin Span Bridges, the largest public works project in Louisiana at the time, which was completed ahead of schedule and \$100 million under budget. Mr. D'Andrea managed multiple bridge rehabilitation projects, including Mississippi River Bridge truss strengthening; lift span projects, such as the Danziger Bridge; and emergency bridge replacements using conventional and specialized devices, such as SPMTs. He designed substructure repairs and retrofits, including work on the West Pearl River Bridge along I-59. He led the 2008 hurricane damage assessment team, which covered 2,400 miles and evaluated damage to numerous movable bridges in Louisiana. Mr. D'Andrea also served as Project Manager for Mississippi River Bridge repairs on I-20, including modifications to the main truss and piers, jacking operations, ground stability improvements, 24/7 GPS and SAA-based movement detection, and TIGER Grant management. He served as Project Manager for the Prien Lake Bridge Rehabilitation on I-210 and as Task Manager for the Terrace Ramp exit addition at the I-110 bridge. He served as the bridge representative for various interstate projects using innovative project procurement methods and managed the LADOTD rating group during LRFR implementation, including developing a plan for FHWA metrics compliance, strengthening the rating unit to execute the plan, and improving screening of Louisiana overload permits. As an AASHTO T-18 member, he represented the owner's point of view during MBE chapter rewrites. His experience also included LRFR implementation, creation of the bridge element inspection manual, development of strategies for NBIS metrics compliance, and implementation of the new bridge data collection system known as SNBI.			

Firm employed by: Volkert, Inc.				
	Ahmed Rageh, PhD, PE <i>Bridge Design</i>		Years of relevant experience with this employer	3
			Years of relevant experience with other employer(s)	16
	Degree(s) / Years / Specialization	PhD 2020 Civil Engineering MS 2018 Civil Engineering, Structures MS 2012 Civil Engineering BS 2006 Civil Engineering	Year registered	2023
	Active registration number / state / expiration date	47953 LA 09/30/2027	Discipline	Civil
Contract role(s) / brief description of responsibilities: Dr. Rageh will provide bridge design services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Dr. Rageh has 19 years of experience in structural engineering, with a special emphasis on the design and behavior of steel structures and bridges. He has participated in the design and detailing of steel and post-tensioned bridges, as well as the design, detailing, and construction supervision of steel structures. He has in-depth knowledge of several national and international design codes, including AASHTO, ACI, AISC, and PCI. Dr. Rageh's certifications include Bridge Inspector Team Leader, having passed FHWA-NHI-130055 Safety Inspection of In-Service Bridges.				
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Dr. Rageh serves as Project Engineer. Volkert is designing nine bridge replacements across northern Louisiana and is delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.			
06/23 - Ongoing	IH 10 at US 69 Highway Bridge, TXDOT, Jefferson, TX. Dr. Rageh serves as Structural Engineer. This project involves the US 69 Highway Bridge, which is composed of prestressed concrete spans as well as composite steel girder spans. The steel spans eight, nine, and ten are supported over integral steel straddle bents spanning 150 feet. Dr. Rageh's responsibilities include performing 3D finite element analyses of steel spans eight to 10 to evaluate straddle bents stresses; performing nonlinear-plastic analyses to ensure the redundancy of the straddle bents; designing/detailing main span steel girders connections with integral straddle bents; and performing QAQC reviews of the steel straddle bents design.			
05/23 - 06/23	Rehabilitation of I-10 Bridge over Mississippi River, DOTD, Baton Rouge, LA. Dr. Rageh serves as Project Manager. The project involved the rehabilitation of the steel spans of the I-10 bridge, which were deteriorating and had localized cracking over the supports. The scope included reviewing as-built plans, performing site visits and field verification inspections of deteriorated areas, performing 3D finite element analyses to determine the cause of cracking, and providing repair recommendations. Dr. Rageh's responsibilities included leading the field verification inspection; leading and performing 3D finite element analyses with shell elements; leading report preparation; proposing repair details; and reviewing repair plans prepared by junior engineers.			
04/23 - Ongoing SECTION 17 PROJECT	District 04 IJA Off-System Bridge Program, LADOTD. Dr. Rageh serves as Project Engineer. Volkert has been selected to assist LADOTD in identifying eligible bridge structures for replacement, design, and construction under the Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. Volkert is performing hydraulic analysis and bridge design services. Volkert will evaluate each site, recommend the appropriate drainage alternative and dimensions, and perform the hydraulic design of each drainage structure in accordance with the LADOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program Manual.			

Firm employed by: Volkert, Inc.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
08/22 - 05/23	Load Rating of 114 Bridges, LADOTD. Dr. Rageh serves as Structural Engineer. The project involved the load rating of 114 existing bridge structures using the Load and Resistance Factor Rating (LRFR) method. Bridge types included prestressed concrete girder bridges, steel girder bridges, precast and cast-in-place slab bridges, and swing bridges. Three-dimensional finite element modeling was used as needed for complex bridges. Dr. Rageh's responsibilities included performing load ratings for prestressed concrete box girder bridges; leading other team members in rating prestressed concrete and multi-steel beam segments; developing the rating methodology; performing analyses; and developing a Mathcad file to rate inverted-T caps using the Strut-and-Tie model.
05/22 - 02/23	Load Testing and Evaluation of 19 Bridges, LADOTD. Dr. Rageh served as Structural Engineer. The project scope included evaluating 19 bridge structures posted for loads below legal loads and/or Special Hauling Vehicles. The evaluation was performed using load rating analysis and load testing, coupled with detailed 3D finite element analysis, with the goal of removing current load postings. Dr. Rageh's responsibilities included performing QA/QC reviews of analyses and the final report prepared by other team members.
02/22 - 08/22	Venetian Causeway Bridge, FL, FDOT. Dr. Rageh served as an Independent Peer Reviewer. The scope of work included evaluating arched concrete bridge segments posted for loads below legal loads and/or Special Hauling Vehicles. The evaluation was performed using load rating analysis and load testing, coupled with detailed 3D finite element analysis, with the goal of removing current load postings. Dr. Rageh's responsibilities included performing finite element analysis, developing the instrumentation plan, reviewing and validating diagnostic load testing results, and preparing final reports and summaries of results.
07/21 - 03/22	Hard Rock Stadium Pedestrian Bridge, City of Miami Gardens, FL. Dr. Rageh served as an Independent Peer Reviewer. This project involved the Hard Rock Stadium Pedestrian Bridge, a single-span, prefabricated truss-type bridge crossing over Turnpike Access Road with a total length of 207 feet. The scope of work included performing an Independent Peer Review (IPR) of the bridge design to confirm that the structure could support the original design loads, as well as additional loads from new signs mounted to the bridge, in accordance with the FDOT Design Manual (FDM). Dr. Rageh's responsibilities included performing structural analysis and independent design checks of the truss members and connections.
05/21 - 09/22	MacArthur Interchange Phase II, LADOTD. Dr. Rageh served as an Independent Peer Reviewer and QA/QC. This project involved two new on- and off-ramp connections between the eastbound elevated West Bank Expressway (US 90-Z) and Frontage Road, demolition of the existing off-ramp, and widening of the US 90-Z bridge structure to accommodate the new ramps. Dr. Rageh's responsibilities included performing analysis and design of overhead sign structures, performing quality control for deck designs developed by intern engineers, performing quality control for Strut-and-Tie analyses of critical substructure elements, and leading intern engineers in calculating riser, pier cap, and bent elevations.
09/20 - 02/21	Load Rating of 396 Bridges, LADOTD. Dr. Rageh served as an Independent Peer Reviewer. This project involved load rating 396 off-system bridge structures using LRFR. Bridge types included prestressed concrete girder bridges, steel girder bridges, precast and cast-in-place slab bridges, concrete culverts, swing bridges, and timber bridges. Three-dimensional finite element modeling was used as needed for complex bridges. Dr. Rageh's responsibilities included performing load ratings for cast-in-place concrete culverts and performing QA/QC reviews of cast-in-place concrete culverts rated by other team members.
08/15 - 05/20	Bridge and Laboratory Testing, Union Pacific, Nebraska Department of Roads and Louisiana Transportation Research Center (LTRC). Dr. Rageh performed hands-on bridge testing and monitoring while completing his PhD. He was responsible for full-scale live load field and laboratory testing as well as structural health monitoring. He also performed full-scale testing for railway and roadway bridges with steel and concrete main carrying systems. The field work activities included preparing instrumentation plans, sensor installation, data collection, and deploying longterm monitoring system. The office work activities included collected data processing and developing calibrated 3D finite element models.

Firm employed by: Volkert, Inc.				
	Jeremy Vezina, PE Bridge Design		Years of relevant experience with this employer	8
			Years of relevant experience with other employer[s]	0
	Degree(s) / Years / Specialization	BS 2017 Civil Engineering	Year registered	2022(LA); 2021 (TX); 2025 (OK); 2024 (UT)
	Active registration number / state / expiration date	47093 LA 03/31/2027 148438 TX 09/30/2026 36305 OK 03/31/2027 13963627-2202 UT 03/31/2027	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Vezina will provide bridge design services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].			
Mr. Vezina is a bridge design engineer with 9 years of design and load rating experience. He is skilled in many aspects of structural analysis and design of various types of bridges. His design experience includes concrete and steel bridges, and his rating experience includes concrete, steel, and timber bridges. Mr. Vezina served as Engineer-of-Record (EOR) for a variety of bridge projects, such as CAPEX North and CAPEX Central-University in Austin, TX, and the IH-10/US69 Cardinal-Eastex Interchange project in Beaumont, TX. He is competent in 3D Bridge Modeling using OpenBridge Modeler, as well as analysis using various software, including STAAD Pro, RISA 3D, LEAP Bridge Concrete and Steel, PG-Super, SAP2000, and FB-Multi-Pier. He is experienced in rating complex structures, including the historic Merrill Truss Bridge in George County, MS, and as designer for repairs of the damaged Oak Harbor Bridge in Slidell, LA, using CFRP wrapping of prestressed concrete girders.				
04/26 - Ongoing	Gilbert Drive Bridge Rehabilitation, City of Shreveport, Shreveport, LA. Mr. Vezina is the Bridge Design Engineer for the replacement of the Gilbert Drive Bridge over Bayou Pierre. He is designing and preparing plans for a 90-foot long, 53-foot wide continuous reinforced concrete slab span with a flared cantilever deck, supported by reinforced concrete bents, and concrete encased steel piles.			
04/26 - Ongoing	IH-20/I-55 Freight Corridor Improvements, MDOT, Jackson, MS. Mr. Vezina serves as Bridge Design Engineer. Volkert is the prime firm for the widening and repair of 23 bridges along the I-20/I-55 Freight Corridor in Hinds and Rankin Counties in MS. Mr. Vezina was project manager and task lead for the design and plan preparation of the Railroad Crash Wall and intermediate bents to be built along the widened twin I-20 bridges over ICRR in Jackson, MS. He coordinated with the design lead and his EIT's and reviewed all calculations, models, and plans to prepare for final submittal. The bridge consists of prestressed girders supported by reinforced concrete bents. The crash walls were designed to MDOT and AREMA criteria and will be supported by a combination of steel pipe piles, spread footings, and connections to the existing bent foundations.			
05/24 - Ongoing	IH-35 Capital Express (CAPEX) Central-University, TxDOT Austin District, Austin, TX. Mr. Vezina serves as Bridge Design Engineer. Volkert is the prime firm on this \$4.5 billion reconstruction along 8 miles IH 35 in downtown Austin, TX. Volkert is serving as prime consultant for the UT portion of the project, spanning from Airline Highway to MLK Jr. Blvd. This project will provide up to 14 lanes along IH 35, multiple replacement cross street underpasses, a two-track railroad underpass, and cap-and-stitch bridges with park amenities. Mr. Vezina is the Bridge Design Engineer and EOR to design various bridges that will cross a widened and depressed 5-mile stretch of IH 35. Bridges include an 890 foot long railroad underpass bridge supporting two tracks with deep steel plate girders on reinforced concrete bents at 64-degree skews, a 1200 foot long, 100 foot wide frontage road bridge supported by three-I-girder steel straddle bents over 7 lanes of IH 35 that has been entrenched as deep as 30-40 feet into the ground. Mr. Vezina is performing the modeling of 3D bridge elements using OpenBridge Modeler to ensure bridges are consistent with adjacent bridges and roadways and are constructible within phasing schedule. Analysis of superstructure and substructure using PG-Super, LEAP Bridge Concrete, MDX, STAAD Pro, Group and L-Pile. Cost Estimates, Plan Sheet preparation and QC.			

Firm employed by: Volkert, Inc.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
02/21 - 03/26	IH-10/US-69 Cardinal Interchange Replacement, TxDOT Beaumont District, Beaumont, TX. Mr. Vezina served as Bridge Design Engineer . Volkert was the prime firm for the \$400M reconstruction and widening of approximately 8 miles of roadway and bridges, adding two non-tolled managed lanes and upgrading facilities to the interchange between US 96 and IH-10 in Beaumont, TX. Improvements include widening the roadway from four to five lanes, developing new frontage roads for continuity, relocating multiple IH 10 ramps, constructing two-lane direct connectors in each direction, removing Maury Meyers Bridge (Liberty/Laurel Overpass) to address a height constraint for freight movements, and upgrading drainage infrastructure. Mr. Vezina was the Bridge Design Engineer for the substructure and foundation design of a 0.6-mile flyover and for conducting drilled shaft lateral analysis for 10 overpasses. The substructures include single and double hammer head columns as well as multi-column piers supporting prestressed concrete and steel girder span combinations. The foundations include single drilled shafts, two-shaft footing, and four-shaft footings. Jeremy also later served as EOR for extensions of 2 frontage road bridges along US 69 over BNSF Railroad, totaling 2600 feet in length, and for a 1680 feet long bridge extension for the US 69 NBML over BNSR Railroad. All bridges consisted of prestressed concrete girders supported by reinforced concrete substructures.
06/25- 08/25	IH-10 Mobile River Bridge and Bayway, ALDOT, Mobile & Daphne, AL. Mr. Vezina served as Bridge Design Engineer . Volkert was the prime firm on the highway improvement project for IH-10 between Mobile and Daphne, AL. The project will provide 10 miles of new highways and bridges, including a 2.5-mile cable-stay bridge over Mobile River. Mr. Vezina was the Bridge Design Engineer and was responsible for assisting in the design of the US 90/98 NB and SB overpass bridges over I-10 near Spanish Fort, AL. The bridges will consist of prestressed concrete girders over reinforced concrete bents and footings supported by steel driven piles. Jeremy was also responsible for designing a complex, load-bearing edge beam along the West High-Level Approach, a 4,200-foot long, 113-foot-120-foot-wide prestressed girder approach bridge facilitating access to the cable-stay bridge. The edge beam serves as a framed end support for the prestressed concrete girders on the final span by encasing around the end anchorage zones and directing the superstructure loading to 4 separate bearings placed underneath.
05/22 - 04/24	IH-10/US-69 Eastex Interchange Replacement, TxDOT Beaumont District, Beaumont, TX. Mr. Vezina served as Bridge Design Engineer . Volkert was the prime firm on this reconstruction and widening project of the IH 10 at US 69 Eastex Interchange inclusive of complete interchange reconstruction, drainage detention facilities, railroad coordination, shared-use path development, SWPPP, demolition plans near live traffic, ITS system integration, and development of Maintenance of Traffic. The project included the design of two prestressed concrete viaducts as part of the second phase of an interchange replacement project between US 69 and IH-10 in Beaumont, TX. The two bridges will service a total of 8 lanes and measure up to 2,400 feet in length. The structures consist of prestressed concrete girders with reinforced concrete inverted T-bents supported by multiple columns and drilled shafts. As the Bridge Design Engineer, Mr. Vezina designed the superstructure using PG-Super. He also performed the design of the reinforced concrete substructure using LEAP Bridge Concrete, LPile and Group. He also prepared plans for the two bridges and performed QC/QA for parts of all 10 other bridges within the project.
10/20 - 02/21	Oak Harbor Blvd. Over IH-10 Bridge Repair, LADOTD, Slidell, LA. Mr. Vezina was the Bridge Design Engineer to repair damaged prestressed concrete girders under the Oak Harbor Bridge over I-10 in Slidell, LA. The project recently received praise from LADOTD and will serve as a template for future bridge repair projects of this kind. He served as designer and detailer for repairs and analyzed the prestressed girders damaged by an over-height vehicle using AASHTOWare BrR to determine extent of necessary structural repairs. He designed CFRP wrapping for flexural and shear support to supplement the loss of prestress due to the impact damage from over-height vehicles.

Firm employed by: Volkert, Inc.			
	Clinton Patrick, PE, PLS <i>Hydraulic Design</i>		Years of relevant experience with this employer 9
			Years of relevant experience with other employer[s] 3
	Degree(s) / Years / Specialization	BS 2012 Civil Engineering	Year registered 2016 2023
	Active registration number / state / expiration date	40919 LA PE 03/31/2027 5311 LA PLS 09/30/2027	Discipline Civil Surveyor
Contract role(s) / brief description of responsibilities: Mr. Patrick will provide hydraulic design services.			
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. Patrick has 12 years' experience. His skills include Team & Project Management, Relationship Building, Critical Analysis, Strategic Planning, Delegation, Budgeting, HEC-RAS, Autodesk Storm 6 Sanitary Sewer Analysis, MicroStation, AutoCAD Civil 3D. His certifications include: Class IV Wastewater Operator			
11/24 - Ongoing	Kings Highway Improvements, City of Shreveport. Mr. Patrick served as Project Manager. Volkert is leading the planning and design efforts for the potential transformation of Kings Highway near Centenary College in Shreveport, Louisiana. The project envisions a strategic road diet, reducing the current four-lane roadway to a two-lane configuration to promote safer and more accessible travel for all users. By incorporating enhanced pedestrian access, dedicated bike lanes, and the option for side street parking, the proposed improvements aim to create a vibrant and inclusive streetscape that meets the needs of the community.		
11/24 - Ongoing	SportTran Bus Stops, City of Shreveport. Mr. Patrick served as Project Manager. Volkert will provide project management and engineering services for the design and construction of 110 bus stops to include bus shelter pads while ensuring compliance with ADA guidelines.		
01/15 - 12/25	City of Monroe - Georgia Street Pump Street. Mr. Patrick served as Project Engineer. Design of a flood pumping station for the City of Monroe to address an area that was identified as a repetitive loss area. The project needed to meet key guidelines to facilitate Louisiana Statewide Flood Control funding while ensuring that the pump station would operate during events of power loss. The project included the pumping station, retention pond for additional flood storage and a backup generator to ensure that the pumping station would be operational during storm events.		
05/15 - 12/22	I-20 Economic Board - Nutland Road to Lowes I-20 Frontage Road. Mr. Patrick served as Project Engineer. Part of the design team for a frontage road along I-20 on the southern side connecting the existing Nutland Road to its termination near Garrett Road on the eastern end of the project. The project included road and drainage structures that required the installation of box culverts to cross major drainage structures in the area. The project also required the expansion of the City's water and sewer system. A new water main along with a new gravity sewer main and sewer lift station were required to service the future development along the newly constructed Frontage Road.		
08/15 - 08/19	Sterlington Park, LLC - Somerset Park. Mr. Patrick served as Project Engineer. 5-Phase Residential Development with approximately 850 lots which included roadway, drainage, detention, storm sewer, gravity sewer, sewer lift station and main, and water main. Project included 2 detention areas and all-underground drainage systems.		

Firm employed by: Volkert, Inc.			
	Kylie Colvin, EI <i>Hydraulic Design</i>		Years of relevant experience with this employer 2
			Years of relevant experience with other employer(s) 0
	Degree(s) / Years / Specialization	BS 2024 Civil Engineering	Year registered 2025
	Active registration number / state / expiration date	EI 36014 LA 09/30/2027	Discipline Civil
Contract role(s) / brief description of responsibilities: Ms. Colvin will provide hydraulic design services.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).		
Ms. Colvin joined Volkert in 2024 after earning her degree in Civil Engineering. She provides civil engineering support on a variety of projects.			
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Ms. Colvin serves as an Engineer Intern, performing hydraulic modeling to evaluate the proposed bridge structures. Volkert is designing nine bridge replacements across northern Louisiana and is delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.		
09/24 - 12/24	Shreveport Pavement Improvements Project (C24001). Ms. Colvin served as Engineer intern and supported the engineering team in delivering technical services for the 2024 Capital Street Improvements Project in the City of Shreveport. Ms. Colvin ensured accurate technical data collection, coordination, and application throughout the project phases, including surveys, design, and construction support. Ms. Colvin assisted in gathering field data through site surveys, geotechnical assessments, and utility mapping in collaboration with geotechnical and survey teams. She operated and maintained testing equipment and document site conditions using drawings, photographs, and reports to aid in evaluating existing infrastructure. She supported the engineering team in preparing preliminary designs, including the creation of AutoCAD drawings, specifications, and layout based on field data, and assisted in developing technical criteria, sketches, and designs for road improvements, ensuring compliance with standards and regulations while performing calculations for material volume estimates.		
11/23 - 12/24	Bossier Parish Police Jury GIS. Ms. Colvin served as Engineer Intern for this project. The project involved the reconstruction and/or repair of 51 existing residential streets in Bossier Parish which were damaged by the 2016 flood event and consisted of approximately 40 miles in length. Volkert was responsible for the design, bidding, and award of the project.		
07/23 - 09/23	St. Charles Parish – Engineers Canal Pump Station. Ms. Colvin served as Engineer intern. The project upgraded an existing pump station from 150 cfs to at least 250 cfs. The project was funded through the CMAR process, allowing for alternative delivery. The Parish retained a contractor and an independent cost estimator to assist with reviews at the 30%, 60%, and 90% design milestones before final plan development. Volkert served as lead designer and supported the CMAR process.		

Firm employed by: Volkert, Inc.				
	Perry Leblanc CADD / Technician		Years of relevant experience with this employer	9
			Years of relevant experience with other employer[s]	20
	Degree[s] / Years / Specialization	1998 Drafting & Design Technology	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Leblanc will provide design technician services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].			
Mr. LeBlanc joined Volkert's Baton Rouge office in 2016, after an eighteen-year career working in design and as a CADD instructor at a local technical college. He is responsible for the CADD design of engineering projects for airports and other engineering projects. He has extensive experience in generating 3D models of projects.				
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Mr. Leblanc provides drafting support for all nine bridge replacements, assisting with the development of design plans and final construction documents. Volkert is designing nine bridge replacements across northern Louisiana and is delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.			
04/23 - Ongoing SECTION 17 PROJECT	District 04 IJIA Off-System Bridge Program, LADOTD. Mr. Leblanc provides drafting support, assisting with the development bridge design plans and final construction documents. Volkert has been selected to assist LADOTD in identifying eligible bridge structures for replacement, design, and construction under the Infrastructure Investment and Jobs Act (IJIA) Off-System Bridge Program. Volkert is performing hydraulic analysis and bridge design services. Volkert will evaluate each site, recommend the appropriate drainage alternative and dimensions, and perform the hydraulic design of each drainage structure in accordance with the LADOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program Manual.			
01/19 - Ongoing	Plank Road Realignment East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport). Mr. Leblanc assisted with plan design and layout. Volkert is providing design, environmental permitting, and ROW acquisition for the relocation of Plank Road on a new alignment. This project is to relocate Plank Road along a new alignment. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection.			
01/20 - 01/21	Roundabout at Highway 929 and Highway 930 Prairieville, LA, Ascension Parish, LA (DOTD). Mr. Leblanc assisted with plan design and layout. As part of the Move Ascension program Volkert was assigned a task order to develop plans for a Roundabout Highway 929 and Highway 930, Prairieville, LA. The roundabout will replace the existing stop-controlled intersection and consists of a single lane asphalt roundabout. The roundabout will be designed through SIDRA, AASHTO, and Louisiana DOTD standards. The project required traffic analysis, development of construction plans, drainage improvements, lighting, topographic survey, ROW mapping, geotechnical services and SUE services.			
01/20 - 01/21	Joe Sevario Road at LA 933 Roundabout, Ascension Parish, LA (sub to SJB Group, LLC for Ascension Parish). Mr. Leblanc assisted with plan design and layout. SJB provided civil engineering, survey, SUE services and Volkert provided engineering support including development of a traffic study and geometric layouts for this roundabout to alleviate congestion and delays along this corridor.			

Firm employed by: Volkert, Inc.			
	Laura Tomlinson CADD / Technician		Years of relevant experience with this employer 2
			Years of relevant experience with other employer(s) 0
	Degree(s) / Years / Specialization	AS 2025 Drafting & Design	Year registered N/A
	Active registration number / state / expiration date	N/A	Discipline N/A
Contract role(s) / brief description of responsibilities: Ms. Tomlinson will provide design technician services.			
Experience dates [mm/yy-mm/yy]	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].		
Ms. Tomlinson has 2 years experience in drafting and design. She works with the bridge engineers in the Baton rouge office preparing drawings, plot layouts, and modifying existitng drawings. She prepares drawing packages, including plotting drawings, making copies, and assembling drawings. In addition, she is proficient in Engineering Mathematics and is trained in AutoCAD Software.			
09/25 - Ongoing	Office of Louisiana Highway Construction (OLHC) BB - RCN 21350 Cypress Bayou, Keeper No. 1, Keppler No. 2, Poplar Branch, Brown Creek, Choudrant Creek, Lick Creek Relief, Lick Creek, Lion Creek. Ms. Tomlinson is assisting with plan design and layout. Volkert is providing professional engineering and consulting services for the FY 26 Bridge Bundle Program for the Office of Louisiana Highway Construction. Work includes preparing plans, specifications, and related deliverables for the bridges identified under the program. All services and deliverables will be completed in accordance with the contract requirements and established schedules.		
10/22 - Ongoing	LA 73 AT LA 74 Roundabout Ascension Parish, LA. Ms. Tomlinson is assisting with plan design and layout. The Ascension Parish Government is seeking to build several roundabouts throughout the parish and has chosen Volkert to study and design a roundabout that will replace the signalized intersection at LA 73 and 74.		
09/22 - Ongoing SECTION 17 PROJECT	IIJA Off System Bridges (Louisiana). Ms. Tomlinson is assisting with plan design and layout. Volkert has been selected to assist the LADOTD in the selection of eligible bridge structures to be replaced, designed, and constructed under the Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. Volkert is performing Hydraulic Analysis and Bridge Design services. Volkert will evaluate each site and provide a recommended drainage alternate type and applicable dimensions, as well as perform the hydraulic design of the drainage structure in accordance with the LA DOTD Hydraulic Design Guidelines for the Off-System Bridge Replacement and Rehabilitation Program manual.		
07/23 - 09/24	St. Charles Parish – Engineers Canal Pump Station. Ms. Tomlinson assisted with plan design and layout. The goal of the project is to upgrade an existing pump station to at least 250 cfs from the existing 150 cfs pumping capacity. The project is being funding through the CMAR process allowing for an alternative delivery of the project. The Parish has a contractor on board as well as and independent cost estimator to assist with reviewing the project at 30, 60 & 90% prior to the final design plans. Volkert's role is lead designer and assisting with the CMAR process.		

Firm employed by: Volkert, Inc.				
	Matthew Abraham CADD /Technician		Years of relevant experience with this employer	3
			Years of relevant experience with other employer(s)	10
	Degree(s) / Years / Specialization	Certificate Drafting & Design Technology	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Abraham will provide design technician services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Mr. Abraham is a CADD Drafter with over 13 years of experience developing technical plans and drawings for civil engineering projects, including civil, architectural, and structural design. He has expertise in permit acquisition and regularly coordinates with city and state officials, serving as a liaison between clients and regulatory agencies to ensure compliance with applicable standards. Detail-oriented and collaborative, he works effectively with engineers and project teams to support efficient project delivery. Mr. Abraham is proficient in multiple CADD platforms and design software, including MicroStation V8i, AutoCAD 2022, InRoads V8i, Softdesk, and Civil 3D. His responsibilities include preparing preliminary and final design drawings such as plan and profile sheets, typical sections, geometrics, special details, cross-sections, drainage maps, and right-of-way maps.				
07/23 - Ongoing	Biomedical Research and Innovation Park – Proposed Access Road and Site Development – Mr. Abraham served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
06/23 - Ongoing	Louisiana Department of Wildlife and Fisheries - Wetlands Res. Restoration Engineer - Kyle Waldon Easement – Mr. Abraham served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
05/23 - Ongoing	Louisiana Department of Wildlife and Fisheries -Wetlands Res. Restoration Engineer - James Dickson Easement – Mr. Abraham served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
05/23 - Ongoing	Louisiana Department of Wildlife and Fisheries - Wetlands Res. Restoration Engineer - Cleora Brake Easement – Mr. Abraham served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
05/23 - Ongoing	Bossier Parish Police Jury - Sligo Rd. Ext. Imp - ART Overlay-Sta. 100+00 to 174+00 – Mr. Abraham served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
03/17 - 03/21	City of Monroe - Venable Lane Reconstruction – Mr. Abraham served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			

Firm employed by: Volkert, Inc.				
	Krenish Matthews CADD / Technician		Years of relevant experience with this employer	5
			Years of relevant experience with other employer(s)	10
	Degree(s) / Years / Specialization	BS 2012 Engineer Drafting & Design	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Matthews will provide design technician services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Mr. Matthews has been practicing in the field civil engineering since April 2014, with experience in design, surveying, planning, and bidding across a variety of projects. He has supported the coordination of design systems, data compilation, and the performance of dimensional and routine calculations necessary for developing project drawings. Proficient in AutoCAD and other computer-aided design software, he joined Volkert in October 2021 and is responsible for CAD production, project design, and providing support as needed to ensure successful project completion.				
07/22 - Ongoing	Madison Parish Police Jury – Proposed Water Well for Walnut Bayou Water System - ARPA – Mr. Matthews served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
04/22 - Ongoing	Town of Rayville – Proposed Elevated Water Storage Tank Improvements – Mr. Matthews served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
12/21 - Ongoing	City of Bastrop – Street Improvements – Mr. Matthews served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
01/21 - Ongoing	Bossier Parish Police Jury – Proposed Street Improvements Disaster Relief – 2016 Flood Event – Mr. Matthews served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			
07/20 - Ongoing	Bossier Parish Police Jury – North Area Phase II – Contract A, Contract B – Mr. Matthews served as Technician. He assisted with plan design and layout and drafted engineering drawings for this project.			

Firm employed by: Volkert, Inc.				
	Jonathan Gambino, PE, PTOE, RSP1 Traffic Signal Design		Years of relevant experience with this employer	6
			Years of relevant experience with other employer(s)	7
	Degree(s) / Years / Specialization	BS 2012 Civil Engineering	Year registered	2017
	Active registration number / state / expiration date	41496 LA 09/30/2027 4433 PTOE 03/18/2027 587 RSP1 04/05/2027	Discipline	Civil
				
Contract role(s) / brief description of responsibilities: Mr. Gambino will provide traffic engineering and design services. Mr. Gambino fulfills Minimum Personnel Requirement No. 5.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Mr. Gambino joined Volkert in 2020 and has 13 years of experience developing civil and traffic engineering plans, specifications, and studies. This includes identifying and adhering to applicable state policies and procedures for project plan development. His experience includes the use of MicroStation, InRoads, AASHTOWare Project, VISSIM, Vistro, Synchro plus SimTraffic, Sidra Intersection, HCS, Tru-Traffic, AutoCAD, ACAD Civil 3D, CORSIM, TEAPAC, and TS/PP Draft programs. Mr. Gambino's certifications include: ▼PTOE (#4433) ▼ATSSA Flagger Certification ▼RSP1 (#587) ▼ATSSA Traffic Control Technician Certification ▼Traffic Engineering Analysis Process & Report, Module 1, 2, 3				
09/25 - Ongoing SECTION 17 PROJECT	Bridge Bundle 2, Office of Louisiana Highway Construction, Union, Lincoln, and Jackson Parishes, LA. Mr. Gambino serves as Traffic Engineer and developed detour routes for all nine bridge replacement projects, supporting traffic maintenance and constructability planning. Volkert is designing nine bridge replacements across northern Louisiana and is delivering full-scope engineering services, including survey, permitting, hydraulic and geotechnical analysis, detour and structural design, and final plan development. Volkert is completing the accelerated design in under four months for a project that typically spans 12 months or more, with construction planned for 2026.			
07/21 - Ongoing SECTION 17 PROJECT	IMR Highland Road to LA 73, East Baton Rouge and Ascension Parishes, DOTD Mr. Gambino serves as Traffic Engineer for this project. The I-10 interchange at LA 42 (Highland Road) is experiencing capacity issues and queuing along Highland Road. The purpose of the Interchange Modification Report (IMR) is to analyze the existing roadway network and identify the best alternative to improve capacity at the I-10/Highland Road interchange, as well as potential alternatives to improve Highland Road. The project goal is to minimize queuing onto the interstate. Mr. Gambino is responsible for coordinating extensive data collection, including seven-day volume and classification counts, a speed study, a travel time study, and field observations. This information is being input into a VISSIM simulation model and calibrated to match field conditions. The model is being used to identify the best alternatives to improve capacity, increase safety, and reduce delay at the I-10/LA 42 interchange in both the interim and long-term stages.			
10/15 - Ongoing	MacArthur Interchange Completion Phase II, Jefferson Parish, LA (LSDOTD) Mr. Gambino serves as Traffic Engineer for this project, which includes the removal of one off-ramp and the addition of new on- and off-ramps eastbound of the West Bank Expressway in New Orleans. He has also served as QA/QC Manager for the plans and design, which includes reviewing the constructability of various design and detail options. For example, he recommended drilled shafts instead of driven piles to minimize interference with ground traffic, reduce vibration concerns during pile driving, and avoid pile quantity overruns.			

Firm employed by: Volkert, Inc.	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
	The project presents several design challenges, including the strategic removal of a portion of the existing bridge, which is composed of prestressed concrete box girders, and the transition to two new bridge ramps. Working within the existing right of way and managing traffic movement during construction are also key project requirements and challenges. S.P. No. H.011309.
02/20 - 11/21	Joe Sevario Road at LA 933 Roundabout, Ascension Parish, LA (sub to SJB Group, LLC for Ascension Parish) Mr. Gambino served as Traffic Engineer for this project. SJB provided civil engineering, survey, and SUE services, while Volkert provided engineering support, including the development of a traffic study and geometric layouts for the roundabout to alleviate congestion and delays along the corridor.
09/20 - 09/21	Oak Harbor Bridge Repair for DOTD Mr. Gambino performed traffic control services. The bridge was struck by an excavator on a lowboy and several of the girders were damaged. Volkert provided a design and plans to repair the Oak Harbor bridge over I-10. The repair was designed as an in-place repair for any damaged prestressed girders as a result of the accident. Volkert followed the processes and procedures required by DOTD to authorize the in-place repair. As a subconsultant to Kort, Volkert reviewed as-built drawings and current inspection reports for the bridge prior to design, participated in field visits to perform damage assessments, and prepared a recommendation report that detailed the damages and load rating analysis to verify current capacity with current stresses on the structure. Volkert also provided as needed construction administration during the repairs.
2017 - 2021	Owner Verification Services for College Drive Flyover Ramp (I-10/I-12 west) in East Baton Rouge Parish for the Louisiana Department of Transportation and Development (DOTD) Mr. Gambino served as Traffic Engineer for this project, which modified the I-10 West/College Drive exit into separate I-12 West and I-10 West exits. Volkert provided all necessary engineering services as part of this Design-Build/Owner Verification project, including design reviews for bridges, roads, hydraulics, electrical components, and ROW acquisition efforts, as well as contract administration, scheduling, document control, and construction phase services. SP No. 4400019680, S.P. No. H.013897.
08/17 - 02/20	Plank Road, East Baton Rouge Parish, LA (Baton Rouge Metropolitan Airport) Mr. Gambino served as Traffic Engineer for the design of Plank Road (the new alignment). This project is to relocate Plank Road along a new alignment. The project includes ROW acquisition and all the design for a new 4 lane highway with J-turns. It also includes ROW acquisition and all the design for additional lanes along Harding and Hooper Road. It also includes a new lighting system and new signalized intersection. This project is an Airport project, funded by FAA, but the road will be transferred to DOTD.
06/17 - 06/18	I-10 Widening Design/ Williams Blvd. Interchange to Veterans Blvd. Interchange Mr. Gambino served as Project Engineer. This project involved the widening of I-10 between the Williams Boulevard and Veterans Boulevard interchanges in Jefferson parish. The total project length was 1.85 miles. The project consisted of constructing one 12’ additional lane with a 12’ inside shoulder along I-10 eastbound and westbound roadways with median barrier. Additionally, an auxiliary lane was added to the outside of the eastbound roadway from the entrance at Power Boulevard to the exit at Veterans Boulevard. As a part of this project, the existing bridges over Canal No. 3 and Veterans Boulevard were replaced, and sound barriers were constructed on the north side of the I-10 westbound bridges. Volkert was responsible for the development and road design, drainage design and Traffic Management Plans.

Firm employed by: Volkert, Inc.				
	Hadi Shirazi, PE, PTOE <i>Traffic Signal Design</i>		Years of relevant experience with this employer	1
			Years of relevant experience with other employer(s)	34
	Degree(s) / Years / Specialization	BS 1991 Civil Engineering	Year registered	1997
	Active registration number / state / expiration date	27415 LA 09/30/2027 3348 PTOE 07/21/2027	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Shirazi will provide traffic signal design services.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time years of experience specified in the applicable MPR(s).			
Experienced Senior Transportation Engineer with over 30 years of in-depth experience leading and managing small to large sized projects. Adept at project planning and scheduling to stay on budget. Outstanding skills in design analysis, highway safety engineering, strategic planning and quality control.				
01/25 - Ongoing	US 190 West Roundabout. Mr. Shirazi performed temporary traffic signal design and traffic engineering review for Local government and LADOTD (Louisiana Department of Transportation and Development) of US 190 West roundabout from LA 433 to US 11. Performed 60% preliminary temporary traffic signal design and All-Way Stop Control for three-single lane roundabouts at Westminster Dr, Maris Stelle St, and Carroll/Sunset Dr.			
01/25 - Ongoing	CAPEX, TxDOT. Mr. Shirazi performed traffic signal design review for Texas Department of Transportation and City of Austin on the I-35 Capital Express Central (CapEx) project that is in the central region of the Austin metropolitan area for approximately 8 miles along IH 35 between US 290 East and SH 71/Ben White Boulevard.			
11/24 - 12/24	NLCOG SS4A. Mr. Shirazi performed highway safety review on sections and intersections for Northwest Louisiana Council of Governments (NLCOG), Shreveport, Louisiana. A review of all traffic and safety was conducted for the region including Bossier, Caddo, DeSoto, and Webster parishes. The review was carried out to show the need for an action plan in the area.			
Prior to Volkert 05/91 - 11/24	Traffic Engineering Management Manager (LADOTD) Mr. Shirazi was responsible for providing traffic engineering study and operational expertise , performing feasibility study, speed studies, and safety operational improvements of the state highway system for the LADOTD.			

Firm employed by: Volkert, Inc.				
	William "Larry" Tucker, PE <i>Roadway Lighting</i>		Years of relevant experience with this employer	2
			Years of relevant experience with other employer[s]	44
	Degree(s) / Years / Specialization	BS 1970 Accounting BS 1980 Electrical Engineering	Year registered	2015
	Active registration number / state / expiration date	39846 LA 03/31/2028	Discipline	Electrical
Contract role(s) / brief description of responsibilities: Mr. Tucker will provide electrical and roadway lighting services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR[s].			
Mr. Tucker has more than 46 years' experience as an Engineer, and 37 years as a Professional Electrical Engineer in the design and Construction of healthcare, industrial, governmental, military, private, and commercial infrastructures.				
08/23 - 12/24	US 84 Eastbound and Westbound Mississippi River Bridges at Natchez Exterior Lighting for Steel Truss Spans across the Mississippi River, Natchez, MS. Mr. Tucker served as Electrical Engineer. Volkert provided coordination and environmental documentation services which will allow the Federal Highway Administration (FHWA) to issue a Categorical Exclusion (CE) per MDOT/FHWA Programmatic Agreement for the project, prepare plans, specifications/special provisions, bid proposal, and cost estimate for the installation of the lighting system on the exterior of each of the two Mississippi River Bridges at Natchez, Mississippi. The lights were mounted on the existing outer mounting brackets of each bridge and illuminated the exterior of each bridge truss only.			
12/23 - 03/24	Madison Parish Port Commission Building Upgrades for Rail-car Company. Mr. Tucker served as Electrical Engineer. Madison Parish Port Commission used a DRA Grant to remodel their existing building on Port Elevator Road for a new tenant (Railcar Company). The building was in need of electrical upgrades, crane recertifications, and roof repairs.			
07/23 - 09/23	St. Charles Parish Engineer's Canal Pump Station Design. Mr. Tucker served as Electrical Engineer. As a flood pump station, it was imperative to ensure that during times of disaster the pumping station will continue to operate. As the Electrical Engineer, Mr. Tucker sized a new stand-by generator to operate the newly improved pump station along with any other electrical upgrades needed to the monitoring system for the station.			

Firm employed by: Volkert, Inc.				
	Kenneth Powers, PE <i>Roadway Lighting</i>		Years of relevant experience with this employer	28
			Years of relevant experience with other employer[s]	10
	Degree(s) / Years / Specialization	BS 1996 Electrical Engineering	Year registered	2015
	Active registration number / state / expiration date	39559 LA 09/30/2027	Discipline	Electrical
Contract role(s) / brief description of responsibilities: Mr. Powers will provide electrical and lighting services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR[s].			
Mr. Powers served as an Electrical Engineer at Volkert for eight years. In 2014, he rejoined the firm as the Electrical Department Manager. His experience includes roadway lighting systems, interior and exterior lighting systems, airport lighting improvements, emergency generator systems, power system design, power and lighting renovations, lighting calculations, and utility company coordination.				
05/19 - Ongoing	I-220/I-20 Interchange Improvements to BAFB Access Design-Build, Bossier Parish, LA (LADOTD). Mr. Powers is responsible for electrical design review for Volkert's team.			
05/19 - 12/20	I-10: Highland Road to LA 73 Design-Build, East Baton Rouge and Ascension Parishes, LA. Mr. Powers served as Electrical Design Review for the Owner Verification Team (OVT). He was responsible for all electrical design review related to the design process on the Design-Build project. This project consisted of upgrading a portion of I-10 in East Baton Rouge and Ascension Parish to a six-lane controlled access facility including construction of a new six-lane I-10 overpass at Highland Road.			
08/17 - 02/20	I-10 Widening Design-Build: Siegen Lane Interchange to the Highland Road Interchange, East Baton Rouge Parish, LA Mr. Powers served as Electrical Design Review. This project consisted of widening I-10 from two-lanes in each direction to three-lanes in each direction (six-lanes total) with a 54-inch high center median single barrier or double barriers. Volkert was the lead design engineer and served as manager of design for the entire project by supervising all of the sub-consultants for the project. Electrical design services included the development of design plans to light the roadway for the entire length of the project and lighting underneath the bridge over the railroad. This project was awarded an ACI Merit Award.			
12/17 - 01/20	Causeway Shoulder Bay Design, Jefferson and St. Tammany Parishes, LA for the Greater New Orleans Expressway Commission Mr. Powers served as Electrical Design Review for the Causeway Shoulder Bay Design. Volkert was selected to design essential and long-awaited shoulder additions. The bridge shoulders, comprising 12 "bays," will provide a space for disabled vehicles to pull over out of traffic. They also increased safety for motorists and emergency personnel in the event of a crash. This project was executed using the Construction Manager at Risk (CMAR) alternative delivery method, a first for the state of Louisiana.			

Firm employed by: Volkert, Inc.				
	Kevin Tucker, RLA, APA, USGA (TN) Landscape Architecture		Years of relevant experience with this employer	N/A
			Years of relevant experience with other employer[s]	54
	Degree[s] / Years / Specialization	BS 1973 Landscape Architecture	Year registered	1993
	Active registration number / state / expiration date	RLA 251 TN 01/31/2028	Discipline	Landscape Architect
Contract role(s) / brief description of responsibilities: Mr. Tucker will provide landscape architecture services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR[s].			
Mr. Tucker is a seasoned landscape architect and land planner with more than 50 years of experience in master planning, site design, recreation planning, and golf course architecture. He has planned large-scale residential, resort, institutional, military, and mixed-use developments ranging from small communities to properties exceeding 12,000 acres and has designed more than 300 golf courses. Kevin brings recognized expertise in land-use planning, facility planning, project validation, public engagement, and development strategy, supported by extensive work for private developers, universities, municipalities, and multiple branches of the U.S. military.				
01/22 - 01/26	Putnam County Expo & Fairgrounds Cookeville, TN. Mr. Tucker served as Landscape Architect for this 125-acre multi-use campus, contributing to the planning of site circulation, open spaces, and fairground and event facilities.			
01/24 - 01/26	Amaterra, Hazel Green, AL. Mr. Tucker served as Landscape Architect for this 240-acre mixed-use residential development, providing landscape architecture and site-planning services for a functional, attractive, and connected community.			
01/19 - 01/24	Camden Plantation, Camden County, NC. Mr. Tucker served as Landscape Architect for this 600-acre residential golf course community, coordinating site planning and landscape design with the golf course architect to create a cohesive development.			
01/22 - 12/23	The Colonnades, Scottsboro, AL. Mr. Tucker served as Landscape Architect for this 162-acre mixed-use residential development, supporting the design of landscaped open spaces, community amenities, and pedestrian connections.			
01/02 - 12/23	McNeese State University, Lake Charles, LA. Mr. Tucker served as Landscape Architect for the university's campus master plan and a variety of smaller campus improvement projects from 2002 through 2023.			
01/11 - 12/13	Marine Corps Base Kaneohe, Kaneohe, HI. Mr. Tucker served as Landscape Architect , contributing to a campus-wide recreation and leisure master plan, golf course master planning, and golf course architecture.			
01/05 - 12/09	West Trace, Westlake, LA. Mr. Tucker served as Landscape Architect for this 820-acre residential golf course community, providing master planning and site design, preparing the community's covenants, conditions, and restrictions, and overseeing completion of the golf course.			
01/00 - 12/06	Coushatta Resort and Casino with Koasati Pines Golf Course, Kinder, LA. Mr. Tucker served as Landscape Architect for this 600-acre resort campus featuring a casino, two hotels, an event pavilion, and a golf course, providing campus master planning and golf course architecture.			

Firm employed by: Volkert, Inc.				
	Cheryn Robles, APR <i>Public Meetings</i>		Years of relevant experience with this employer	1
			Years of relevant experience with other employer[s]	24
	Degree(s) / Years / Specialization	MS 2014 Environmental Management BS 2001 Communications	Year registered	N/A
	Active registration number / state / expiration date	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities: Ms. Robles will be providing public relations support for this contract				
Experience dates [mm/yy-mm/yy]	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
Ms. Robles is a seasoned communications and environmental management professional with over 25 years of experience leading public sector compliance programs and stakeholder engagement initiatives. She has directed environmental affairs for the City of New Orleans, managed large-scale redevelopment projects, and provided strategic outreach for hundreds of infrastructure improvements. Cheryn brings recognized expertise in environmental compliance, public involvement, and interagency coordination, reinforced by awards for leadership and communication excellence.				
08/25 - ongoing	City of New Orleans FEMA Optimized Group 5, New Orleans, LA. Ms. Robles serves as Environmental Specialist. In the aftermath of Hurricane Katrina, Volkert supports the FEMA Optimized Group 5 project for the City of New Orleans, which includes the repair and reconstruction of sidewalks, roadways, water and sewer infrastructure, and ADA-compliant curb ramps within the Filmore and St. Anthony neighborhoods under a \$2B FEMA settlement program. Working closely with the contractor and City staff, Volkert identifies changing field conditions, documents necessary scope modifications, and develops solutions that satisfy FEMA reimbursement requirements while maintaining project intent. Ms. Robles also contributes to innovative approaches that address hazardous conditions created by new ADA sidewalk installations, including drainage and elevation issues on adjacent private properties, ensuring safe and compliant corrective measures are implemented and properly documented.			
Prior to joining Volkert 2020 - 2025	Environmental Affairs Administrator, City of New Orleans: Ms. Robles directed compliance with Federal/State regulations (MS4, Clean Water Act), managed hazardous site remediation, oversaw environmental education/outreach, and coordinated multi-million-dollar redevelopment projects including the \$35M Community Solar Farm atop an EPA Superfund site and the \$26M Lincoln Beach Restoration. Earned the 2024 Anvil Award for environmental program communications. Community Solar Farm, New Orleans, LA. Ms. Robles served as a Project Manager for a \$35M project to remediate and redevelop a Superfund site; managed compliance and public engagement. Lincoln Beach Restoration, New Orleans, LA. Ms. Robles served as Project Manager of a \$26M redevelopment of Lincoln Beach. Finalized the development of the master plan including securing Federal, State, and local funding; led stakeholder and environmental communications. Stormwater Enforcement Program, New Orleans, LA. Ms. Robles coordinated interagency compliance under the Clean Water Act (MS4).			

Firm employed by: Volkert, Inc.

Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
<i>Prior to joining Volkert</i> 2021 - 2022	Department of Public Works. Acting Chief of Staff. Supported daily operations of 250 staff and a \$60M budget, served as spokesperson, oversaw HR and policy reforms, and coordinated with elected officials and community stakeholders.
<i>Prior to joining Volkert</i> 2012-2020	Department of Public Works. Community Outreach Manager. Managed outreach for ~700 infrastructure projects; facilitated 25–85 public meetings annually; developed ordinance reforms, stormwater enforcement coordination, and construction mitigation programs. Recognized with the Mayor’s Outstanding Employee Award (2015) and the City Council’s Women of Steel Award (2016).
<i>Prior to joining Volkert</i> 2007 - 2012	Outreach Process Partners. Director of Community Outreach. Designed and led stakeholder engagement for U.S. Army Corps of Engineers hurricane protection and NEPA compliance efforts; managed 175+ public meetings; coordinated media during the 2011 Mississippi River flood response.

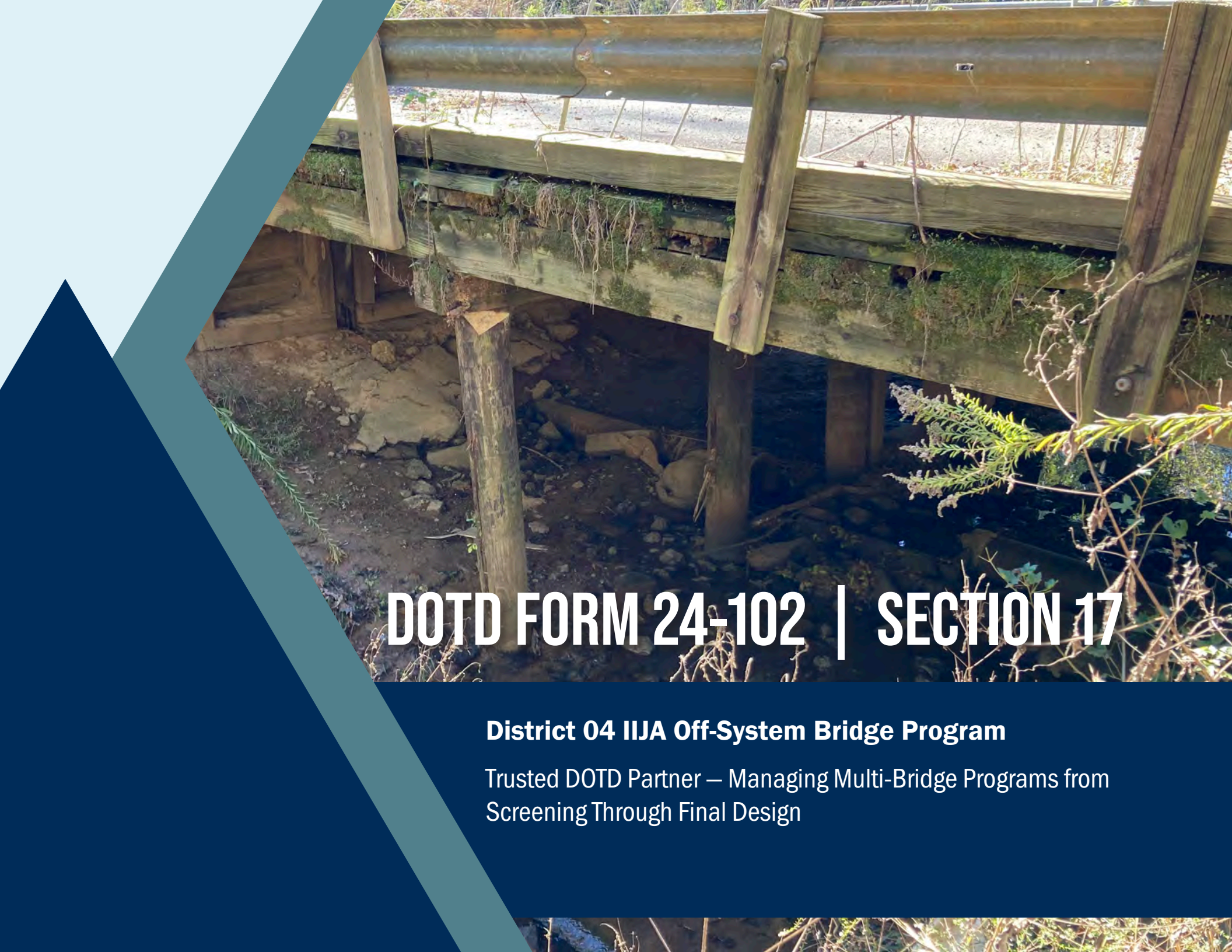
Firm employed by: DCCM			
	Arthur "Trey" Gamble, PE, PTOE <i>Traffic Signal Design</i>		Years of relevant experience with this employer 28
			Years of relevant experience with other employer[s] 7
	Degree[s] / Years / Specialization	MS 1997 Civil Engineering BS 1991 Civil Engineering	Year registered 2013 (PE) 2016 (PTOE)
	Active registration number / state / expiration date	PE 0038295 LA 03/31/2028 PTOE 4101 LA 07/18/2028	Discipline Civil
Contract role(s) / brief description of responsibilities: Mr. Gamble will provide traffic signal design services for this contract.			
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR[s].		
Trey is a senior engineering professional with 35 years of experience in traffic engineering and transportation planning. Trey leads DCCM's traffic impact analysis team and uses travel demand models (TDMs), simulation models, and dynamic traffic assignment models to evaluate the impacts of large-scale site plans and subarea development patterns on adjacent transportation facilities, intersections, and the surrounding transportation system, including pedestrian access and mobility. Trey is an acknowledged authority in land use and transportation interaction, providing workshops and training to policymakers and staff on the benefits and impacts of decisions on urban form, development density, and mix of land uses.			
10/19 - Ongoing	Whisper Valley TIA, Travis County, TX. Project Manager/Senior Engineer. Trey is in responsible charge of all traffic-related aspects (analysis, mitigation recommendations, mitigation design) for the 2,065 acre Whisper Valley development located in Travis County. The Planned Unit Development includes single-family residential, multi-family residential, mixed-used, and commercial land uses. The TIA includes evaluation of traffic impacts at the following locations: fourteen existing intersections and eighteen development intersections. The TIA analysis is based on standard industry practice following procedures recommended by ITE and requirements of Travis County and is utilizing micro-simulation models to evaluate traffic impacts and potential mitigation improvements. The evaluation includes trip generation, trip distribution, operational analysis, intersection sight distance, and appropriate mitigation recommendations to address the traffic impacts. DCCM is also performing signal design for all intersections where development impacts will be addressed with signalization.		
04/18 - 08/22	Calcasieu Parish Transportation Initiative WA#1 - LA Highway 27 Corridor Study, Calcasieu Parish, LA. Project Manager. Trey led a team which conducted a corridor study for LA Highway 27 in Calcasieu Parish, following ITE and LADOTD guidelines. The study included traffic volume analysis, intersection operational analysis, and intersection design alternatives. After completion, DCCM performed additional traffic analysis to meet LADOTD TEPR requirements, including crash history documentation, safety analysis, and alternatives evaluation.		
01/17 - 04/21	City of Sulphur, City-Wide Traffic Signal and Mobility Analysis, Sulphur, LA. Project Manager/Engineer of Record. As part of an ongoing contract with the City of Sulphur to upgrade signal infrastructure, Trey supervised staff in preparing signal warrant studies and construction plans for traffic signal modifications at signalized intersections. These modifications include full plan sets for new mast-arm signals, pedestrian signals, and crosswalk markings. Trey is also responsible for providing cost estimation; bid items; specifications; bidding services; construction-based services in the form of shop drawing review and responding to contractor questions; project administration; and project oversight and inspection.		
02/15 - 01/17	Prien Lake Stage 0 Traffic Study, City of Lake Charles, Lake Charles, LA - Stage 0 Feasibility Study and Environmental Inventory for Prien Lake Road/Ihles Road, Calcasieu Parish, Louisiana. Project Manager/Engineer of Record. Trey performed and directed others in analyses of existing conditions (2014) volumes as well as future conditions (2034) volumes estimated using the IMCAL TDM as well as alternatives and accompanying design standards and construction costs for improvements spanning the length of the corridor (approximately 1.5 miles), considering the anticipated future traffic growth.		

Firm employed by: DCCM	
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time years of experience specified in the applicable MPR[s].
10/13 - 06/18	Traffic Impact Analysis for Intersections, Axiall Corporation, Calcasieu Parish, LA. Transportation Engineer. Trey served as Project Engineer responsible for analyzing intersection traffic operations, analyzing and recommending traffic operations mitigation improvements, and designing seven traffic signals. The project was to assist Axiall during the expansion of their chemical facility in Calcasieu Parish, between Sulphur and Westlake. Preliminary analysis of the proposed scenarios showed extensive and unrealistic improvements would be required at the study intersections. Trey coordinated closely with LADOTD District 07 to identify and implement appropriate mitigations.
01/10 - 05/12	City of Lake Charles, Nelson Road Traffic Study, Lake Charles, LA. Senior Transportation Engineer. DCCM evaluated the impact of the extension of Nelson Road from L'Auberge Boulevard to Sallier Street on the surrounding neighborhoods along Sallier Street. As a result of the analyses, the study included recommendations for improvements at the intersections of Shell Beach and Lake Street, Lake Street and Sallier Street, Nelson Road and Prien Lake Road, and the interchange of Nelson Road and I-210
04/09 - 06/14	LADOTD H.004825 LA 28 Widening Environmental Assessment (EA), Pineville, LA. Project Engineer. Project Engineer responsible for analyzing corridor traffic operations and analyzing corridor traffic improvement alternatives. The project traffic operational analysis was in support of the Stage 1 Environmental Assessment for LA-28 East to widen 6.5 miles from 2 to 4 lanes from LA-3128 to LA-1207. The study also included signal warrant analysis at six intersections within the corridor. Four alternatives (No-Build; Build with partial median openings and signals; Build with multiple roundabouts; and Build with one roundabout at LA 1207) were analyzed for the build and horizon year analyses.

Firm employed by: DCCM				
	Sydnie Fiocca, PE, PTOE, RSP1 <i>Signal Analysis</i>		Years of relevant experience with this employer 7	
			Years of relevant experience with other employer[s] 0	
	Degree[s] / Years / Specialization	MS 2018 Civil Engineering BS 2017 Civil Engineering	Year registered	2021 (PE); 2024 (PTOE); 2022 (RSP1)
	Active registration number / state / expiration date	PE 46327 LA 03/31/2028 5798 PTOE 11/13/2027 918 RSP1 11/23/2028	Discipline	Civil
Contract role(s) / brief description of responsibilities: Ms. Fiocca will provide signal analysis services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR[s].			
Sydnie provides professional engineering services for the development of traffic impact analyses, corridor analyses, feasibility studies, traffic engineering studies, intersection and transportation system operation analyses, and safety analyses. She is proficient in traffic forecasting and traffic operational analysis on complex corridors. Her project involvement spans major highway corridors to minor thoroughfares including, but not limited to, I-45 (Houston), I-35E (Dallas), and Mobility35 (Austin). Sydnie has developed traffic projections for complex networks and has used a variety of tools such as HCS, Synchro, Vissim, and SIDRA to perform traffic operational analysis. She has also used IHSDM and HSS to perform predictive safety analysis.				
2023 - Ongoing	TxDOT Houston District Corridor Forecasting WA#3, Houston-Galveston Area, TX. Traffic Analysis Task Lead. Leads corridor forecasting and travel demand modeling tasks, including development of AADT, DHV, truck percentages, directional distribution, K factor, and vehicle classification for main lanes, ramps, direct connectors, intersections, and frontage roads.			
2020 - Ongoing	TxDOT Odessa SH 18 Schematic Development, Odessa, TX. Project Manager. Oversees traffic analysis, safety analysis, and traffic volume projections for future years for a corridor extending from Loop 464 south of Monahans to Business 10 in Fort Stockton; deliverables include traffic data schematics, traffic projections methodology memorandum, average daily corridor traffic projections report, traffic analysis report, and crash analysis memorandum.			
2019 - Ongoing	Various Traffic Impact Analyses, Texas/Louisiana. Project Engineer. Leads and supports TIAs for new and expanded site developments involving data collection, existing/future conditions analysis, and software including Excel, Vistro, Synchro, and Microstation.			
05/22 - 03/23	Calcasieu Parish Transportation Initiative LA Highway 27 Corridor Study, Calcasieu Parish, LA. Project Manager. Supported a LADOTD TEPR-based corridor study including traffic volume development, traffic analyses, traffic design reporting, conceptual intersection layouts, traffic signal designs, data processing from LADOTD, growth-rate development, unmet demand analysis, existing conditions forecasting, and crash analysis support.			
10/18 - 02/22	TxDOT Austin Mobility35 Study, Austin, TX. Traffic Team Engineer. Led a traffic team developing concepts to address congestion along I-35 through Austin; refined the travel demand model and developed 24-hour and peak-period traffic forecasts used for air, noise, pavement, and operational analysis.			
2018 - 2021	TxDOT IH 45 North Houston Highway Improvement Program, Houston, TX. Traffic Team Engineer. Supported the IAJR for the I-45 corridor, including Vissim model calibration/validation, No-Build and preferred alternative operational analysis, peak-period traffic forecasting, and predictive safety analysis using IHSDM.			

Firm employed by: DCCM				
	Jitendra "Jay" Jain, PE, PTOE <i>Signal Analysis</i>		Years of relevant experience with this employer	2
			Years of relevant experience with other employer[s]	5
	Degree(s) / Years / Specialization	MS 2018 Transportation Engineering BS 2016 Civil Engineering	Year registered	2023 (PE) 2023 (PTOE)
	Active registration number / state / expiration date	48469 LA 03/31/2028 5452 PTOE 04/05/2029	Discipline	Civil
Contract role(s) / brief description of responsibilities: Mr. Jain will provide signal analysis services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR[s].			
Jay supports project management, data analysis, client coordination, traffic impact analyses, corridor and feasibility studies, site circulation, pedestrian safety, PS&E and traffic design projects, traffic forecasting, capacity analysis, VISSIM modeling, Synchro analysis, CAP-X alternative screening, and predictive safety analysis. He works with large multidiscipline teams to ensure the successful execution of projects aimed at improving traffic flow and safety.				
10/24 - Ongoing	Brazos County SH 47 Traffic & Safety, Brazos County, TX. Project Engineer. Develops trip generation volumes, models the existing network in Excel for traffic forecasting, and uses VISSIM for capacity analysis for traffic and safety analyses at the SH 47 and SH 21 interchange near the Texas A&M Rellis Campus.			
10/24 - Ongoing	TxDOT Houston IH 10 Inner Katy IAJR, Houston, TX. Project Engineer. Performs predictive safety analysis using TTI Texas Specific Safety Performance Functions for alternatives along I-10 between IH-610 and IH-45 and supports traffic modeling, existing and future No-Build/Build analysis, and IAJR development.			
03/24 - Ongoing	TxDOT Rockwall County Outer Loop, Rockwall County, TX. Project Engineer. Leads traffic forecasting efforts, models and reviews capacity analysis, and coordinates tasks across project teams for evaluation of potential alignments from FM 1138 near the Collin County line to SH 276.			
04/24 - 05/24	Williamson County EWH at SH 130 Traffic Analysis, Williamson County, TX. Project Engineer. Developed capacity analysis for the EWH at SH 130 interchange, including count data processing, volume development, Synchro modeling, and CAP-X evaluation of intersection and interchange alternatives.			
09/22 - 01/24	Walter P Moore and Associates, Inc., Traffic, ITS & Transportation Planning. Senior Engineer/Engineer. Led project planning, design, and proposal development; collaborated with multidisciplinary teams and agencies; supported pedestrian safety and traffic calming studies, due diligence, traffic signals, pedestrian elements, traffic control, and on-site traffic flow decisions.			
01/19 - 08/22	Walter P Moore and Associates, Inc., Traffic, ITS & Transportation Planning. Graduate Engineer. Evaluated development trips for traffic impact, designed signage, pavement marking, and traffic signal sheets, improved corridor traffic flow through signal timing adjustments, and developed traffic control plans.			

Firm employed by: DCCM				
	JD Allen, AICP, WSO-CSSD, PTSCPT, TSSP-Rail/Bus QA/QC		Years of relevant experience with this employer	25
			Years of relevant experience with other employer[s]	10
	Degree(s) / Years / Specialization	MS 1991 Community and Regional Planning BS 1988 Economics	Year registered	1994 (AICP)
	Active registration number / state / expiration date	AICP 10501	Discipline	N/A
Contract role(s) / brief description of responsibilities: Mr. Allen will provide QA/QC services for this contract.				
Experience dates (mm/yy-mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
JD is a professional transportation planner with 35 years of experience and expertise in all aspects of urban mobility planning; performance-based prioritization; human services transportation coordination; transit safety and security oversight; public and stakeholder outreach; land use impact analysis; and federal compliance for States, MPOs, and transit agencies. He began his career as a Metropolitan Planning Organization (MPO) planner and later became the MPO Director for the Lake Charles Urbanized Area and Executive Director of the Regional Planning Commission.				
2023 - Ongoing	SS4A and Transportation Safety Planning Projects. Project Principal. Provides executive oversight for Safe Streets and Roads for All initiatives, including the Natchitoches Comprehensive Safety Action Plan and NORPC's "A Path to Zero" SS4A effort. Responsibilities include safety performance measures, stakeholder engagement, roadway safety strategy development, public involvement, and implementation planning.			
2005 - Ongoing	Traffic Impact Analyses (Various Locations). Project Principal. Provided senior oversight and quality assurance for transportation impact analyses supporting public and private developments. Services included traffic forecasting, operational analysis, access management, mitigation evaluation, stakeholder coordination, traffic signal warrants, Synchro-based operational analysis, and transportation system recommendations to improve mobility and safety. This experience includes numerous roadway, corridor, and development-related studies throughout Louisiana and Texas.			
01/25 - 09/25	City of Lake Charles Safe Streets and Roads for All (SS4A) Action Plan, Lake Charles, LA. Project Principal. Provided executive oversight for development of the City's Safety Action Plan. Directed stakeholder engagement, establishment of a geospatial database, equity analysis, High Injury Network identification, bicycle and pedestrian network planning, prioritization of safety projects, cost estimating, performance measures, and Vision Zero implementation strategies.			
2010	Citywide Traffic Signal and Mobility Analysis, Sulphur, LA. Project Manager. Oversaw traffic operations analysis at 36 intersections and six operational corridors. Managed data collection, travel-time assessment, signal timing evaluation, warrant analyses, corridor progression analysis, signal interconnect recommendations, equipment upgrades, cost estimates, and implementation planning.			
2008	Maplewood Drive Signal Timing Study, Sulphur, LA. Project Manager. Managed evaluation of traffic signal operations at four intersections and development of recommended timing improvements to improve system performance and mobility.			
2005	Traffic Signal Design (West Parish Road at LA-27/South Ruth Street), Sulphur, LA. Project Manager. Directed preparation of final PS&E plans for a traffic signal installation in accordance with LADOTD standards, including agency coordination and traffic engineering oversight.			



DOTD FORM 24-102 | SECTION 17

District 04 IIJA Off-System Bridge Program

Trusted DOTD Partner — Managing Multi-Bridge Programs from
Screening Through Final Design

Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Traffic
Project name	US 190 at Lindberg Dr. Intersection Improvements	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	St. Tammany Parish Government
Project location	Slidell, LA	Owner's Project Manager	Truman "Trip" Sharp, III
Owner's address, phone, email	21454 Koop Drive, Bldg B, Mandeville, LA 70471 985-898-2552 tdsharp@stpgov.org		
Services commenced by this firm (mm/yy)	10/24	Total consultant contract cost (\$1,000's)	\$377
Services completed by this firm (mm/yy)	12/25	Cost of consultant services provided by this firm (\$1,000's)	\$377

Volkert provided professional engineering services for the Lindberg Drive / US 190 Business Intersection Improvement Project, which included targeted capacity and operational improvements at the intersection. Services included project management and coordination with LADOTD and local parish stakeholders; survey services; geotechnical engineering; preliminary and final roadway design; right-of-way mapping; utility coordination; cost estimating; traffic phasing; construction plan preparation; and bidding-phase support.

Recommended improvements included a westbound right-turn-only lane, an additional southbound lane, and a truck apron on the southbound approach. The existing traffic signal was also updated to accommodate the additional lanes. Volkert's work supported the development of the project from preliminary engineering through final plans and bidding, including preparation of submittals, design calculations, reports, AutoCAD files, construction plans, and specifications.

RELEVANCY



- ▶ Local Traffic System
- ▶ Traffic Signal Analysis
- ▶ Complete Streets
- ▶ Roadway Design
- ▶ DOTD Coordination



Staff that worked on this project included in this proposal: Janet L. Evans, PE, MBA

Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	Hawthorne Hollow Bridge	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	St. Tammany Parish Government
Project location	St. Tammany Parish, LA	Owner's Project Manager	Jason Cambre, PE
Owner's address, phone, email	21454 Koop Drive, Bldg B, Mandeville, LA 70471 985-898-2557 jpcambre@stpgov.org		
Services commenced by this firm (mm/yy)	09/21	Total consultant contract cost (\$1,000's)	\$1,600
Services completed by this firm (mm/yy)	11/24	Cost of consultant services provided by this firm (\$1,000's)	\$1,000

Volkert was contracted to provide preliminary and final construction plans to produce bid documents to replace the bridge at Hawthorne Hollow Drive. Volkert has provided management and review of the surveying services and geotechnical services. Volkert provided the hydraulic model and a drainage analysis in conjunction with recommended improvements. Volkert provided preliminary plans and final plans for a box culvert to replace the bridge. Volkert delineated and permitted the wetlands in the area that were necessary. In addition, Volkert provided bridge rating services, bidding services, construction administration services, and inspection services. Volkert performed all necessary reviews of the preliminary and final plans to verify concept, constructability, and accuracy of designs along with associated reports, conclusions, calculations, and recommendations.

RELEVANCY



- ▶ Local Road
- ▶ Hydraulic Analysis
- ▶ Replaced Bridge with Box Culvert
- ▶ Aesthetics with minimal increase in cost



Staff that worked on this project included in this proposal: Janet L. Evans, PE, MBA; Jacob Parker, PE; Ashley Beckendorf, PE; Parker Scheuermann, EI; Perry Leblanc

Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	District 04 IIJA Off-System Bridge Program	Firm responsibility (prime or sub?)	Prime
Project number	H.4400025024	Owner's name	LADOTD
Project location	District 4	Owner's Project Manager	Joseph Brown
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 225-379-1889 joseph.brown@la.gov		
Services commenced by this firm (mm/yy)	09/22	Total consultant contract cost (\$1,000's)	\$2,050
Services completed by this firm (mm/yy)	09/27 (est.)	Cost of consultant services provided by this firm (\$1,000's)	\$2,006

Volkert has been selected to assist the LADOTD in the selection of eligible bridge structures to be replaced, designed, and constructed under the Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program. The initial contract included tasks to research qualifying off system bridge locations in LA DOTD district 04. District 04 includes the Parishes of Bossier, Caddo, Red River, Bienville, Claiborne, DeSoto, and Webster. Volkert staff visited all locations and assembled a screening matrix which included Archaeological sites, NRHP eligible structures, historical bridges, tribal lands, scenic streams, threatened and endangered species, Section 4f properties Section 6f properties, navigable waterways, underground storage tanks, levees or utility permits.

Volkert coordinated with each Parish to develop a selected structures list and program for the five years of funding for the IIJA funding stream. Volkert was assigned nine (9) bridges for replacement through this contract and performed all Surveying, Environmental Permitting, Hydraulic Analysis, and Bridge Design services for each of these bridge locations.

RELEVANCY

- ▶ DOTD Project
- ▶ Hydraulic Analysis
- ▶ Structure Replacement (Bridge and Culvert)
- ▶ Final Plans



Staff to be used in this proposal: Janet L. Evans, PE, MBA; Jacob Parker, PE; Artur D'Andrea; Ahmed Rageh, PhD, PE; Ashley Beckendorf, PE; Steven Armstrong, PE, CBI, ADGI; Parker Scheuermann, EI; Perry Leblanc; Laura Tomlinson

Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Bridge
Project name	Bridge Bundle 2	Firm responsibility (prime or sub?)	Prime
Project number	OLHC BB2	Owner's name	Office of Louisiana Highway Construction
Project location	Union, Lincoln, and Jackson Parishes, LA	Owner's Project Manager	Archie Chaisson, III
Owner's address, phone, email		1201 N. Third Street, Baton Rouge LA 70802 225-342-7178 archie.chaisson@la.gov	
Services commenced by this firm (mm/yy)	09/25	Total consultant contract cost (\$1,000's)	\$2,333
Services completed by this firm (mm/yy)	12/26 (est.)	Cost of consultant services provided by this firm (\$1,000's)	\$420

Volkert provided all necessary engineering and related services for developing plans for the replacement of nine (9) bridges on the State Highway System in northern Louisiana parishes of Union, Lincoln, and Jackson. The services provided for each bridge include survey, land and utility research and location; procuring all permits; local and regional engagement; analysis and recommendations of hydraulic conditions and geotechnical conditions; design of detours; design of the bridge substructure and structure; and delivering the final plans for the structures following review. The timeline for delivery of these nine bridge designs is highly compressed, and Volkert is meeting this required expediency. While a typical project of this magnitude would generally span 12 months or more, the design is being completed in less than 4 months, with construction slated to start in 2026.

RELEVANCY



- ▶ DOTD Project
- ▶ Hydraulic Analysis
- ▶ Structure Replacement (bridge/culvert)
- ▶ Roadway Design
- ▶ Final Construction Plans



Staff that worked on this project included in this proposal: Janet L. Evans, PE, MBA; Jacob Parker, PE; Jonathan Gambino, PE, PTOE, RSP1; Artur D'Andrea, PE; Ahmed Rageh, PhD, PE; Ashley Beckendorf, PE; Kylie Colvin, EI; Perry Leblanc; Laura Tomlinson

Firm name	Volkert, Inc.	Past Performance Evaluation Discipline(s)*	Traffic
Project name	I-10/Highland IMR	Firm responsibility (prime or sub?)	Prime
Project number	H.0092580	Owner's name	LADOTD
Project location	Baton Rouge, LA	Owner's Project Manager	Kurt Brauner, PE
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1933 kurt.brauner@la.gov		
Services commenced by this firm (mm/yy)	09/16	Total consultant contract cost (\$1,000's)	\$2,300
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$2,300

Volkert was selected to assist the LADOTD with an Interstate Modification Report (IMR) to analyze the existing roadway network surrounding the LA 42 (Highland Road) interchange at Interstate I-10. The project involved a significant amount of data collection such as 7-day volume and classification counts, a speed study, travel time study, field observations, and a safety/crash study along 5 corridors and 10 intersections. This information was input into a VISSIM microsimulation model to help identify the best alternatives to improve capacity, increase safety, and reduce delay at the interchange at I-10 and LA 42 in both the interim and long-term stages. The model was calibrated to match existing field conditions, and improvements were modeled to determine which alternative would best address the existing congestion. A report summarizing the methodology and findings was developed and submitted to FHWA to address the required policy points for approval.

RELEVANCY

- ▶ DOTD Project
- ▶ Traffic Engineering Services
- ▶ Stakeholder Involvement



Staff that worked on this project included in this proposal: Janet L. Evans, PE, MBA; Jonathan Gambino, PE, PTOE, RSP1; Ashley Beckendorf, PE; Hadi Shirazi, PE, PTOE

Firm name	DCCM	Past Performance Evaluation Discipline(s)*	Traffic
Project name	TxDOT 15-5RFP5004 WA 04 Loop-1604 PS&E KCI	Firm responsibility (prime or sub?)	Subconsultant
Project number	15-5SDP5004	Owner's name	TxDOT
Project location	Houston, TX	Owner's Project Manager	Rhys Keller
Owner's address, phone, email	8000 IH 10 West, Suite 300, San Antonio, Texas 78230 726.222.5756 rkeller@jmt.com		
Services commenced by this firm (mm/yy)	04/24	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)	\$839

DCCM has provided professional engineering services for the preparation of plans, specifications, and estimates (PS&E), along with related documents, for Loop 1604 from FM 78 to Rocket Lane in Bexar County, TX. These services include traffic signal design, intelligent transportation system (ITS) / traffic management system (TMS) design, illumination design, and traffic analysis for the temporary traffic control plan. The traffic signal design includes full plans for up to 6 locations within the project limits. The ITS/TMS design includes device locations and wiring layouts using a fiber backbone. The illumination design component includes maintaining existing illumination throughout construction and installing new safety, underpass, and high-mast lighting throughout the project limits.



Staff that worked on this project included in this proposal: Trey Gamble, PE, PTOE

Firm name	DCCM	Past Performance Evaluation Discipline(s)*	Traffic
Project name	Calcasieu Parish Transportation Initiative - LA Highway 27 Corridor Study	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Calcasieu Parish Police Jury
Project location	Lake Charles, LA	Owner's Project Manager	Tim Conner
Owner's address, phone, email	PO Box 1583, Lake Charles, LA 70602 337.721.4100 tconner@cppj.net		
Services commenced by this firm (mm/yy)	08/22	Total consultant contract cost (\$1,000's)	N/A
Services completed by this firm (mm/yy)	08/22	Cost of consultant services provided by this firm (\$1,000's)	\$166

DCCM performed a corridor study for the LA Highway 27 Corridor in Calcasieu Parish. The corridor study was based on standard industry practice following procedures recommended by ITE and requirements of the LADOTD. The study included traffic volume development, traffic analyses, traffic design reporting, conceptual intersection layout development for two intersections with three alternatives each, traffic signal designs at two intersections, and meetings as required with the client and stakeholders. After the traffic study was completed, DCCM was asked to provide additional traffic analysis to comply with the LADOTD Traffic Engineering Process and Report (TEPR) requirements. Safety analysis included documenting all crash history within the project limits for the past three years using DOTD's CAT Scan, showing crash rates per intersection. Additional duties included developing collision diagrams, the TEPR existing safety analysis checklist, existing and No Build traffic analysis, Tier 1 and 2 analyses, and a final alternatives analysis. Additional alternatives were developed and screened.

Staff that worked on this project included in this proposal: Trey Gamble, PE, PTOE; Sydnie Fiocca, PE, PTOE, RSP1

Firm name	DCCM	Past Performance Evaluation Discipline(s)*	Traffic
Project name	Wrong Way Driver Detection	Firm responsibility (prime or sub?)	Subconsultant
Project number	N/A	Owner's name	Westwood formerly, Pacheco Koch Consulting Engineers, LLC
Project location	Fort Worth, TX	Owner's Project Manager	Jennifer L. Butcher, PE, PTOE
Owner's address, phone, email	39025 LBJ Service Road, Dallas, TX 75232 817.412.7155 jbutcher@pkce.org		
Services commenced by this firm (mm/yy)	05/22	Total consultant contract cost (\$1,000's)	N/A
Services completed by this firm (mm/yy)	07/23	Cost of consultant services provided by this firm (\$1,000's)	\$151

DCCM completed traffic engineering designs on an on-call contract with Pacheco Koch for North Texas Tollway Authority (NTTA). DCCM's tasks included evaluation and design of wrong-way detection and warning systems (WWDS), evaluation and design of cameras for incident detection and verification, design of ITS field communications layout, signing and pavement marking improvements (SPM), and construction-phase services.



Staff that worked on this project included in this proposal: Trey Gamble, PE, PTOE

The background image shows a road intersection under a bright, cloudy sky. A tall traffic light pole is in the foreground, with two traffic lights visible. In the background, there are green fields, trees, and a few cars on the road. The image is partially covered by a dark blue geometric shape on the left side.

DOTD FORM 24-102 | SECTION 18

US 190 at Lindberg Dr. Intersection Improvements

Proven Intersection Improvements — Signal Upgrades, Roadway Widening, and Complete Streets Coordination with DOTD

18. Approach and Methodology:

Provide a description of how the work will be performed and provide the proposed project schedule. This section shall be limited to four pages.

PROJECT BACKGROUND

The Volkert team requested and reviewed the Stage 0 Feasibility Study for LA 384 from the intersection at Lisle Preter's Road to the intersection at E. McNeese Street from LADOTD. Members of our team have worked with the City of Lake Charles during the development of this study. They aided in identifying funding and are familiar with "how we got to where we are" with this project. We also understand the components of complete streets that are to be incorporated into the design in addition to lighting and landscaping. The first Stage 0 study completed in 2018 was for the larger west to east connection. This project has been around a long time and the City and stakeholders are going to be grateful when the project is constructed. The recommended alternatives we have based our proposal on are below from the Stage 0 study and are a mix of all three alternatives.

The goal of our project team will be to perform all services included in this scope in a manner that moves this project forward as quickly as possible. Challenges include utility relocations, right of way acquisition and maintaining traffic during construction. The Volkert team is of the size to complete this project in a timely manner and the technical expertise to provide design of all components needed with an ongoing discussion of collaboration with the LADOTD and stakeholders including potential solutions for the critical path items.

POTENTIAL SOLUTIONS CONSIDERED INCLUDE:



Close the bridges and detour traffic on local roads that provide similar or better functionality. This would allow that portion of the project to be constructed quicker and possibly lower the construction cost, providing the best value to the public regarding duration and cost of construction.



Investigate drainage options that would reduce the right of way taking and utility relocations. These may include incorporation of curb and inlets into a box or similar structure. Options such as this could reduce the right-of-way acquisition by 12' on each side for a total of 24' in the 4-lane section. This may help expedite the completion of the project.



For context sensitive design, the headwalls on proposed box culvert or pipes should have an aesthetic pattern imprinted on the outside fascia and receive class 3 surface finish.



If relocation of utilities becomes necessary, consideration should be given to eliminating above ground utilities and placing all utilities in a utility corridor underground. As this is a safety project, it is not unusual for utility poles to cause LOS issues for motorists turning onto the highway. In addition, this area is routinely impacted by tropical storms with damaging winds. Locating the utilities below ground will provide more resilience to the grid.



The existing structures have guardrail to protect the drivers from blunt end of barriers. In the proposed solution, the box culvert or reinforced concrete pipe should be extended to a point that allows for the clear zone to be met and the need for guardrail eliminated.



The distance behind the curb of the roadway and the headwall should be landscaped and designed with aesthetics and context sensitivity in mind.



Volkert is prepared to submit a QA/QC plan within 10 days of award and will work to timely negotiate scope and fee with the PM. Once a contract is executed and a notice to proceed is issued the Volkert team will begin work. All work will be in accordance with Attachment A, Scope of Services to the advertisement for this project.

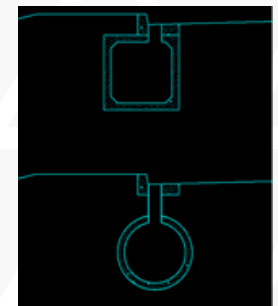
WHY SUBMIT ON THIS PROJECT?

Volkert is submitting on this project as currently we have no active roadway design projects with LADOTD.

WHY WE SELECTED OUR PROJECT TEAM?

We have teamed with DCCM who has local traffic engineering staff and has worked with the City of Lake Charles to develop parts of this project. Kevin Tucker, landscape architect has provided design services for the City and is respected for his work.

Recommended Alternatives		
LOCATION - ALTERNATIVE	BRIEF DESCRIPTION	TOTAL COST
LA 384 at Jefferson Drive		
Alternative 1	Signalized Intersection	\$8,760,848
LA 384 at LA 5092 (4-lane Road)		
Alternative 1	Signalized Intersection	\$12,360,893
LA 384 at Nelson Road		
Alternative 1	Segment between Lake Street and Nelson Road	\$13,462,848
LA 384 at Nelson Road		
Alternative 1	Signalized Intersection (Signal Modifications)	\$9,884,910
LA 384 at Warner Road		
Alternative 1b	Signalized Intersection (Signal Modifications)	\$11,831,771
LA 384 at Elliot Road (4-lane Road)		
Alternative 1	Signalized Intersection (Signal Modifications)	\$10,684,540
LA 384 at Frost Lake Road		
Alternative 1	Partial B-Cut	\$8,240,016
LA 384 at Lake Perry Road		
Alternative 1	Signalized Intersection	\$4,184,000
TOTAL		\$78,719,186



ROADWAY DESIGN APPROACH

The project begins with a kickoff meeting and the gathering of all existing information available including but not limited to Survey (topographic, property drainage and SUE), as built plans, traffic data including signal inventory, subgrade soil survey and pavement design. This information will be reviewed and any data gaps will be reported back to the PM. Data Gaps may include additional survey at intersections, updated information based on changed conditions, above or below ground.

PRELIMINARY PLANS The roadway design will begin with development of a typical section and line and grade for the 30% plan submittal with the corresponding preliminary design report.

As shown in the schedule in this section, the Traffic Engineering will begin concurrently with the 30% submittal. This will allow data collection and signal design to progress and be included in the additional phases of plan submittal. Additional submittals will include the 60%, 90%, 95% (with Utility Conflict Matrix) and 100% with final taking lines. Evaluation of options and alternatives and completion of the initial traffic will be developed to a point that discussion can be held during plan in hand with all stakeholders and solutions reached before 100% final plans are submitted. A revised estimate of probable cost will be delivered to the Project Manager with the 100% Preliminary Plans. It is anticipated that the 100% Preliminary Plan submittal could be completed in 10 months.

FINAL PLANS The Volkert team will begin Final Plans once all amendments are in place. It is also anticipated that the decision about lighting and landscaping will be reached at this point also. The plans will be developed and submitted with the typical 95% (with the Final Utility Conflict Matrix). The Volkert team understands that there will be a hold at this point and will not proceed to 98% and 100% PS&E submittals until authorized by the Project Manager.

TRAFFIC ENGINEERING APPROACH

(Note- the tasks in the traffic section of the solicitation were not entirely consistent with the TEPR requirements (even though the scope states everything shall be done according to the TEPR), so the below has blended the TEPR requirements into the Appendix A scope to make sure all is covered)

The Volkert team will prepare an operational traffic study for the corridor in accordance with the DOTD Traffic Engineering Process and Report (TEPR) requirements to analyze traffic operations in the corridor and identify appropriate intersection geometry and signalization alternatives in coordination with LADOTD. The intersection analyses will be performed using HCS to develop

initial timing plans for the signalized intersection alternatives. As the intersections are spaced at approximately one-half mile intervals, coordination will be a key element of the design. The initial timing plans will be modeled in Vissim to analyze and optimize timing and progression through the corridor. Signal plans and Traffic Signal Inventories (TSIs) will then be developed for each intersection in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), the DOTD Traffic Signal Manual, and DOTD policies and specifications.

At the onset of the project, on-site visits with stakeholders will be coordinated to observe/record traffic and pedestrian conditions at the key locations as well as stakeholder concerns and issues. A summary of the site visits will be prepared to document the conditions and stakeholder concerns as the deliverable for Section 5 A Task 1 – On-site Field Visits.

Extensive data collection and observations will be performed in the corridor as specified in the TEPR guidelines for preparing Appendix A – Initial Data Collection, Appendix B – Final Data Collection, and Chapter 1 of the Traffic Engineering Report. This effort will include the elements identified in the RFP under Section 5 Traffic Engineering:

B Task 2 – Data Collection (Counts and Observations)

- Deliverable Included in TEPR Appendix A
- Deliverable Included in TEPR Appendix B

C Task 3 – Preliminary Analysis (Counts and CARTS Crash Tool Analysis)

- Deliverable Included in TEPR Appendix B
- Crash Analysis included in TEPR Appendix C

D Task 4 – Signal Warrant Analysis (for each Intersection)

- Deliverable included in TEPR Appendix B

A Marked Crosswalk Study will be prepared using the data collection and observations performed in the efforts above. The study will be prepared in accordance with the DOTD Traffic Engineering Manual.

E Task 5 – Marked Crosswalk Study

- Results will be documented as a stand-alone Crosswalk Study Report
- Elements of the Crosswalk Study (counts, observations, etc.) will be included in applicable TEPR Appendices

The intersection analyses will be performed using HCS to develop initial signal timing plans for the signalized intersection alternatives. As the intersections are spaced at approximately one-half mile intervals, signal coordination will be a key element of the design. The initial timing plans will be modeled in Vissim to analyze and optimize timing and progression through the corridor. Intersection analysis and timing plan development will be

G Task 7 – Traffic Signal Design Services

- Intersection timing plans included in TSIs
- Deliverable Included in TEPR Appendix D – Existing and No Build Analysis
- Deliverable Included in TEPR Appendix E – Alternative Analysis

Report development for various elements will be addressed through ongoing coordination throughout the project as part of the TEPR process. A project report will be developed containing the following:

F Task 6 – Report Development

- Summary of Crash Data
 - Included in Task 3 – Preliminary Analysis
 - Also included in TEPR Appendix C
- Summary of On-site Visits
 - Included in Task 1 – On-Site Field Visits deliverable
 - Also included in TEPR Appendix B and Chapter 1
- Summary of Preliminary Analysis
 - Included in Task 3 – Preliminary Analysis
 - Also included in TEPR Appendix B and Chapter 1
- Signal Warrants Evaluation and Recommendation
 - Included in Task 4 – Signal Warrant Analysis
 - Also included in TEPR Appendix B and Chapter 1
- Marked Crosswalk Evaluation
 - Included in Task 5 – Crosswalk Study Report
- Meeting Minutes

A final TEPR document will also be developed including:

- | | |
|--|---|
| • Executive Summary | • Appendix B – Final Data Collection |
| • Introduction | • Appendix C – Existing Safety Analysis |
| • Chapter 1 – Data Collection | • Appendix D – Existing and No Build Analysis |
| • Chapter 2 – Analysis | • Appendix E – Alternative Analysis |
| • Chapter 3 – Alternative Analysis | |
| • Appendix A – Initial Data Collection | |

Following completion of the alternative analysis and determination of the appropriate intersection geometry, the Volkert team will provide services under Task 7 – Traffic Signal Design Services to develop traffic signal designs for each identified intersection including pedestrian facilities as appropriate. Traffic Signal Inventory (TSI) sheets and traffic signal plans will be prepared for each location following the MUTCD, the DOTD Traffic Signal Manual, and DOTD policies and specifications.

At all times throughout the process, Volkert's team will communicate and coordinate closely with DOTD and stakeholders to ensure successful completion of high-quality intersection improvements and signal designs.

It is anticipated that traffic signal design and crosswalk development will be completed between the 60% and 90% preliminary design.

BRIDGE APPROACH

Existing Conditions

The existing bridges on LA 384 near Pecan Acres St and Powell Ln are low profile short span bridges. The existing bridges were built perpendicular to the road. The crossings, however, were realigned to perpendicular to road at the bridge, but are skewed beyond. The crossing near Pecan Acres St appears to be about a 30° skew (from line normal to roadway to centerline of crossing) and the crossing near Powell Ln appears to be about 0-10° skew (from line normal to roadway to centerline of crossing). The RFP calls for replacing these bridges with reinforced concrete box culverts (RCBC) and using detour bridges to maintain traffic. However, there exist many challenges to using detour bridges as discussed below.

Construction Concerns

Power, gas, drainage, and other utilities exist on both the north and south sides of LA 384 in addition to numerous businesses and residential properties on both sides.

The power and gas lines on the north side of LA 384 would conflict with driving piles. The church parking lot and numerous driveways and intersections would also conflict with the offsets and alignments required for standard detour bridges.

To install the standard detour bridge, due to the power, gas and other utility lines present, these lines would need to be relocated to facilitate driving piles. While relocation of the utilities will be required for the project, driving piles for these short spans is not recommended. In lieu of using the standard detour bridge, it is recommended to use RCBC, reinforced concrete pipe (RCP), reinforced concrete pipe arch (RCPA), or corrugated metal pipe (CMP) of sufficient size to convey the water.

For the bridge near Pecan Acres St, it appears that the north side of LA 384 is the most appropriate side to install the detour crossing. For the bridge near Powell Ln, it appears that the north side of LA 384 is the most appropriate side to install the detour crossing.

For both structures, maintaining existing driveway access will be challenging and will likely require shoring of excavation during construction.

Alternate 1: Close the bridges and detour traffic onto local roads that provide similar or better functionality. This approach offers the best value to the public in terms of construction duration and cost. If the bridges can be closed and traffic rerouted, this alternate is recommended.

Alternate 2: Construct the structures in phases. Step one is to widen the roadway on the north and south sides of LA 384 using RCBC, RCP, RCPA, or CMP. Once traffic is shifted to the outside lanes, the remainder of the structure is completed. If traffic cannot be rerouted onto other local roads, this option is recommended, as it allows the permanent structure to be used during the temporary construction phase, while the detour crossing serves as a sacrificial (temporary/ expendable) structure.

While the RFP calls for ASTM C1577 precast box culverts, for Alternate 2, this would require overbuilding of the structure as RCBC units are typically fabricated in square units. In lieu of precast RCBC, replacing the structure with RCP, RCPA, or CMP of sufficient diameter to convey the water may be preferred in this situation. These options will allow for skewed connections with a concrete collar and limit the length of structure and unnecessary expense of a skewed or trapezoidal precast RCBC unit. Another option, although generally less cost effective, is to allow for CIP concrete box culverts. However, CIP RCBC would allow more flexibility when connecting roadside ditch drainpipes to the RCBC. For the precast options, the connections will need to be fabricated, or a junction box will need to be used.

Hydraulics

Existing structures are 18 ft single span slab span bridges with sheet pile bulkheads. The depth of channel at the vicinity of the structure from USGS and the Stage 0 Report appears to be in the 6ft -8ft range. After topographic survey, USGS topographic maps, lidar, existing high water, existing scour conditions, and other data required are collected, a full hydraulic. A full hydraulic analysis will be performed and hydraulic report written in accordance with the DOTD Hydraulic Manual to determine design water service elevations and the most appropriate type of structure to convey the water whether that be RCBC, RCP, RCPA, or CMP.

Preliminary Plans

The Volkert team will develop the proposed Box/Pipe design in the Preliminary Plan stage to replace the existing bridges on LA 384 near Pecan Acres St and Powell Ln. A hydraulic report will be included so that the decisions can be made by the PM. Information will be included in all the roadway submittals (30% 60% 90% and PS&E) and costs will be included in estimate of

probable cost. Coordination concerning bedding material and/or PH & resistivity, if needed will be through the Project Manager.

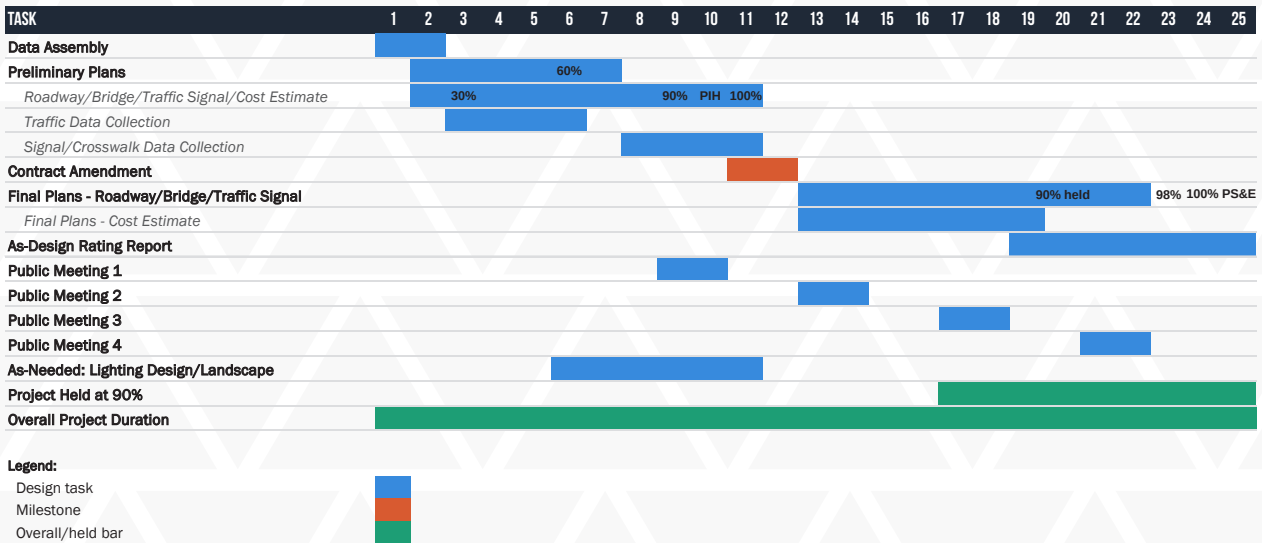
Final Plans

Final plans will be developed, and if box culverts are selected, they will be designed in accordance with ASTM C1577, the AASHTO LRFD Bridge Design Specifications, and the BDEM (including all bridge design technical memoranda) and NBIS. Submittals will follow the same schedule as the roadway plans – 95%, followed by a hold point, then 98% and 100% PS&E – and will include an as-designed rating report if required for the final structure.

PUBLIC MEETINGS

The Volkert team will be ready to handle as many open house public meetings as requested by the PM. Although the scope is included for an in-person public meeting we can offer virtual if needed. The Public Meeting scope is the same as the NEPA public meetings that we have held throughout Louisiana. We are prepared to handle this service from coordination of date, time and location, and handouts to conducting the meeting and compiling minutes and if needed a verbatim transcript of verbal comments and preserving all information.

SCHEDULE





DOTD FORM 24-102 | SECTION 19

I-10/Highland IMR

Proven Traffic Engineering Methodology — The Same Data Collection and Analysis Approach Proposed for LA 384's Eight Signalized Intersections

19. Workload:

For all contracts where a firm on the team is a prime consultant or sub-consultant and where a) the consultant selection was made by LADOTD, and b) a contract was executed by the consultant and the contracting entity by the date the advertisement for this proposal was posted, list all work meeting the following criteria:

- 1) one of the team's firms is responsible for the performance of the work;
- 2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;
- 3) the work has not yet been performed and invoiced; and
- 4) the work is not currently suspended for an indefinite period of time.

For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually. List only the portion of the fees attributable to firms on the team.

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s) *	Contract Number and State Project Number	Project name	Remaining Unpaid Balance**
 Volkert, Inc.	Traffic	Contract No. 44-4787 S.P. No. H.009250	IMR I-10 Highland Road to LA 73, East Baton Rouge and Ascension Parishes, LA	\$930,419
	Bridge	Contract No. 44-25024 S. P. No. H.01551.8	Ridge Road Over Castor Creek, Bienville Parish, LA	\$27,227
		Contract No. 44-25024 S. P. No. H.015520	Collinsburg Creek over Collinsburg Creek, Bossier Parish, LA	\$26,093
		Contract No. 44-25024 S. P. No. H. 015522	Barnette Road over Trib to Walnut Bayou, Caddo Parish, LA	\$803
		Contract No. 44-25024 S. P. No. H.015524	Self Road Over Dooley Canal, Caddo Parish, LA	\$4,050
		Contract No. 44-25024 S. P. No. H.015525	Bailey Town Road Over Little Corney Bayou, Claiborne Parish, LA	\$36,619
		Contract No. 44-25024 S. P. No. H.015527	Hinds Road Over Wallace Bayou, DeSoto Parish, LA	\$57,691
		Contract No. 44-25024 S. P. No. H.015528	Courtney Road Over Dry Creek, Red River Parish, LA	\$420
		Contract No. 44-25024 S. P. No. H.015529	Dorcheat Road Over Cow Branch, Webster Parish, LA	\$12,242
		Contract No. 44-25024 S. P. No. H.015336	Marathon Road over Gray Creek, Webster Parish, LA	\$26,676
 DCCM	n/a	n/a	n/a	n/a

Volkert currently has no roadway backlog and has the available staff and capacity to begin work immediately upon authorization.



DOTD FORM 24-102 | SECTION 20

Hawthorne Hollow Bridge

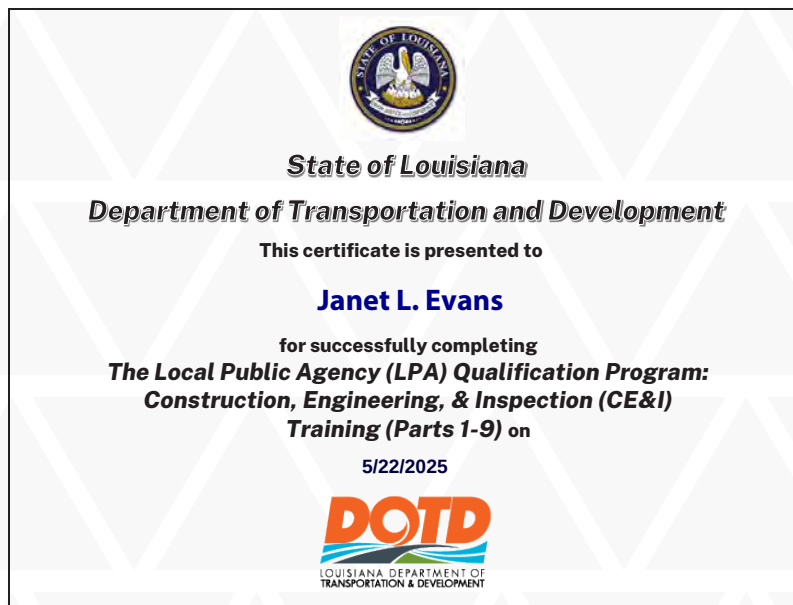
Aesthetic, Cost-Effective Bridge Replacement: A Direct Precedent for LA 384's Box Culvert Design

20. Certifications/Licenses:

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

See attached.

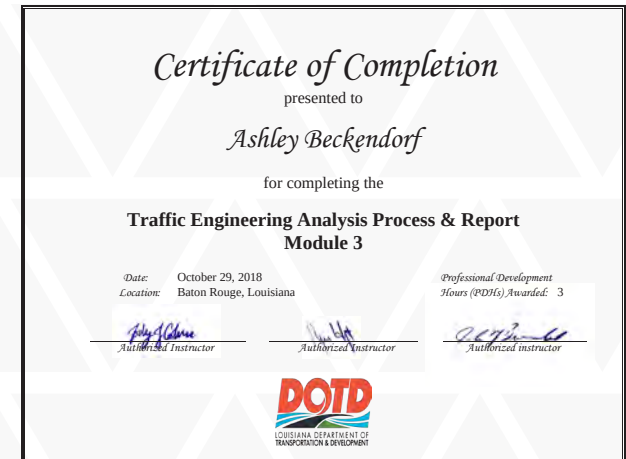
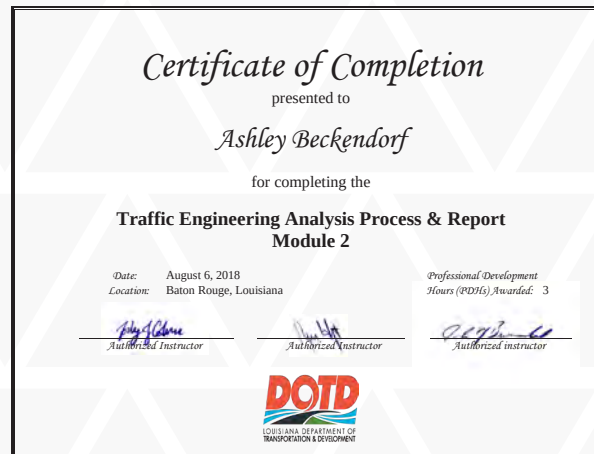
Janet L. Evans, PE, MBA | MPR #1, 2, 3



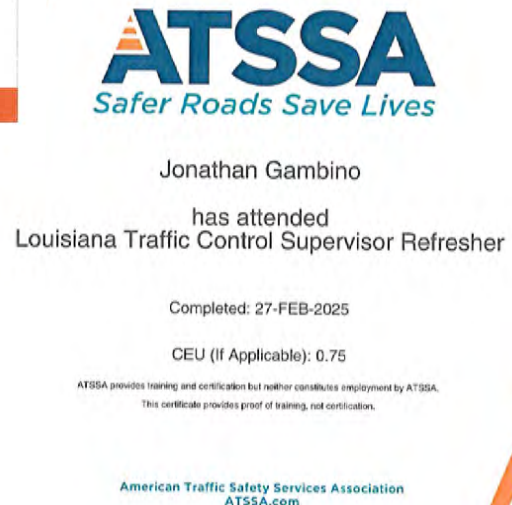
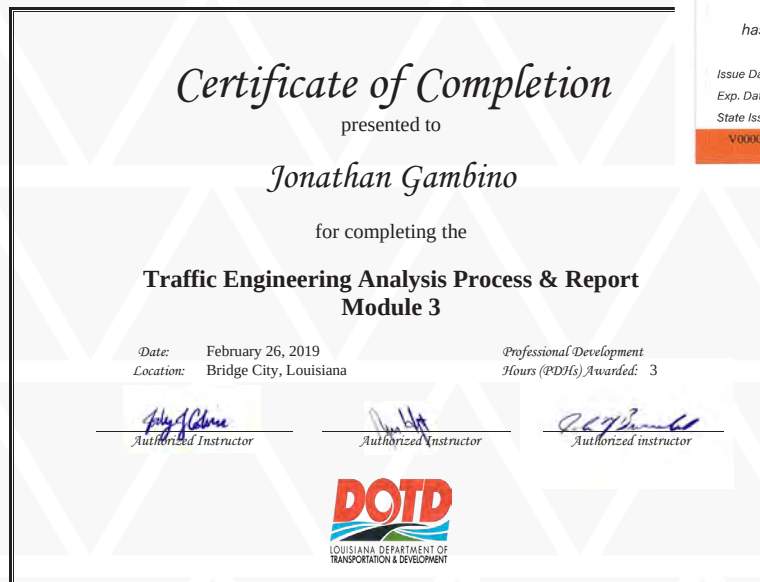
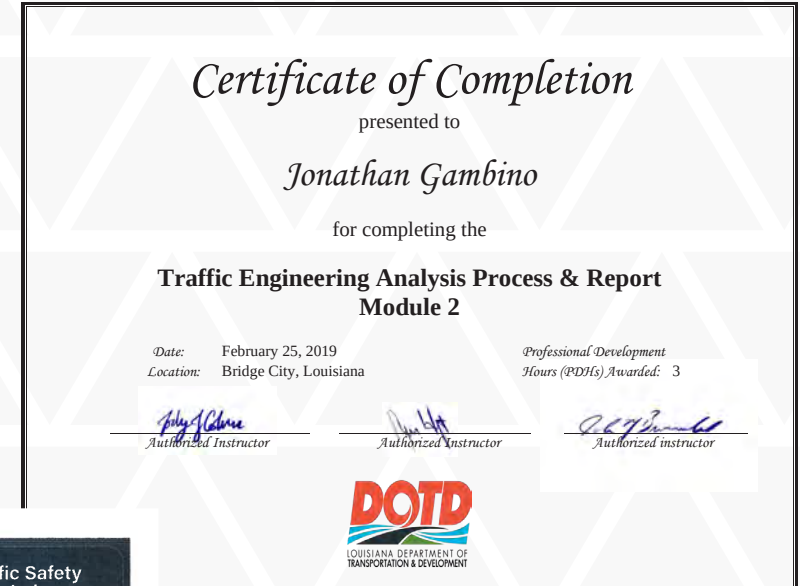
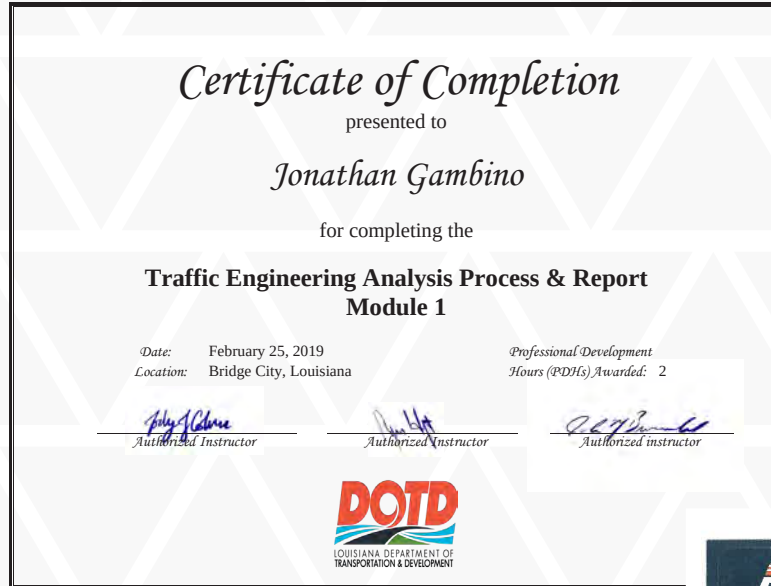
Jacob Parker, PE| MPR #4



Ashley Beckendorf, PE



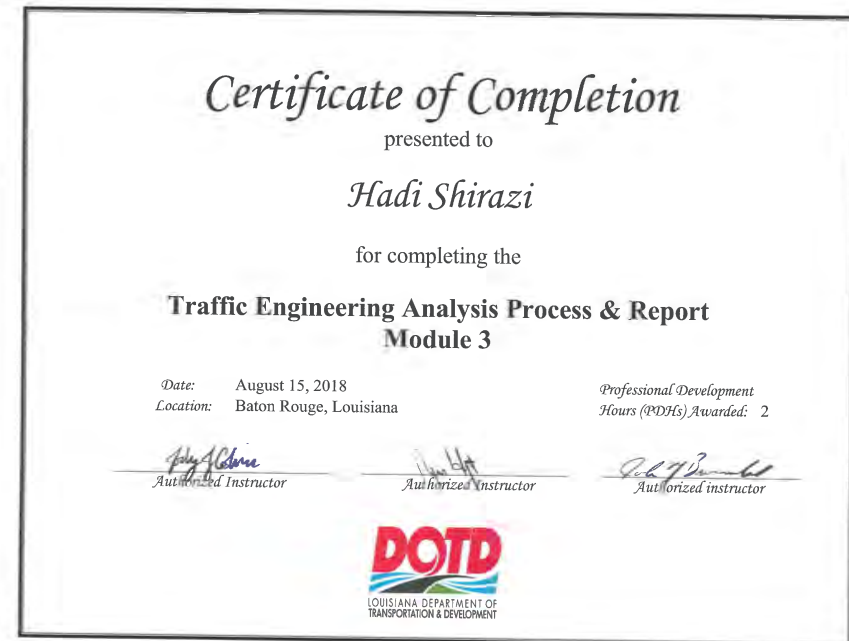
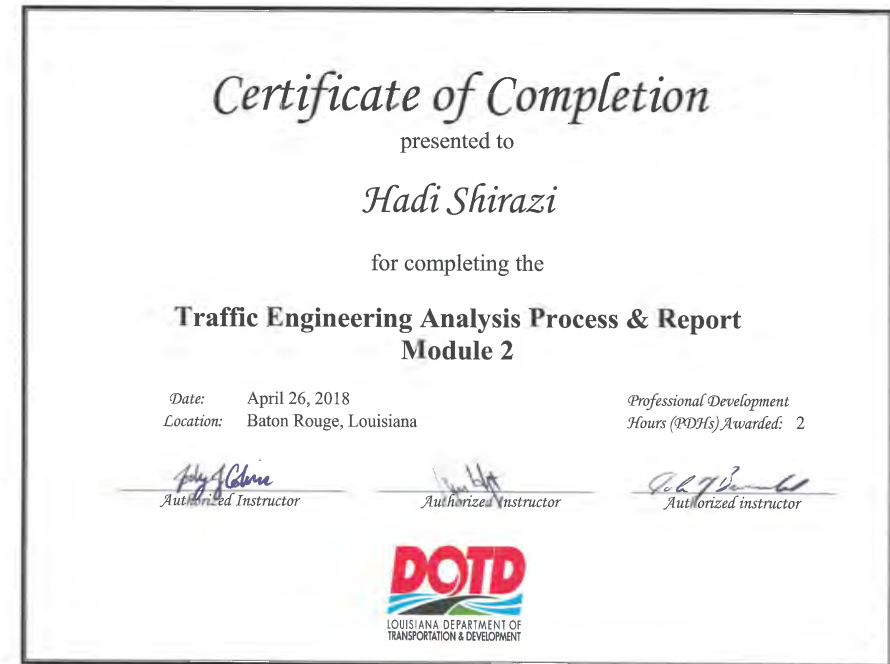
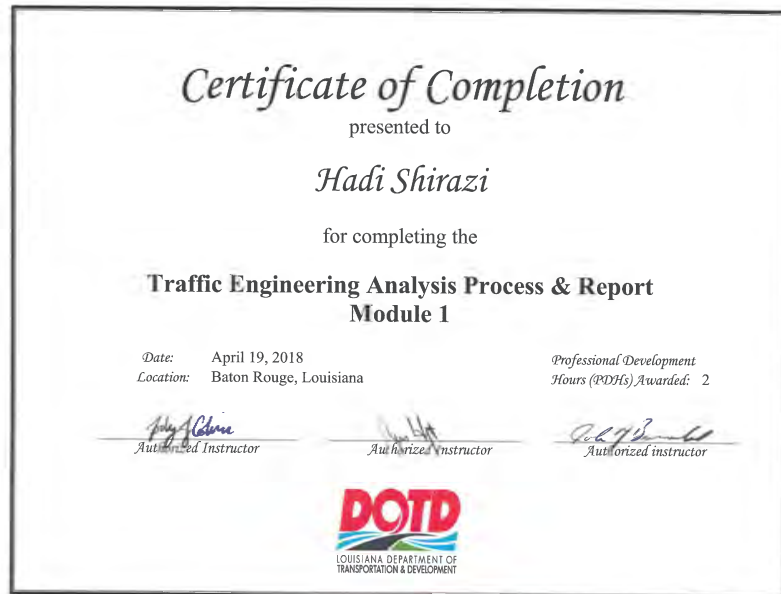
Jonathan Gambino, PE, PTOE, RSP1 | MPR #5



Hadi Shirazi, PE, PTOE



Hadi Shirazi, PE, PTOE



Arthur 'Trey' Gamble, PE, PTOE

Certificate of Completion

presented to

Arthur Gamble

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July 30, 2018
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 2.5

Polley J. Calhoun
Authorized Instructor

Don Holt
Authorized Instructor

Arthur 'Trey' Gamble
Authorized instructor



Certificate of Completion

presented to

Arthur Gamble

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: August 6, 2018
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

Polley J. Calhoun
Authorized Instructor

Don Holt
Authorized Instructor

Arthur 'Trey' Gamble
Authorized instructor



Certificate of Completion

presented to

Arthur Gamble

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: October 18, 2018
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3

Polley J. Calhoun
Authorized Instructor

Don Holt
Authorized Instructor

Arthur 'Trey' Gamble
Authorized instructor



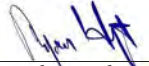
Congratulations! *Sydney Fiocca*

You have completed

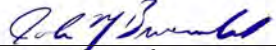
Traffic Engineering Analysis Process & Report Class Modules 1, 2 &3

Date: February 1-2, 2023
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 8.50



Authorized Instructor



Authorized instructor



Congratulations!

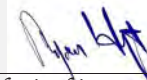
Jay Jain

You have completed

Traffic Engineering Analysis Process & Report Class Modules 1, 2 &3

Date: July 22-23, 2025
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 8.50



Authorized instructor





DOTD FORM 24-102 | SECTION 21

Bridge Bundle 2

Accelerated Delivery — Nine Bridge Designs Completed in a Fraction of the Typical Timeline

21. QA/QC Plan and/or Work Plan:

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

Please see attached.

QUALITY ASSURANCE / QUALITY CONTROL PLAN



CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
FEDERAL AID PROJECT NO. HO11242
LA 384 (BIG LAKE RD TO MCNEESE ST)
ROUTE: LA 384
CALCASIEU PARISH

Prepared By:

VOLKERT

9448 Brookline Ave
Baton Rouge, LA 70809

225.218.9440

August 5, 2026

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Bridge Design QA/QC Plan

A. Understanding of Consultant's and DOTD's Role in QA/QC of Consultant's Work

Volkert's goal for this project is to contribute to quality bridge design services for the Louisiana Department of Transportation and Development (LA DOTD). These services may include

- Bridge and structural inspection and evaluation of existing bridges and structures
- Bridge and structural analysis and design
- Development of as-designed, as-built, and condition bridge ratings.

This project specific bridge QC plan has been developed with flexibility to cover all the anticipated bridge related tasks.

Volkert is committed to achieving the highest levels of quality through continuous review of internal processes and employee training. To ensure the implementation and maintenance of a controlled quality assurance process, Volkert has established performance measures that can be tracked, evaluated, and improved. The company recognizes that quality assurance is the responsibility of every employee and thus strives to make quality assurance an integral part of every process. All employees are individually responsible for the quality of their work and for proactively improving their professional skills.

Volkert utilizes a system of quality assurance based on the principles of Deming's Total Quality Management (TQM). The first and most important segment of the quality plan will be the implementation of team-wide quality assurance measures, which are based on the TQM principle, "build quality into the product the first time around". The accomplishment of this portion of the plan will be the responsibility of every member of the project team.

It is understood that Volkert is fully responsible for QA/QC of their work and no other entity is responsible for performing QA/QC of Volkert's work, including LADOTD. The data being produced for the project including the construction plans, reports, quantity computation, inspection or condition reports and design or load rating documentation will be produced in accordance with current LA DOTD and/or Volkert practices and procedures. Utilizing the processes outlined in the following sections, Volkert intends to build quality into Bridge Design related services from the beginning to minimize time and effort spent later in construction.

B. Understanding of the QA/QC Concepts in Bridge Design

The primary objective of the processes set forth in this document is to provide a mechanism by which the work product can be subject to a systematic and consistent review. The outcome of the review should create a quality product either plans, designs or reports which would be substantially error free. A secondary objective is to provide information feedback from reviews to improve expertise and knowledge. Another secondary objective is to provide for a well-documented "trail" of the design process.

The following are the definitions of the QA/QC Process:

Quality Control (QC): The procedures of checking the accuracy of the calculations and consistency of the drawings, cost estimates or reports, detecting and correcting design omissions and errors before

the work products are finalized.

Quality Assurance (QA): The procedures of reviewing the work to ensure the quality controls are in place and effective in preventing mistakes, and consistency in the development of design plans and specifications. Design documentation procedures will be submitted to LA DOTD, in a Design Documentation Booklet format. The design documentation is stored in a central location, accessible by all project team members. Maintenance of all records and documenting decisions regarding bridges Type, Size, and Location is essential to the quality control process. Design documentation and the organizational structure should be such that someone totally unfamiliar with the project could follow the decision made on the project by reviewing the documentation.

Bridge Inspections or condition reports and load rating reports will be developed, and the team will review and document QC comments.

C. Responsibilities of Designers, Checkers, and Engineer of Record – Bridge Design

To achieve effective Quality Control and Quality Assurance, for Bridge Design services which may be offered as per the RFP, there are key personnel responsibilities as described below.

Project Manager (PM) Bridge: The engineer responsible for the planning, coordination and controlling of a project from inception to completion, meeting the project's requirements and ensuring that each project is completed on time, within budget, and to required quality standards. The Project Manager for Bridge Design Services normally reports to the overall Project Manager for the Contract. The bridge PM is typically responsible for the distribution of review prints at the phase reviews. The PM ensures that all comments have been satisfactorily addressed and that all forms and checklists have been completed by the appropriate personnel.

Engineer of Record (EOR): The individual who is responsible for all aspects of the design and maintains frequent contact and communication with the overall Project PM and client as needed. This individual will be licensed professional engineer. The EOR will seal and sign the final contract plans, ratings and reports. The EOR directs technical staff and allocates resources to various elements of the work. The EOR establishes and implements the Project Quality Control Plan, schedules the various quality control activities, and adjusts the QA/QC plan as the work progresses. The EOR is responsible for technical review and approval of project documents and identifies the Quality Control personnel required for each review. This project will have a specific EOR for Bridge Design and plan development.

Designer: An individual directly responsible for the development of design calculations, drawings, specifications, and contract documents. The designer will be assigned with a level of technical skills and experience commensurate with the complexity of the work. If not a licensed engineer, the designer should work under the direct supervision of a Professional Engineer. An individual with a Louisiana Professional Civil Engineer License is desired.

Drafter/Detailer: An individual who prepares drawings under the direction of an assigned Designer.

Checker: An individual responsible for performing a full technical review of the design calculations, drawings, specifications, and contract documents. An individual with a Louisiana Professional Civil Engineer License is desired. Checkers may have prepared a portion of the product, but not the portion they are reviewing. Checkers must, however, be from the area of expertise of the area they are checking.

For example, a traffic engineer would not check the bridge plans no matter that he may be a licensed engineer.

Reviewer / Quality Assurance Manager: An engineer or manager with general experience in design whose primary responsibility is to approve the initial Project Quality Control Plan and periodically performs unannounced QA reviews to ensure the plan is being adhered to, and to document deficiencies and recommend improvements to the Project Manager, Engineer of Record, or the Designers, as appropriate.

Control of Sub-consultants

Sub-consultants will follow this Project Quality Control Plan or submit their own quality control plan for review. Sub-consultants will submit their product to Volkert prior to submittal to the client for review as part of the quality control process. Comments by the checker(s) will be submitted to the sub-consultant for correction as needed.

D. Responsibilities and Practices of Bridge Inspection QA/QC

The Volkert Bridge Quality Assurance App is cloud based, multi-platform, customizable web-based application that has a Microsoft SQL Server back end. A sample is shown below.

The image displays two side-by-side 'QUALITY ASSURANCE FIELD REVIEW' forms from the Florida Department of Transportation. Each form is for a different bridge: Bridge # 041130 (left) and Bridge # 524107 (right). The forms are structured with multiple sections of questions, each followed by checkboxes for 'Yes', 'No', and 'Fair'. Some questions have additional text or instructions. For example, one question asks 'If there is an overall rating of 4 or less, or a condition state of 3 greater, is there a sketch or photograph to show the reason for this rating?' and another asks 'Do the sketches accurately show the deficiencies and do they match the written portion of the report?'. The forms are designed to be filled out by inspectors to provide a detailed review of the bridge inspection process.

Some of the features of our application include:

- Customizable checklists
- Report approval
- Picture uploads
- Access administration
- Email notifications
- Flexible output documents

E. Description of the QC and QA Process and its Effectiveness to Ensure the Accuracy of the Design and the Plan Details

Our Quality Control Review Process and Procedures

A quality set of bridge plans must be complete, consistent, clear, correct, and constructible. The following guidelines should define a quality set of bridge plans:

- The plans will be an accurate and thorough representation of the existing project site and terrain features.
- The plans will be an accurate and thorough representation of the proposed project's features and details to be constructed.
- The plans will be supported by a thorough and detailed documented developed process.
- The plans will be developed with the active involvement of all affected parties and developmental stage owners throughout all stages of development.
- The plans will be consistent with other plans developed by and for LA DOTD and will comply with all standards and guidelines set by the LA DOTD design manuals, AASHTO design guidelines and electronic standards.
- The plans comply with project requirements.
- The plans are technically accurate.
- The plans are compatible with other associated project documents such as the Environmental Document
- The plans comply with previous review comments.

There are three principal project elements which are required to be comprehensively checked for any submittal. These elements are Calculations, Drawings, and Reports. Although there is often an overlap among calculations, drawings, and reports, their Quality Control processes are described below.

Calculations

All primary structural components must be calculated and checked in detail, including superstructure, bearings, joints, and substructure components. In a similar fashion, all critical highway design elements and calculations must be documented and checked in detail.

To facilitate Quality Control Reviews, the designer must prepare a Design Criteria Checklist in accordance with the items listed in the Design Criteria Checklist attached to this document. This Design Criteria Checklist supplements the general criteria for quality plans listed in this document.

Calculations may be performed in various ways including Mathcad, Excel, by hand, computer printouts, etc. Calculations will include documentation of all assumptions of the bridge design including general conditions and loadings. Calculations will also include reference to or copies of all criteria, pertinent information, related drawings, etc. All calculations should include an entry at the top right corner of each sheet for the designer to sign and date following completion of the design and checker to sign and date following their review. If the designer revises the design after it has been checked he will erase the signature and date of the checker and resubmit the design for review.

Volkert will utilize LA DOTD approved software where applicable. Prior to using any new spreadsheets or computer software to complete calculations that will be used for design, the calculations produced from the software will be thoroughly checked and compared against manual calculations or previously approved computer generated calculations. Assumptions and criteria must be well-documented in report form.

Utilizing a team approach to design of these bridges allows for all design calculations to be backchecked in a timely manner. The designer will submit the design to a checker as early as reasonable to minimize mistakes. The Checker will review the design according to the requirements of the Design Criteria Report and other requirements. Minimum items to be checked are the logic and methodology of calculations, the assumptions and design criteria, and accuracy and correctness. Review of computer-generated calculations will include a manual spot check for completeness, accuracy, and compliance with standards.

The checker will submit comments to the Designer and Project Manager. Any questionable designs or disputes with the Checker must be resolved by the designer to the Project Manager's satisfaction and documented by a Peer Review Dispute Resolution Agreement. The designer shall prepare a Quality Control Review Memorandum documenting the basis of the review, the specific items that were reviewed, the findings of the review, and the follow-up, if any, that was accomplished.

Due to the conceptual nature of the Preliminary Design phase, detailed independent technical reviews of calculations of some bridge elements do not need to be conducted until Final Design.

Provided that we are contracted for the final plans, at the completion of the Final contract drawings, provide a set of design calculations for all structural elements, sealed/stamped, and signed by the Engineer of Record for the project in accordance with the requirements of the state. A checklist for the Final Calculations Book is provided as an attachment to this document.

Drawings

The deliverables for this project will include the Preliminary Bridge Plans for LA DOTD approval and if required will progress to the development of the Final Bridge Plans and Construction Support for the construction phase.

To facilitate Quality Control Reviews, the designer will prepare a written Plan Review Checklist at the onset of work. The checklist will be prepared based on the data provided in LA DOTD current *Plans Preparation Manual* and other project requirements to ensure that the sheets contain the required data. This Plan Review Checklist will supplement the general criteria for quality products listed in this document.

Bridge Plans will be prepared by a drafter or detailer under the direction of an assigned Designer. The plans are developed progressively by an iterative process using sources of information such as survey data, reports, record data, preliminary sketches, samples, etc. in conformance with the project requirements, design criteria, and standards and guidelines required by the client. Before a plan sheet is considered ready for the quality control (QC) process, the sheets will be checked by the Designer for conformance with design criteria and project requirements; completeness and clarity; coordination with other aspects of the project; compatibility with standards and good plans preparation practice; and coordination with project elements being developed or planned development on adjacent projects. The Designer review will evaluate the design from an engineering perspective, questioning the constructability, conformance with design, and coordination of the design throughout the project.

Following confirmation that the plan sheets are complete the QC process will begin. In no way is the QC review intended to replace the required design reviews accomplished each day as the project is being developed. It is Volkert's desire to establish a project team that is knowledgeable of the design criteria and is experienced with similar types of projects. The project team works together to design and review the project on a day-to-day basis.

The first step of the QC process is for each plan sheet to be checked by the Checker against the Plan Review Checklist. Checklist will be included in the appendix of this document. The checklist review will be used to confirm that all required data is included on the sheet and the data is coordinated throughout the plan assembly. Concurrently with the Checker(s) review the Engineer of Record will review the design for overall conformance with the project scope and consistency of the design throughout the plans.

After any required changes are made, the names or initials shall be placed on the drawings indicating the individual who prepared the drawing, the drawing checker (if different than the designer), the designer, the design checker, and reviewer, if applicable.

Volkert technicians are familiar with the LA DOTD CADD Standards. Volkert utilizes MicroStation/Altiva CAD conform software to be LA DOTD standard compliant.

After completion of the project, Volkert will provide the LA DOTD with appropriate CADD-developed information. This will include data files and graphics in an electronic format that is compatible with the LA DOTD's CADD manual.

Sealing of the plans by the EOR would follow state requirements.

Reports (if needed)

The designer will prepare an outline as the first step in the preparation of all reports. The outline will be submitted to the EOR for approval. The outline will be reviewed for duplication and overlap, focus on the major issues, and consistency of format and structure. Once the report is completed in draft stage, the designer will send the report to the checker(s), including one copy to the engineer of record. The checkers will be given a deadline for completing the review.

The checker(s) will date and sign the cover page of the report following completion of their review and will mark all comments and correction in red pen. The designer will confirm and revise the report based on the noted corrections and comments, add any additional comments or corrections as needed, and

consult with the checker(s) to resolve any conflicts. The designer will finalize the report by obtaining a new copy of the report once all corrections are completed and ensuring all comments and corrections noted by the checker(s) have been incorporated into the report.

In addition to the project submittal reviews described above, there are many more good practices that should be followed to produce a quality product in a professional manner. These guidelines should be addressed and required reviews should be completed on an as-needed basis.

Correspondence (if needed)

Volkert's Project Manager or assigned public document coordinator will review any correspondence that is prepared for external customers (i.e., public letters, letters to public officials, correspondence with property owners, etc.). The review shall include spelling, grammar, punctuation, sentence structure, correct address, and title. The goal is accuracy, simplicity, and uniformity. All correspondence shall always include the LA DOTD Project IDs when referring to a project. Also, the PM and/or the public document coordinator will review data to be displayed at public meetings and presentations to local governments.

Constructability Reviews

Based on previous experience, Volkert understands the need to evaluate project constructability during the design process. Volkert Designers consider how the project will be constructed and paid for, including scheduling requirements, sequencing, phase conflicts, change order potential, construction means, contracting strategy, environmental constraints, and construction materials/fabrication requirements. The design documentation will include discussion on the construction of the project. In addition to staffing the project with experienced designers, Volkert will utilize in-house construction inspection personnel (CEI) to review the design for constructability. These experienced CEI personnel provide Volkert designers with an accessible data source.

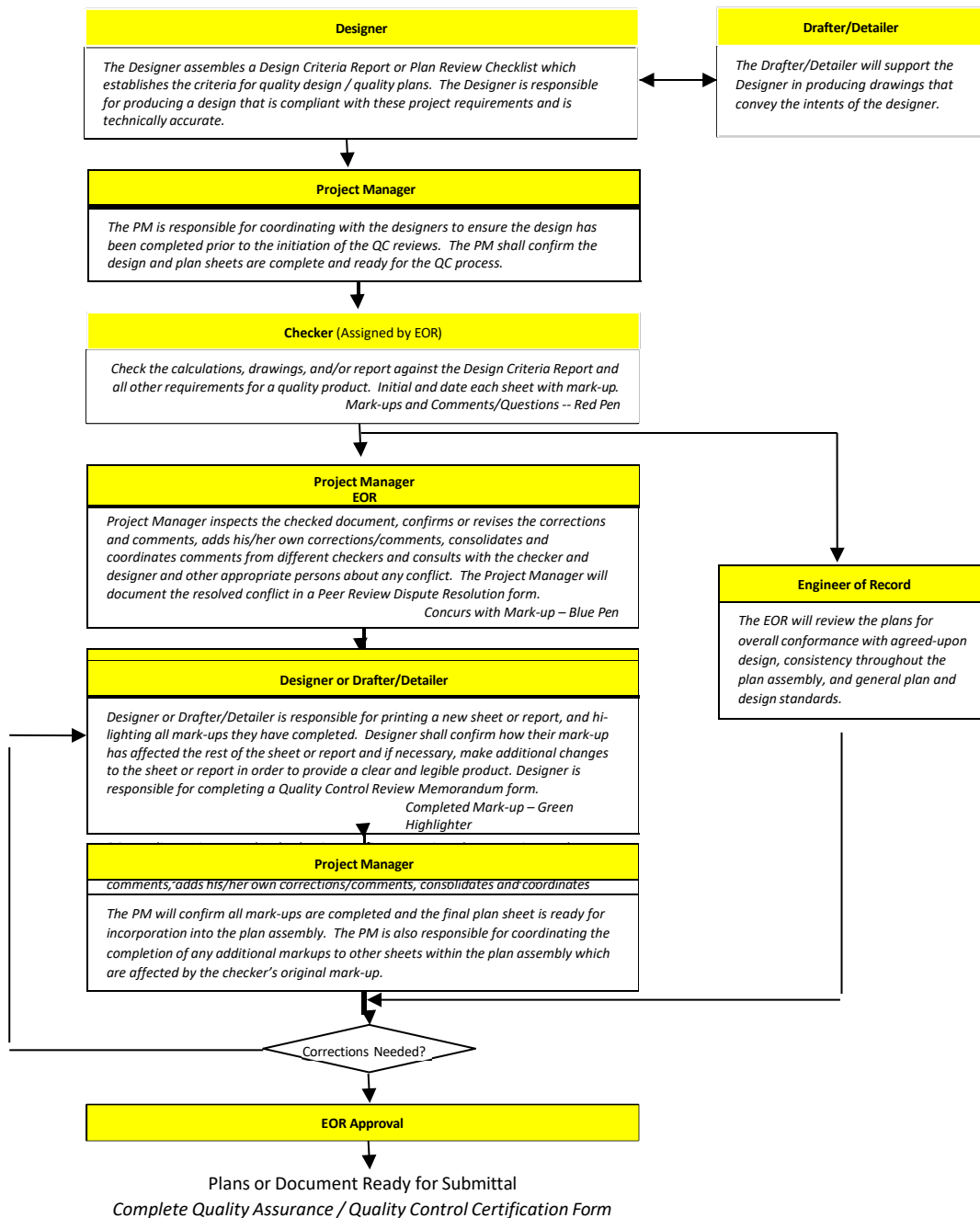


Fig. 1: Quality Control Process Flowchart

An informal review following the 60% preliminary submittal will include a review of the constructability of the horizontal and vertical alignments, the phasing of the project, the feasibility of maintaining traffic, conflicts with drainage and utilities, etc. In the final plan development stage, formal, documented review following the Advance Check Plan (ACP) will include a review of the method of payment for work to be completed, the conflicts to be anticipated with existing and proposed facilities, methods to minimize conflicts with drainage and utilities, and the maintenance of traffic.

Field Reviews: Volkert realizes that timely and effective field reviews are essential for the development of high-quality construction documents. We want to ensure that each review is conducted in an efficient and comprehensive manner, so that the information collected is readily available for reference as the construction plan set is assembled.

Volkert typically conducts field reviews prior to critical junctures during the project. With many bridge sites, relevant information can be extracted from the Assetwise database which is provided by LA DOTD.

If needed, prior to each field review the project manager will determine the goals of the field review and then assign the personnel that will participate in the review. Typical Field Review checklists are located on the Volkert Intranet under checklist. Prior to departing to the project site, the checklist will be reviewed so the appropriate tools, equipment, and materials are readily available on site during the field review. Any person visiting a project site should check out any appropriate safety equipment. The local stakeholders shall be notified prior to any field visits.

As a part of the field review, when they are conducted, photographs will be taken to document field conditions and items of concern. Photographs are valuable for future reference and to record existing conditions at the time of the review. The field review will be documented to include notes taken during the field review. The notes will consist of answers to specific questions determined beforehand, as well as issues discovered during review. Following the field review, the information gathered in the field is summarized and documented (with photographs) in report form, including a summary of the findings during field review and disposition of items noted during the field review.

Meetings

Another aspect of quality control concerns the accurate documentation of events that occur during the time that the project is active. Documentation involves the recording of meeting minutes and telephone conversations, which concern the project.

Volkert will prepare minutes for each meeting and field review conducted. The minutes will document the decisions and discussions that transpired at the meeting. At least two project team members and the project manager will typically represent Volkert at meetings. The minutes will be prepared and submitted to the LA DOTD's project manager for review and approval prior to finalizing and distributing the minutes.

The accurate recording of verbal decisions reached, or instructions that are given, is very important to both Volkert, and the stakeholders. Volkert's staff will use Volkert's interoffice memo form, or e-mails to the file to document calls that are made or received concerning these projects.

Project Coordination

Project coordination with the LA DOTD project manager will be on an “as needed” basis to ensure the LA DOTD project manager is aware of the status of the project. In addition, Volkert will submit periodic progress reports to the project manager, or designated person, informing him of the work completed in the current reporting period, work to be completed within the following period, a listing of items previously requested but not yet received, and a listing of milestones and dates.

Disposition of Comments

All comments made by external reviewers will be formally addressed. The responsible Designer will respond to the comment. Upon reviewing the comment, the Designer will prepare a draft response and if needed coordinate with the Engineer of Record to determine the required revision prior to initiating a plan modification. The response will be formatted in a manner that identifies the document reviewed, the date, and the reviewer. A copy of the comments will be returned with each re-submittal. Prior to re-submittal, the Engineer of Record will review the document for conformance with the disposition of comments.

Special Provisions

All relevant special provisions shall be identified by the appropriate author in responsible charge and the checker. Sealing of special provisions should follow LA DOTD requirements.

The Value Engineering study is conducted in Preliminary Design as an independent conceptual review of the project to supplement internal design team reviews.

Quality Assurance Reviews Process and Procedures

Quality Assurance will include a review to ensure compliance with the QC plan. The quality assurance review will include review of the project and interviews with the LA DOTD Project Manager and at least one key Volkert project staff member. The interview outline is included in this document. The documentation from the QA review will be included in this Documentation Manual following the completion of the QA review.

QA reviews will be performed by the Reviewer/Quality Assurance Manager at least once during the 30% or 60% phase and once during the 90% or 100% phase or in any other periods established by LA DOTD Project Manager to determine if the Project Quality Control Plan is being followed. The QA review will at a minimum consist of the following:

- Confirm personnel have been assigned to the project with an acceptable level of expertise for the design and review processes and that the design personnel are familiar with the Project’s Quality Control Plan.
- Confirm the appropriate level of review and cooperation in the design, and constructability review has occurred.

- Review documentation concerning the level and quality of communications accomplished during the design process.
- “Spot check” disposition of comments to confirm that an appropriate and complete response has been provided.
- Meet at least once with the LA DOTD project manager to discuss the effectiveness of the quality control plan and determine required changes to the plan.
- Document in writing quality control deficiencies, document the plan of action in coordination with the Engineer of Record to resolve the deficiencies, and follow-up to ensure the plan of action is implemented.

The Quality Assurance process also includes participation in field engineering reviews during design, construction, and in-service. It also includes ongoing review by the Project Manager to ensure that the appropriate levels of review have occurred for constructability, biddability, value engineering, and project documentation.

F. Identification of Personnel Qualified to Perform the Bridge Design and QC/QA of the Design and Plan Details

See Table 1 below for the QC/QA Personnel who are anticipated to be assigned to QC/QA tasks under this contract.

Table 1: QC/QA Personnel Areas of Responsibility Assignment Bridge Services				
Discipline	Designer	Checker (QC)	Reviewer (QA)	EOR
Bridge and Structural Analysis and Design (including Box Culverts)	Jacob Parker, PE	Artur D’Andrea, PE	Ahmed Rageh, PE	Jacob Parker, PE
Develop as-Designed, As-Built and Condition Bridge Ratings (including Box Culverts)	Jeremy Vezina	Ahmed Rageh PE	Jacob Parker, PE	Jeremy Vezina

G. Use of QC/QA Tools, Such as Checklists, Standard Forms, Training Materials, Etc.

II. Typical Phase Review Guidelines

Volkert currently utilizes Bluebeam sessions with all involved staff invited to the session to review and comment on plans which need to be QC/QA’d. The session is then saved and serves as a documentation of the work that was done.

Volkert also has a formal Quality Control Plan which is required for every project. There is a standard quality audit which must be done randomly on each Project Manager each year. We start each meeting with a quality minute and our annual training includes a model on quality training. Quality is only second to Safety at Volkert.

The following forms and checklists will provide the basis for developing and completing each one of the projects Phase review activities. Submittal review frequencies may be modified based on the LA DOTD preference.

Typical Final Calculation Book Checklist (Final Design Only)

The final calculation book for each project shall include, but not limited to, the following sections:

___ **Cover Sheet**

The following information must be included on the cover sheet:

- LA DOTD project number
- Project name
- The title of "Final Calculation Book"
- The EOR's seal with signature and date

___ **Final Calculation Book Check List**

___ **QC/QA Certifications**

___ **Peer Review Resolution Agreement (if peer review is performed)**

___ **Design Criteria**

___ **Final Hydraulic Analysis Report from Hydraulic Engineer**

___ **Final Geotechnical Analysis Report from Geotechnical Engineer**

___ **Superstructure Design Calculations**

___ **Substructure Design Calculations**

___ **Quantity Calculations**

___ **Special Provisions/NS-Items**

___ **Construction Cost Estimate**

___ **As-Designed Rating Report**

___ **List of All Final Electronic Design Files and File Locations (ProjectWise directory name)**

Consultants shall submit the final calculation book to LA DOTD bridge task managers; the submittal shall be on a CD or Flash Drive or placed in a designated ProjectWise folder including the following information:

___ **A PDF File of the Calculation Book**

___ **All Electronic Design Files**

___ **A PDF File of the As-Designed Rating Report Only**

The information in this Documentation Manual for Project Delivery has been provided in accordance with the requirements of the following documents:

1. *Guidance on QC/QA in Bridge Design in Response to NTSB Recommendation (H-08-17)*, prepared by Federal Highway Administration (FHWA). August 2011.
2. *Construction Plans Quality Control / Quality Assurance Manual*, prepared by Louisiana Department of Transportation and Development (LA DOTD). August 2008.
3. *Policy on Quality Control and Quality Assurance*, prepared by Louisiana Department of Transportation and Development (LA DOTD) Bridge Design Section. October 2012.
4. *Quality Control Plan – Large Project*, prepared by Volkert. April 2007.

III. QC Documentation

The following example forms, and checklists will be utilized by the design team to record the quality control reviews held and support file documentation.

Design Criteria Checklist

From LA DOTD Bridge Design Section QC/QA Policy

The design criteria have been provided in the *Preliminary Analysis and Verification Report*, in accordance with the checklist below

— **Cover sheet**

The following information must be included on the cover sheet:

- LA DOTD project number
- Project name
- Revision date
- The Supervisor or Team Leader's signature and date

— **Governing Design and Construction Specifications and Other References**

A list of governing design and construction specifications and other references used for the project shall be included in this section. The edition number, interim revisions, and/or publication date must be specified for each reference.

— **Design Assumptions and Design Exceptions**

All design assumptions and design exceptions received must be included in this section along with supporting documents.

— **General Information**

The general information listed below should be included in this section:

- Bridge information (no. of bridges, bridge clear width, length, no. of lanes, lane width, shoulder width, etc.)
- Road information (roadway classifications, design speed, traffic data, etc.)
- Vertical datum
- Vertical and horizontal clearances
- Other relevant information

— **Hydraulic Design Criteria**

All hydraulic design criteria (design year, design water elevations, scour depth and scour elevation, etc.) shall be included in this section and the information shall be provided by the Hydraulic Engineer.

— **Design Factors**

The ductility factor η_D , redundancy factor η_R , and operational importance factor η_I shall be listed in this section.

— **Design Loads**

All design loads (dead load, live load, wind load, thermal loads, vessel collision loads, seismic load, wave loads, etc.) used for the project shall be included in this section.

— **Limit States**

All applicable limit states for this project shall be listed in this section.

— **Bridge Barrier**

The design criteria, types, and test levels for bridge barriers shall be listed in this section. Standard plans and special details should be listed if they are utilized.

— **Guardrail**

The design criteria, types, and test levels for guardrails shall be listed in this section. Standard plans and special details should be listed if they are utilized.

— **Approach Slab**

Design criteria for approach slabs shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Deck and Deck Drainage**

All design criteria for deck and deck drainage design shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Bearing**

All bearing types and design criteria for each bearing type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Joint**

All joint types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Superstructure**

All superstructure types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Substructure**

All substructure types and design criteria for each type shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Piles and Drilled Shafts**

All pile types, sizes, and structural design criteria shall be included in this section. Standard plans and special details should be listed if they are utilized.

— **Geotechnical Design**

All geotechnical design criteria shall be included in this section, and the information shall be provided by the Geotechnical Engineer. Standard plans and special details should be listed if they are utilized.

— **Mechanical Design**

All mechanical design criteria shall be included in this section if applicable. Standard plans and

special details should be listed if they are utilized.

— **Electrical/Lighting Design**

All electrical design criteria shall be included in this section if applicable. Standard plans and special details should be listed if they are utilized.

— **As-Designed Bridge Rating Criteria**

All as-designed bridge rating criteria shall be included in this section.

— **Software**

All software used for design and checking shall be included in this section.

Quality Assurance / Quality Control Certification

We, the undersigned designers, detailers, checkers, and reviewers for this project, have reviewed and accepted the calculations, plans, quantities, special provisions, and cost estimate prepared for the project. We certify that the work for which we are responsible has been completed in accordance with the LA DOTD Bridge Design Section policy on QC/QA.

Team Members	Name	PE Registration No.	Responsible Plan Sheets	Responsible Special Provisions	Construction Cost Estimate	Signature
Designers						
Design Checkers						
Detailers						
Detail Checkers						
Reviewers						
EOR (Bridge)						
EOR (Roadway)						

BRIDGE PLAN CHECKLIST

Project Name & Number: _____ Project Designer: _____

Team Leader: _____ Checker: _____ Date: _____

I GENERAL	Checker Initials
<i>Follow these general detailing practices on all structural drawings as practical:</i>	
Dimension elements once on a drawing, unless repeating is necessary for clarity	
Identify reference lines and use consistently throughout plans. Reference lines include but are not limited to CL Rdwy., CL Bridge, Layout Line, Begin and End Bridge (defined as fill face of endwall or breastwall), CL Bearing, CL Pier	
Scale all drawings or note "Not to Scale" if applicable. Use the appropriate scale bar cell when specifying the scale on the sheet border, and for those details on the sheet at different scales call out the scale.	
Locate all exposed concrete faces and elements in relation to reference lines	
Provide sections and details at as many locations as required to clearly define the intended design, with economy of details in mind	
Provide separate drawings for detailing concrete dimensions and reinforcement layout for complex concrete shapes	
Arrowheads and section arrows are same size and style regardless of drawing scale	
Text font and size are consistent	
Use standard centerline symbol as produced by key function	
Order of PS&E bridge drawings follows the general order outlined in Section III (General Notes may appear on General Plan and Elevation sheet if there is sufficient room)	
Locate all reinforcement from exposed concrete faces	
Identify all reinforcement in two separate views	
Identify all bars that are to be epoxy coated with "E" (i.e. #4EA bars)	
Identify reinforcement clearances if other than 2"	
Identify all minimum lap splice lengths	
Refer to concrete faces as "fill face", "other face", or "each face" or respective abbreviations "f.f.", "o.f.", "e.f.". Use standard cell for abbreviation table.	
Detail bar placements following the convention "x spa. @ x = xx". Try to avoid designation "x equal spa. = x", for construction considerations.	
When dimensioning to centerlines, solidify that section of line to be dimensioned to	
Arrows used at ends of leader lines for pointing to specific points or surface lines. Squiggles (~) at ends of lines used for specifying surface areas.	
Project block (upper right hand corner) shall contain the project name, and sheet numbering (as established by Project Development)	
Information entered in the border blocks at the bottom of sheet should include sheet title name, structure number (inspection report no. for NPS), structure name, featured intersection, location (county, state, partner name), names, dates, revisions, scale, date, RG number (CFLHD and WFLHD), etc. Names spelled out unless abbreviations are necessary because of length.	
Include NPS PMIS No. and Drawing No. under sheet title (if applicable)	
"PRELIMINARY NOT FOR CONSTRUCTION" label removed from all sheets for Advertisement Plan package	

II PRELIMINARY ENGINEERING BRIDGE PLANS – TYPE, SIZE AND LOCATION	Checker Initials
A) PLAN	
Existing topography (enough contours for a sufficient reach of stream to indicate streamflow alignment)	
Plan view of structure including walls, approach slabs, railings (including transitions)	
Outline (ghost line) of existing structure (if applicable)	
North arrow	
Transverse width of traveled ways and shoulders of roadways below structure	
Skew angle (if applicable)	
Limits of slope paving or toe of fill (if applicable)	
Stream name and direction of flow or traffic direction below structure	
Estimated wingwall lengths and orientation	
Identify Sta. for intersection of CL Rdwy. of structure and CL Rdwy./RR below structure (if applicable)	
Utilities on and off bridge (if applicable)	
Horizontal Curve Data (if applicable)	
Horizontal PC and PT stations and other significant stations	
B) ELEVATION	
Elevation view of structure including railings, substructure, walls, slope protection, and aesthetic treatments	
Station and elevation of Begin and End bridge and CL piers	
Length of bridge and span lengths	
Label railing types (include pedestrian screen), superstructure type, slope protection type, foundation type, aesthetic treatments (as known)	
Elevation bar	
Minimum vertical clearance requirements and horizontal and vertical construction clearance requirements for bridges over Rdwys./RR (if applicable)	
Utilities off structure if known (if applicable)	
Existing ground line at CL Rdwy., and at left and right edges of deck if topography varies significantly	
CL Rdwy./RR below structure (if applicable)	
Design discharge and water surface elevation, and freeboard provided (at low point)	
External access doors located (if applicable)	
C) ROADWAY	
Typical roadway section at bridge	
Superelevation data (if applicable)	
Profile grade diagram (verify sag point of vertical curve not on structure)	
D) HYDRAULICS	
Hydraulic Data Table including discharges, velocities, and water surface elevations for 2, 50, 100, 200 (or 500) year events and freeboard requirements (as provided)	
Slope protection and scour requirements (if available)	
Hydraulics Report No. (if available)	

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III PS&E BRIDGE PLANS – 4) SUMMARY OF BORING LOGS	Checker Initials
Not required for WFLHD projects	
Elevation view of each test hole	
Plan view of structure locating and identifying each test hole	
Typical test hole log symbology	
Legend of test hole material types	
Boring log notes	
North arrow	
III PS&E BRIDGE PLANS – 5) SLOPE PROTECTION	Checker Initials
A) RIPRAP	
Existing contour plan	
Plan view including substructure units, stream limits, and direction of flow	
Horizontal limits	
Cross section indicating slope, slope protection type, size, class, depth, geotextile type	
Elevations at berm, toe, streambed, and other points as needed	
North arrow	
Existing bridge (if applicable)	
B) CONCRETE SLOPE PAVING	
Plan view showing horiz. limits dimensioned from reference lines	
Cross section showing reinforcement details	
Expansion and construction joint details	
Label toe of slope, face of breastwall	
III PS&E BRIDGE PLANS – 6) CONSTRUCTION SEQUENCING/STAGING	Checker Initials
Sequence of work with corresponding bridge sections illustrating the assumed routing of traffic and construction sequence	
Identify existing structures as ghost lines and new construction with solid lines	
Verify travel lane widths	
Transverse widths of traveled ways, barriers, offsets, clearances	
Temporary barrier and attachment details	
Saw cut lines for existing structure and construction joints for new structure	
Direction of traffic (or orientation of sections)	

III PS&E BRIDGE PLANS – 7) ABUTMENTS	Checker Initials
1. ABUTMENTS	
General layout plan and elevation views	
Pedestals, shear blocks, weepholes, utility blockouts, steel embedments	
Bearings and joint fillers	
Elevations at bearings, bottom of substructure units, top of walls, construction joints	
Keys, fillets, chamfers	
Typical sections	
Drainage details (if applicable)	
Identify berms and finished ground lines	
North arrow	
Piles/shafts size	
Identify special seismic details (if applicable)	
2. WINGWALLS	
Wingwall section	
Wingwall elevation	
Elevations at end and bottom of wingwalls	
Weephole locations	
3. ENDWALLS	
Plan View	
Elevation view	
Section view	
Girder embedment	
Shear block locations and details	
Guard angle details	
III PS&E BRIDGE PLANS – 9) PIERS/BENTS	Checker Initials
Pier layout	
General layout plan and elevation views	
Pedestals, shear blocks, blockouts, steel embedments	
Bearings and joint fillers	
Elevations at bearings, bottom of substructure units, construction joints	
Keys, fillets, chamfers, column flairs	
Identify finished ground lines	
Typical sections	
North arrow	
Piles/shafts size	
Identify special seismic details (if applicable)	

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III PS&E BRIDGE PLANS – 10) SUPERSTRUCTURE – B) STEEL GIRDERS	Checker Initials
1. GIRDER FRAMING PLAN	
Geometry to locate girders	
Label girders	
Locate diaphragms	
Splice locations	
Dimension span lengths (parallel to girders)	
2. GIRDER ELEVATION	
Length of girder	
Locate CL bearing, CL Piers, splice locations	
Shear connectors and transverse stiffeners	
Identify girder section or plate sizes	
Weld details	
Identify different steel grades (hybrid girders)	
3. GIRDER MISCELLANEOUS	
Girder cross sections with plate sizes, weld details, copes	
Shear connector detail	
Bearing stiffener, transverse stiffener, longitudinal stiffener details	
Field splice details (if applicable)	
Diaphragm details including connection details	
Dead Load Camber Diagram	
4. DECK PLAN	
Locate diaphragms	
CL girders	
Reinforcement cutoff locations for negative moment (if applicable)	
Longitudinal and transverse bars, top and bottom, in deck slab including those that protrude into railing	
Bar marks match those of Typical Section	
Stage construction details	
Superstructure Concrete Placement Diagram (if applicable)	
Transverse Slab Construction Joint detail (if applicable)	
5. TYPICAL SECTION	
Split section with pier section and midspan section	
Show all girders, slab, railings, sidewalks, wearing surface, diaphragms, drains, utilities (including supports)	
Dimension transversally out-to-out including widths of traveled ways, sidewalk, railings	
Longitudinal and transverse bars in slab including those that protrude into railing	
Cross slopes including sidewalk	
Slab thickness at midspan, deck edge, and soffit	
Label girders	
Drip groove	
Stage construction details including closure pours, keys, construction joints (if applicable)	

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III PS&E BRIDGE PLANS – 10) SUPERSTRUCTURE – D) CAST IN PLACE BOX GIRDERS	Checker Initials
1. GIRDER FRAMING PLAN	
Geometry to locate girders	
Label girders	
Locate diaphragms	
Girder lengths (parallel to girder)	
Cell drains	
2. GIRDER ELEVATION	
Length of girder	
Transverse and longitudinal reinforcement	
Blockouts and inserts	
Post-tensioning profile (locate low point, high point, and inflection points as applicable)	
3. GIRDER MISCELLANEOUS	
Construction Joint details	
Abutment diaphragm details including post-tensioning anchorage reinforcement in end block	
Pier diaphragms	
Anchorage blockouts	
Verify clearances between reinforcement and post-tensioning ducts	
Notes including Concrete, Prestressing, Design Assumptions, Construction, Submittal Requirements	
Access door reinforcement details (if applicable)	
Access door details (if applicable)	
Verify opening size of access openings (if applicable)	
Locate access door for optimum inspection accessibility (if applicable)	
Cell drain details	
Dead Load Camber Diagram	
4. DECK PLAN	
Locate diaphragms	
Identify CL girders	
Longitudinal and transverse (top and bottom) bars in deck slab including those that protrude into railing	
Bar marks match those of typical section	
Stage construction details	
Construction joint details (if applicable)	

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[illegible]



Prepared By:

9448 Brookline Ave Baton
Rouge, LA 70809 225.218.9440





DOTD FORM 24-102 | SECTION 22

US 190 at Lindberg Dr. Intersection Improvements

Local Traffic, Statewide Standards — Signal Analysis and Roadway Design Experience Directly Applicable to LA 384

22. Sub-consultant information:

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

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
DCCM INFRASTRUCTURE, INC.	3421 N. CAUSEWAY BLVD., STE. 500 METAIRIE, LA 70002	JD Allen, AICP, WSO - CSSD, TSSP-Rail/Bus, PTSCTP jdallen@dccm.com	(504) 738-8181

Name	Type	City	Status
DCCM INFRASTRUCTURE, INC.	Business Corporation (Non-Louisiana)	HOUSTON	Active

Previous Names

BINKLEY & BARFIELD, INC. (Changed: 6/4/2026)

Business: DCCM INFRASTRUCTURE, INC.

Charter Number: 44971151F

Registration Date: 6/10/2022



DOTD FORM 24-102 | SECTION 23

I-10/Highland IMR

Data-Driven Traffic Engineering — Signal Warrant Analysis and
Microsimulation Modeling for DOTD Corridors

23. Location:

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

Not Required for this Submittal.

