



## Statement of Qualifications

---

**CONTRACT NO. 4400027735**

**STATE PROJECT NUMBER: H.005184**

FEDERAL AID PROJECT NUMBER: H005184  
I-69 FRONTAGE ROAD (STONEWALL FRIERSON TO  
ELLERBE ROAD)

ROUTE: FUTURE STATE HWY.  
PARISH – CADDO AND DESOTO

**STATE PROJECT NUMBER: H.014054**

FEDERAL AID PROJECT NUMBER: H014054  
I-69 FRTG RD. CONN. (ELLERBE RD. TO LA 1)

ROUTE: FUTURE STATE HWY.  
PARISH – CADDO

**STATE PROJECT NUMBER: H.014056**

FEDERAL AID PROJECT NUMBER: H014056  
I-69 FRONTAGE ROAD CONNECTOR (STONEWALL  
FRIERSON)

ROUTE: FUTURE STATE HWY.  
PARISH – DESOTO

October 3, 2023

# DOTD FORM: 24-102

## PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1. Contract Name as shown in the advertisement	<p><b>I-69 FRONTAGE ROAD (STONEWALL FRIERSON TO ELLERBE ROAD)</b>  <b>ROUTE: FUTURE STATE HWY.</b>  <b>PARISH – CADDO AND DESOTO</b></p> <p><b>I-69 FRTG RD. CONN. (ELLERBE RD. TO LA 1)</b>  <b>ROUTE: FUTURE STATE HWY.</b>  <b>PARISH – CADDO</b></p> <p><b>I-69 FRONTAGE ROAD CONNECTOR (STONEWALL FRIERSON)</b>  <b>ROUTE: FUTURE STATE HWY.</b>  <b>PARISH – DESOTO</b></p>
2. Contract Number(s) as shown in the advertisement	4400027735
3. State Project Number(s), if shown in the advertisement	H.005184 H.014054 H.014056
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	<b>G.E.C., Inc.</b>
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0001917
6. Prime consultant mailing address	8282 Goodwood Blvd., Baton Rouge, LA 70806
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	8282 Goodwood Blvd., Baton Rouge, LA 70806
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Cary Bourgeois, PE, Senior Vice President, (225) 612-4121, cbourgeois@gecinc.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Cary Bourgeois, PE, Senior Vice President, (225) 612-4121, cbourgeois@gecinc.com

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

**G.E.C., INC.**

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



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

October 3, 2023

Date:

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

FIRM(S):	FIRM(S)' %
<b>A P S Engineering and Testing, LLC</b>	<b>5%</b>
<b>Civil Design &amp; Construction, Inc.</b>	<b>3%</b>

## 12. Past Performance Evaluation Discipline Table

Past Performance Evaluation Discipline	% of Overall Contract	G.E.C., Inc. (GEC) (Prime)	Michael Baker International, Inc.	Lazenby & Associates, Inc.	DBE FIRM	DBE FIRM	Arcadis	Each Discipline must total to 100%
					A P S Engineering and Testing, LLC	Civil Design & Construction, Inc.		
Road	60.00%	75.00%	25.00%					100%
Bridge	20.00%	75.00%	25.00%					100%
Survey	10.00%			100.00%				100%
Traffic	2.00%						100.00%	100%
Geotech	5.00%				100.00%			100%
Other (SUE)	3.00%					100.00%		100%
Identify the percentage of work for the <b>overall contract</b> to be performed by the prime consultant and each sub-consultant.								
Percent of Contract	100.00%	60.000%	20.000%	10.000%	5.000%	3.000%	2.000%	100%

### 13. Firm Size

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
 <b>G.E.C., Inc.</b>	Clerical	1	6
	Engineer	9	11
	Engineer Intern	2	4
	Environmental Professional	1	5
	Principal	3	5
	Supervisor-Engineer	4	12
	Technician	2	5
 <b>Michael Baker International, Inc.</b>	Principal	1	2
	Supervisor – Engineer	1	3
	Supervisor – Other	0	3
	Engineer	3	12
	Engineer Intern	2	10
	Engineer Other	1	10
	Environmental Pro	1	3
	Biologist/Wetlands	0	3
	GIS Analyst	0	2
	Senior Technician	1	5
	Technician	1	6
	Administrative	1	2
 <b>Lazenby &amp; Associates, Inc.</b>	Accountant	0	1
	CADD Drafter	0	2
	CADD Technician	2	3
	Clerical	0	2
	Engineer	1	6
	Engineer Intern	2	2
	Inspector	0	2
	Inspector Certified	0	2
	Instrument Man	2	2
	Party Chief	2	2
	Principal	1	1
	Rodman	2	3

 <b>Lazenby &amp; Associates, Inc.</b>	Supervisor Engineer	1	3
	Surveyor	1	1
	Technician	0	1
 <b>A P S Engineering and Testing, LLC</b>	Engineer	3	3
	CADD Technician	3	3
	Driller	6	6
	Technician	10	10
	Clerical	2	2
 <b>Civil Design &amp; Construction, Inc.</b>	Surveyor	2	3
	Party Chief	3	5
	Instrument Man	2	2
	Rodman	2	3
	CADD Operator	1	1
	Senior Technician	3	4
	Supervisor - Other	1	1
 <b>Arcadis</b>	Engineer	3	6
	Supervisor – Eng	1	3
	Principal	1	2

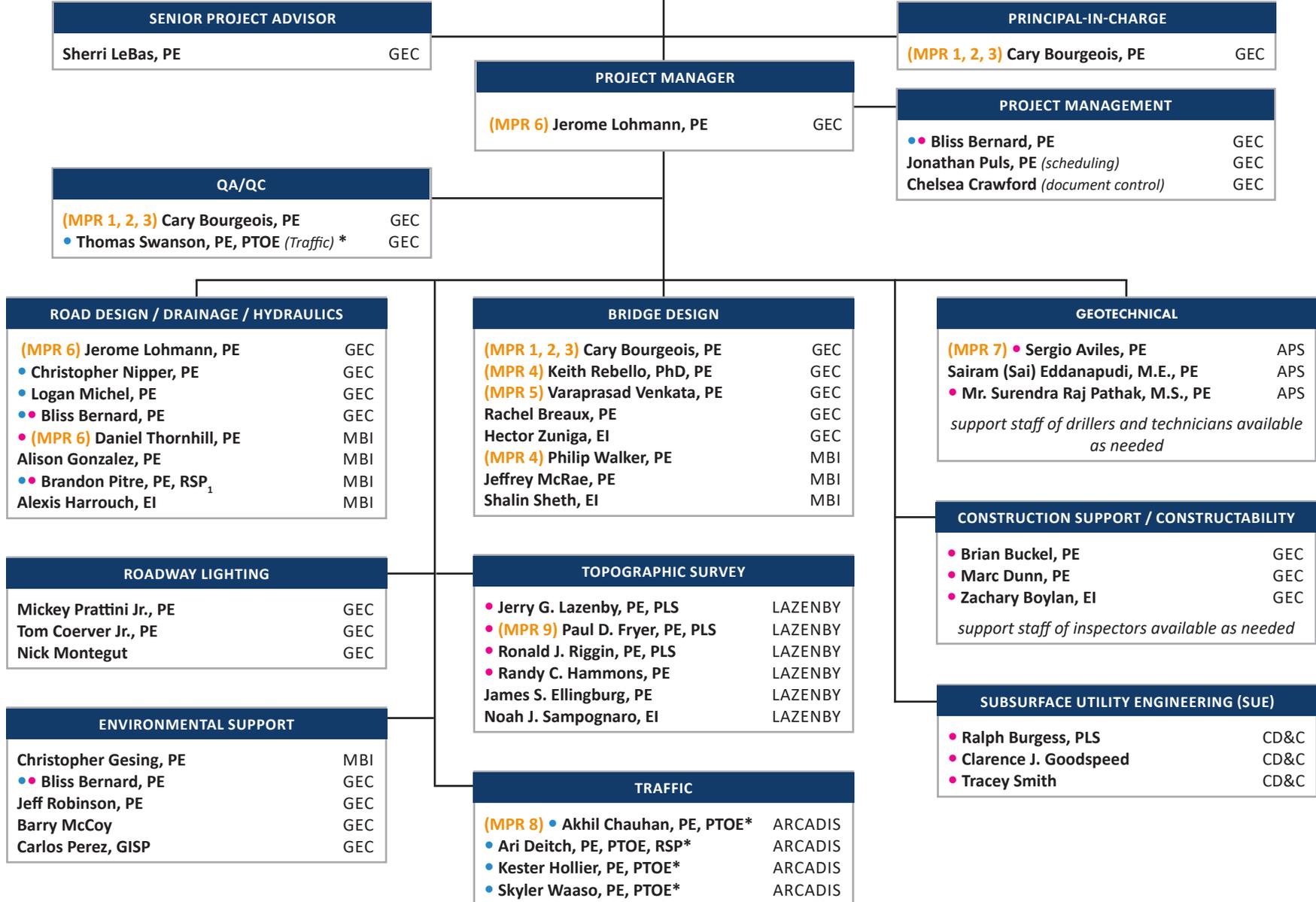
# 14. Organizational Chart

Contract No. 4400027735  
I-69 FRONTAGE ROAD



### LEGEND

- (#) Fulfills MPR
- Work Zone Training
- LTRC TEPR Modules 1-3 Training
- \* personnel performing traffic engineering analysis and/or QC of traffic engineering analysis



## 15. Minimum Personnel Requirements

MPR No. DO NOT INSERT WORDING FROM AD	Personnel being used to meet the MPR (INDIVIDUAL(S) MAY NOT SATISFY MORE THAN ONE MPR UNLESS SPECIFICALLY ALLOWED BY ATTACHMENT B OF THE ADVERTISEMENT)	Firm employed by	Type of license and discipline meeting MPR/certification & number (EX: PE # - CIVIL)	State of license	License / certification expiration date
1	Cary Bourgeois, PE		PE No. 23414 (Civil)	Louisiana	09/30/2025
2	Cary Bourgeois, PE		PE No. 23414 (Civil)	Louisiana	09/30/2025
3	Cary Bourgeois, PE		PE No. 23414 (Civil)	Louisiana	09/30/2025
4	Keith Rebello, PhD, PE		PE No. 24937 (Civil)	Louisiana	03/31/2025
	Philip Walker, PE		PE No. 46394 (Civil)	Louisiana	9/30/2024
5	Varaprasad Venkata, PE		PE No. 40594 (Structural)	Louisiana	9/30/2024
6	Jerome Lohmann, PE		PE No. 24673 (Civil)	Louisiana	09/30/2024
	Daniel Thornhill, PE		PE No. 32367 (Civil)	Louisiana	09/30/2024
7	Sergio Aviles, PE		PE No. 33571 (Civil)	Louisiana	03/31/2024
8	Akhil Chauhan, PE, PTOE		PE No. 33703 PTOE No. 2544	Louisiana USA	09/30/2024 11/2023
9	Paul Fryer, P.E., P.L.S.		PE No. 23426 (Civil) PLS No. 4806	Louisiana	09/30/2025

## 16. Staff Experience

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Sherri LeBas, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	7
TITLE	<b>Senior Vice President, Business Development</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	31
DEGREE(S) / YEARS / SPECIALIZATION	B.S. / 1985 / Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	23844 / Louisiana / 03-31-2025		
YEAR REGISTERED	1990	DISCIPLINE	Professional Engineer, Civil & Environmental
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES	Role on this Project: <b>Senior Project Advisor</b>		
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).		
	<p><i>Ms. LeBas is a Senior Vice President of GEC. She is a professional civil engineer with 38 years of experience in designing and managing numerous projects and programs during her career in Louisiana state government and private industry. During her 24.5 years at the Louisiana Department of Transportation and Development (LADOTD), Ms. LeBas designed and managed projects for a combined 14 years in the Road Design Section which led to serving as a facilitator for the Change Management Program, Assistant to the Secretary for Policy, Deputy Secretary and then Secretary for 6 years from 2010 to 2016. From 1998 to 2003, Ms. LeBas managed projects funded through Capital Outlay at the Louisiana State Division of Administration, Facility Planning and Control. In May of 2016, Ms. LeBas brought her skills and experience to GEC. Ms. LeBas provides project management and oversight of projects, along with meeting with public officials and other stakeholders discussing policy and resources required for infrastructure. Additionally, Ms. LeBas discusses opportunities for teaming with other consulting firms in order to present and provide a client with the best team possible to provide outstanding services and deliverables.</i></p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: Baton Rouge, Louisiana. Assistant Project Manager</b> - Ms. LeBas serves as Assistant Project Manager for this CMAR <b>urban freeway transportation</b> project, leading development &amp; annual updates of the Design Quality Manual, Project Management Plan, Initial Financial Plan, Project Implementation Plan &amp; document control. She manages the Community Connections/Context Sensitive Solutions process which includes meetings with stakeholders &amp; public outreach. In addition, she provides management oversight of design elements being designed by GEC engineers, including lighting (roadway and enhancement), retaining wall, bridge, and noise walls and coordination with roadway and overall design elements.</p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DR. FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA. Assistant Quality Design Manager</b> - Ms. LeBas is providing quality design review for the GEC/Boh Bros. team. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr Flyover Ramp Design-Build <b>urban freeway transportation</b> project.</p>		
2016-Present	<p><b>ROAD TRANSFER PROGRAM MANAGEMENT: Statewide, LA. Principal-in-Charge</b> - Ms. LeBas serves as a resource to GEC's Program Manager of the Statewide LADOTD Road Transfer Program. Ms. LeBas provides feedback, is the direct link for communication and service between GEC's Project Manager who is stationed at LADOTD Headquarters and GEC's staff, and attends bi-monthly status meetings with the LADOTD Road Transfer Team.</p>		
07/95-01/98	<p><b>H.004562 / AMBASSADOR DRIVE EXTENSION (LA 339-US 90): Lafayette Parish, LA. Project Manager LADOTD Road Design Section</b> - Ms. LeBas served as the roadway project manager for the line and grade study of various alignments during the Environmental Assessment of this project. The alignments included an alignment along La Nouvelle Road as well as south of the golf course on new alignment and were developed in-house. Ms. LeBas's design squad developed the displays for the Public Meetings and Ms. LeBas lead the Public Meetings answering questions from the media for this project during this line and grade and environmental phase of the project.</p>		
03/10 – 01/16	<p><b>LADOTD: Baton Rouge, LA. Secretary</b> - Ms. LeBas set the vision &amp; led LADOTD in the delivery of the \$1.8 B annual transportation infrastructure capital &amp; operating program. She developed &amp; discussed transportation policy, issues, feedback, future planning with stakeholders, media, citizens &amp; local, state &amp; national public &amp; elected officials. She pursued &amp; obtained funding working with state &amp; federal officials. She has the skills and credentials to provide project management guidance, work with staff to develop solutions to some of the most complicated design policy issues. Some notable projects that required her leadership included funding, design &amp; construction of two D-B Interchange projects on US 90 (Future I-49) in District 03; I-49 from I-220 to the</p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>	
NAME	<b>Sherri LeBas, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
	Arkansas State line which included the 2019 ACEC Award Winning I-220/I-49 Interchange which included aesthetic features such as the locally designed column motifs and decorative lighting; LA 1 from Leeville to Fourchon TIFIA refinancing; D-B projects on I-12 in Livingston Parish.
05/05 – 03/10	<b>LADOTD: Baton Rouge, LA. Change Management Facilitator (1 year); Assistant to the Secretary of Policy (2 years); Deputy Secretary (2 years)</b> - Ms. LeBas was a facilitator on the Change Management Team which today is referred to as Quality Continuous Improvement (QCIP). She facilitated teams consisting of LADOTD staff, consultants and other stakeholders for utility relocations, project Management and consultant services. As Assistant Secretary for Policy, Ms. LeBas worked with staff and the Secretary to develop the \$1.2 Billion list of roadway projects that were funded with State surplus dollars in 2007, 2008 and 2009. She served as the program manager for this \$1.2 Billion surplus program, scheduling projects, managing the budget and working through issues in order to get the program delivered on time and within budget. As Deputy Secretary, Ms. LeBas served as the program manager for the \$430 million American Recovery and Reinvestment Act (ARRA) working with LADOTD staff to deliver the projects within the federally set deadlines of 50% of the funding obligated within 6 months and the remainder within a year.
09/03 – 05/05	<b>THE TRANSPORTATION MODEL FOR ECONOMIC DEVELOPMENT (TIMED) PROGRAM: Statewide, LA. Assistant to the TIMED Program Manager, LADOTD Road Design Section</b> - Ms. LeBas served as the Assistant TIMED Program Manager for the \$5.2B Program. She was responsible for the financials working with LADOTD administration, LADOTD staff and consultant. This included reviewing the program changes, change orders, and total program costs from design through construction. She assisted in the coordination & management of the consultant's plan delivery & construction schedule.
01/98 – 09/03	<b>STATE OF LOUISIANA NON-STATE ENTITY CAPITAL OUTLAY PROGRAM: Statewide, LA. Program Manager</b> - Ms. LeBas served as Program Manager at the Division of Administration (DOA)/Facility Planning & Control (FP&C) for the non-state projects that receive funding through the State of Louisiana. She was responsible for the development of the Cooperative Endeavor Agreement between the State and the local entity, working with local entities in the delivery of projects in accordance with State guidelines, cash flow from inception through construction. At any one time 75 to 100 active projects were in production including but not limited to waterlines, sewer lines, pump stations, roadways, livestock arenas, renovation of theaters, park roadways and amenities and port facilities.
09/95 – 05/97	<b>ESTHERWOOD CANAL BRIDGE, LA 1124 (STATE PROJECT NUMBER 801-22-0007): Acadia Parish, LA. Project Design Supervisor LADOTD Road Design Section</b> - Ms. LeBas served as the road design engineer supervisor for the in-house design of the project. The design included all design aspects of a bridge replacement project including drainage, typical sections, horizontal and vertical alignment, cross sections, quantity calculations, summary of estimated quantities in accordance with LADOTD standard specifications.
04/95 – 01/98	<b>US 165 (I-10 TO WOODWORTH)(STATE PROJECT NUMBER 014-02: 0020-0023 014-03: 0022, 0023, 0027, 0028 014-04: 0028, 0029, 0032 014-05: 0017, 0018, 0020, 0021, 0031): Jefferson Davis, Allen, and Rapides Parish, LA. Project Manager LADOTD Road Design Section</b> - Ms. LeBas served as the project manager for the consultant designed expanded line and grade plans for the addition of two lanes to the existing roadway which encompassed 16 roadway segments. She negotiated contracts, developed the plan development schedule, reviewed the plan in hand design plans and coordinated review comments with other LADOTD sections. She attended all of the plan in hand field visits for each segment, coordinating and addressing all comments for incorporation into the plans.
1993-1995	<b>SPN 828-39-0021 / LA 3073 AMBASSADOR DRIVE (KALISTE SALOOM TO VEROT SCHOOL ROAD (LA 339)): Lafayette Parish, LA. Project Manager LADOTD Road Design Section</b> - Ms. LeBas served as the roadway project manager for the design of the roadway which included the design and construction of a five lane roadway section to replace the 2 lane section of roadway.

FIRM EMPLOYED BY		<b>G.E.C., Inc.</b>	
NAME	<b>Cary Bourgeois, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>38</b>
TITLE	<b>Senior Vice President, Engineering Division</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>0</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1983 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>23414 / Louisiana / 09-30-2025</b>	
YEAR REGISTERED	<b>1989</b>	DISCIPLINE	<b>Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Principal-in-Charge</b>	
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).		
	<p><i>Mr. Bourgeois is GEC's Senior Vice President involved in supervising activities and performing design services on several large-scale projects, including urban freeway transportation projects. Mr. Bourgeois has more than 38 years of experience in the areas of Roadway, Bridge, Toll Collection Systems, and Intelligent Transportation Systems (ITS) design along with extensive experience in safety inspection of bridges. He has valuable experience in the design and geometry associated with roadways and bridge structures. He is thoroughly familiar with AASHTO Policy on Geometric Design of Highways and Streets, AASHTO Standard Specifications for Highway Bridges, Manual on Uniform Traffic Control Devices, the Highway Capacity Manual and the Standard Specifications for Structural Support for Highway Signs, Luminaries and Traffic Signals. He has provided ITS deployment and implementation planning, field device optimum positioning and placement, civil/structural engineering, and plan and specification development. As Principal-in-Charge, he has managed design and development, and supervision of plans and specifications, as well as general construction engineering and inspection.</i></p>		
06/17-12/21 <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WIDENING, WILLIAMS TO VETERANS: Jefferson Parish, LA. Principal-in-Charge/QA/QC</b> - Mr. Bourgeois oversaw road design in accordance with DOTD's Roadway Design Procedures and Details Manual, along with the superstructure and substructure <b>load rating</b> for existing bridges and ramps for this highly congested 2.28-mile <b>urban freeway transportation</b> project. The extensive <b>load rating</b> and documentation allowed LADOTD to make an informed decision on widen or replace the existing bridges. Data supported the replacement of the bridges. GEC designed concrete slab spans, pre-stressed concrete girder spans and steel girder spans. All pre-stressed girders were Louisiana (LG) girders designed in accordance with AASHTO LRFD bridge specs.</p>		
08/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DR. FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA. Design Manager</b> - Mr. Bourgeois is responsible for the overall design and design quality control of this \$53,000,000 <b>urban freeway transportation</b> project which will provide exit ramps that are separated from the merge of I-10 and I-12. To accomplish this, I-12 westbound will be re-routed under a rebuilt I-10 westbound bridge. He oversaw completion of Storm Water Pollution Prevention Plans (SWPPP) and permitting for all highway construction segments in accordance with DOTD standards.</p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA. Design Manager</b> - Mr. Bourgeois is supervising the design of the new 550' long WB Washington St Off Ramp bridge. He managed the design of multiple types of retaining walls (MSE, Cantilever supported on drilled shafts, tangent drilled shaft walls and concrete faced steel sheet piles) and Load Transfer Platforms to mitigate settlement in high fill areas. He also managed design of a two-span truss spanning a future widened I-10 near Dalrymple drive to support multiple Dynamic Message Signs as part of the ITS portion of this project. Additionally Mr. Bourgeois oversaw production of an enhancement lighting study for Segment 1 of the <b>urban freeway transportation</b> project to incorporate aesthetic lighting at the City Park Lake Bridge and emphasize the Greenway path from the Expressway Park to the bridge.</p>		
03/95-06/10 <b>SECTION 17 PROJECT</b>	<p><b>450-15-0089 / ROUTE I-10, CAUSEWAY BLVD TO 17TH STREET CANAL: Metairie, LA. Project Manager/Engineer-of-Record/Structural Engineer</b> - Mr. Bourgeois performed Quality Assurance and project management on this <b>urban freeway transportation</b> project. He specifically acted as QA for all disciplines involved including surveying, structures/bridge design, electrical &amp; controls design and civil engineering design. Project consisted of widening while under traffic of 1.64 miles of urban interstate highway from six to 10 lanes with roadway and bridges. He performed PPC girder layout and design and performed the design check of a two-span (425' total length) continuous steel girder with integral steel intermediate bent.</p>		
1991-1997	<p><b>S.P. NO. 700-28-0004 / ROUTE I-12, I-10 FROM ACADIAN THRUWAY TO U.S. 61: Baton Rouge, LA. Project Manager</b> - This project consisted of the rebuilding and widening while under traffic of 2.2 miles of urban interstate highway with roadway and bridges. The bridges consist of AASHTO pre-stressed concrete girders (50' to 90' spans) and steel plate girders (135' to 180' spans). The project also required a bridge feasibility study and drainage study.</p>		

FIRM EMPLOYED BY **G.E.C., Inc.**

NAME	Cary Bourgeois, PE <span style="float: right;">Continued Resume</span>
12/93-08/12 <b>SECTION 17 PROJECT</b>	<b>700-28-0004 / U.S. 71/U.S. 165, FORT BUHLOW BRIDGE AND APPROACHES OVER THE RED RIVER: Alexandria/Pineville, LA. Principal-in-Charge</b> - This 2.28-mile-long multi-phase project provides for the construction of a new six-lane bridge over the Red River, access ramps for I-49 and local traffic, KCS railroad overpass and approach roadways. The project began with an Engineering Report consisting of a line and grade corridor study, traffic study and bridge feasibility study. An Environmental Assessment was developed concurrent with the engineering study. The project features a 1,000' three-span continuous steel plate girder unit over the Red River, supported on piers founded in the river. In addition to the Fort Buhlow Bridge over the Red River, GEC was responsible for the design of five other bridge and road projects on I-49 and US 71 in Alexandria. I-49 Section 23 included the <b>reconstruction of LA 1280 Frontage Road which included a crossing of Horseshoe Canal and a railroad spur.</b>
1999-2002	<b>LADOTD 450-10-0113 &amp; 454-01-0064 / I-10 &amp; I-12 SOUND BARRIERS: Baton Rouge, LA. Project Manager</b> - This project installed 14 separate sound barriers over 8.5 miles of urban interstate highway. The project consisted of 605,000 sq. ft. of precast concrete panels, 30,500 lin. ft. of concrete columns supported on 45,500 lin. ft. of 36" dia. drilled shafts. In addition to the ground mounted sound barrier approximately 25,000 sq. ft. of barrier was mounted on bridge overpasses. Mr. Bourgeois served as the Project Engineer and was responsible for the overall design.
1997-2012	<b>ROUTE I-12, ESSEN LANE INTERCHANGE (S.P. NO. 454-01-0051 AND 258-32-0016): Baton Rouge, LA. Project Manager</b> - This project consisted of the installation of on and off ramps to complete the I 12/Essen Lane Interchange. The off ramp consists of a 1,200' long eight-span bridge with continuous curved steel girder units. The design included the construction of sound barriers.
07/15-Present	<b>H.004273.5 / I-49 CONNECTOR: Lafayette, LA. Principal in Charge</b> - This project in District 03 includes bridge design & construction of a freeway with accompanying interchanges in the Evangeline Thruway US 90/US 167 corridor and flanking collector/distributor roads for local traffic circulation and land access. The project begins just south of the Lafayette Regional Airport and continues north to the I-10/US 167/I-49 interchange, a length of approximately five miles. Mr. Bourgeois oversees the GEC design staff.
05/85-07/87	<b>S.P. #13-01-24 / LA 415 – BRIDGES OVER MISSOURI PACIFIC RAILROAD: West Baton Rouge Parish, LA. Structural Engineer</b> - Mr. Bourgeois performed geometric layout of all bridge elements, design of Type III and IV-S Pre-stressed Concrete Girders and spans and design of pile supported abutments and Pile Bents. This project replaced a two lane at grade railroad crossing with a four lane divided highway with twin 40 ft. wide by 1413 ft. long bridges. Spans ranged from 68 ft. long, made continuous for three spans, to 84 ft. long.
07/09-06/12	<b>U.S. ARMY CORPS OF ENGINEERS, LAKE PONTCHARTRAIN, LOUISIANA AND VICINITY, HURRICANE PROTECTION PROJECT LPV 17.2, BRIDGE ABUTMENT AND FLOODWALL TIE-INS AT CAUSEWAY BRIDGE: Metairie, LA. Overall Project Manager</b> - This project was located in Jefferson Parish, Louisiana and was part of the Lake Pontchartrain and Vicinity, New Orleans, Louisiana, Hurricane Protection Project. This reach consisted of levees, floodwalls, crib walls, Causeway Boulevard and other miscellaneous access points. The designs were intended to bring the hurricane protection to the Phase II 100-year level. The professional services required of GEC included detailed engineering and design (E&D), preparation of a Design Report (DR), preparation of plans and specifications (P&S), and E&D support during advertisement.
03/91-Present	<b>GNOEC LAKE PONTCHARTRAIN CAUSEWAY, CONSULTING ENGINEER: St Tammany and Jefferson Parishes, LA. Principal-in-Charge</b> - GEC has served as Consulting Engineer for GNOEC since 1991 performing Trust Indenture Services in accordance with the GNOEC General Bond Resolution. Mr. Bourgeois has been associated with the project since the selection of GEC as Consulting Engineer and has served as Project Manager for over 10 years. In this time GEC has designed and implemented over \$200,000,000 in improvements to the GNOEC system. Our responsibilities have included: recommendations for operations and maintenance of Lake Pontchartrain Causeway, review of the operating budget, emergency response, inspection and reporting, annual physical condition inspection in accordance with National Bridge Inspection Standards, planning and scheduling of future GNOEC repair and improvement projects, review of Toll Plaza configurations and toll system operation, preparation of construction contract plans, specifications and estimates for various repair and improvement projects, and construction inspection and shop drawing review.

FIRM EMPLOYED BY		<b>G.E.C., Inc.</b>	
NAME	<b>Jerome Lohmann, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	7
TITLE	<b>Senior Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	32
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1984 / Civil Engineering; A.A.S / 1977 / Surveying</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>24673 / Louisiana / 09-30-2024</b>	
YEAR REGISTERED	<b>1992</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Project Manager, Road Design</b>	
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).		
	<p><i>Mr. Lohmann has served as Project Manager/Design Engineer responsible for the design and management of projects ranging from road design in an urban setting or entity overlays to urban freeway widening and major interchanges. Mr. Lohmann has completed and/or managed preliminary plans and cost estimates for the design and development of construction plans for roadway improvement projects, including providing hydraulic analysis and design of drainage features on urban roadway construction projects in accordance with the current edition of DOTD’s Hydraulics Manual. He has experience with reviewing existing data, as-built plans, improvement studies, boring information, traffic data, and field reconnaissance. He has experience designing plans in accordance with the latest Louisiana Standard Specifications for Highways and Bridges and in the current editions of DOTD’s Roadway Design Procedures and Details Manual, Bridge Design Manual, Hydraulics Manual, EDSM I.1.1.11, Guidance for PRR Projects, 3R Minimum Design Guidelines and DOTD Pavement PRR Minimum Design Guidelines, and DOTD Minimum Design Guidelines. This includes the LASAFE Airline and Main Street project, currently under construction, which utilized the LADOTD Roadway Design Procedures and Details Manual. In addition, he is currently managing 90% final design plans for the I-10 Williams to Veterans project utilizing LADOTD Design Procedures and Details. He reviews Design Reports, Design Exceptions, and Design Waivers as needed for road design projects. He has also developed Level 2 TMPs for roadway construction projects after a stage 0 has been completed.</i></p>		
07/19-Present	<p><b>H.011670 / OWNER VERIFICATION SERVICES, I-10/LOYOLA INTERCHANGE DESIGN-BUILD: Jefferson Parish, LA. Quality Assurance</b> - GEC is the Owner Verification Firm (OVF) for this Design-Build project which includes the CE&amp;I, right-of-way acquisition, and utility relocation. As LADOTD’s OV representative, GEC is responsible for the acceptance of the work and materials in order to ensure contract compliance. As LADOTD’s designated representative, Mr. Lohmann administers the contract which includes roadway design oversight. He managed and reviewed the Design-Builder’s RFC for compliance with the design standard, performance specification, etc. and provided recommendation to the LADOTD Project Manager for acceptance.</p>		
08/17-07/18	<p><b>H.004932 / OWNER VERIFICATION SERVICES, US 90 (FUTURE I-49 SOUTH), LA 318 INTERCHANGE DESIGN-BUILD: St. Mary Parish, LA. Quality Assurance</b> - GEC was the Owner Verification Firm (OVF) for this Design-Build project which included the CE&amp;I, right-of-way acquisition, and utility relocation. As LADOTD’s OVF representative, Mr. Lohmann was responsible for the acceptance of the work and materials in order to ensure contract compliance. As LADOTD’s designated representative, Mr. Lohmann administered the contract which included design oversight. He reviewed the Design-Builder’s RFC for compliance with the design standard, performance specification, etc. and reviewed as-built was for completeness and provided recommendation to the LADOTD Project Manager and Chief Engineer for approval. Design-Build team proposed resolutions to RFIs and NCR were reviewed by Mr. Lohmann to ensure sound engineering judgement was used as the basis for all responses.</p>		
02/20-Present	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DR. FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA. Roadway Task Lead</b> - Mr. Lohmann is Roadway Task Lead for the GEC/Boh Bros. team. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr Flyover Ramp Design-Build Project, an <b>urban freeway transportation</b> project. Mr. Lohmann oversaw completion of the roadway construction plans for this project and was responsible for the geometric layout for the entire project, ensuring conformance to LADOTD and AASHTO standards.</p>		
08/01-05/02	<p><b>258-33-0001 / BLUEBONNET BOULEVARD EXTENSION (NICHOLSON DR. TO BURBANK DR.): Baton Rouge, LA. Project Manager</b> - Mr. Lohmann completed preliminary plans for the widening of Bluebonnet Blvd. to a 4- and 5-lane <b>urban roadway</b> section for approximately 2.5 miles. He was responsible for project administration and management, coordination of subconsultants, and Quality Control design. This project included a level 2 <b>TMP</b>.</p>		

**SECTION 17 PROJECT**

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>	
NAME	<b>Jerome Lohmann, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
11/15-Present <b>SECTION 17 PROJECT</b>	<b>H.003074 / I-10 WIDENING, WILLIAMS BLVD. TO VETERANS BLVD.: Jefferson Parish, LA. Project Manager</b> - GEC is currently designing the widening of I-10 between Williams Boulevard and Veterans Boulevard interchanges in Jefferson Parish. Mr. Lohmann has submitted 95% final design plans for the <b>urban freeway transportation</b> project which are in accordance with DOTD's Roadway Design Procedures and Details Manual. The total project length is 2.58 miles and consists of the construction of one 12' additional lane with a 10' shoulder inside along the I-10 eastbound and westbound roadways. Included in the project is the replacement and widening of the bridges over Canal No. 3 and Veterans Blvd. Sound Barriers, both ground-mounted and structure-mounted on the north side of I-10, form part of this project. Design has also been performed on the replacement of portions of the concrete lining of Canal No. 3 that will be impacted by the new bridge design. Mr. Lohmann provided design in the preliminary plans phase and design review of the roadway during the final plans phase. This project included a level 2 <b>TMP</b> .
09/20-Present	<b>BLUEBONNET BLVD. (PERKINS TO PICARDY): Baton Rouge, LA. Project Manager</b> - Mr. Lohmann is Project Manager, overseeing design of a six-lane, curb and gutter <b>urban roadway</b> with subsurface drainage, <b>urban bridge</b> replacement, green infrastructure, extended turn lanes, upgraded signage, signal improvements, highly visible lane markings, protected merge and turn lanes, rumble strips, and pedestrian facilities. GEC's design is in accordance with MOVEBR Design Guidelines and Consultant Services Manual. Mr. Lohmann supervised a study of the existing bridge over Dawson Creek. Based on the <b>load rating</b> , GEC recommended that the existing bridge be replaced and feature the pedestrian facilities with barriers to separate pedestrians/bicyclists from vehicular traffic. This project included a level 2 <b>TMP</b> .
09/19-present	<b>LASAFE-AIRLINE &amp; MAIN COMPLETE STREETS: LaPlace, LA. Project Manager</b> - Mr. Lohmann managed the development of typical sections and preliminary layout for the project in accordance with LADOTD's Roadway Design Procedures and Details Manual, which consists of a 10' & 5' sidewalk along the north side of US 61 for improved accessibility and mobility and curb bump outs to reduce the crosswalk distances and eliminate parking within the vicinity of the crosswalks to improve sight distance of pedestrians at the crossings. Existing ditches will have pipes added & be reshaped to provide detention ponds to reduce time of concentration. Along Main St., design will provide parallel parking utilizing decorative brick & permeable base to reduce time of concentration. He oversaw the calculation of preliminary quantities & development of a preliminary estimated construction cost. He proposed the conceptual design to the Parish & received approval. He also oversaw development of the fee for all costs. The project is currently under construction.
11/15-08/16	<b>H.011435 / US 11 IMPROVEMENTS AT SCHNEIDER CANAL: Slidell, LA. Project Manager</b> - The project elevated US 11 at the levee so that ongoing construction of the levee (in separate projects by the Parish) could continue beyond this point without a break in flood protection at the highway. The road section is a divided two-lane raised median with full-width shoulders and curb & gutter drainage to reduce the risk of road flooding and water hazards for motorists. Safety modifications include signage and striping improvements and intersection safety modifications. The highway remained on-grade on embankment and was raised approximately 10 feet at the levee. Approximately 2,300 feet of the highway was affected. GEC accomplished all aspects of design with its own in-house personnel, excluding geotechnical services. GEC completed the construction plans for this project in the summer of 2016. It incorporates an improved curbed road section including a raised median and a bike path. This project was the first project ever designed with LADOTD specifications that included a levee. Mr. Lohmann designed approximately 2,700' of divided two lane and multi-lane roadway to raise the roadway over the levee on Schneider Canal. This project included a level 2 <b>TMP</b> .
02/19-Present	<b>MID-CITY RR126 GROUP C, RR127 GROUP D, AND RR128 GROUP E: New Orleans, LA. Project Manager</b> - GEC is preparing plans, specifications, and estimates for the removal and replacement of an existing asphalt and concrete pavement and drainage structures, as well as replacement of waterline and sewer main. Tasks include horizontal and vertical geometry, subsurface drainage design, and cross section development. As PM, Mr. Lohmann has provided contract management, assists with design reviews, and performed fee negotiation.
02/17-10/17	<b>H.008046 LA 3152: CLEARVIEW OPERATIONAL IMPROVEMENTS: Jefferson Parish, LA. Project Manager</b> - This <b>urban roadway</b> project involved the milling and overlaying of LA 3152 and new pavement marking and signage. Along with the milling and overlaying, turns lanes were being added, extended, etc., so new pavement sections were designed. Responsibilities included Scope, Fee project management and QA/QC associated with this project.
1992-1993	<b>056-07-0010 / E. CRESSWELL ST. EXT., LA 31: Opelousas, LA. Project Engineer</b> - Mr. Lohmann's responsibilities included geometrics, earthwork, drainage, sequence of construction, summary of estimated quantities, and cost estimate for preliminary and final plans on approximately 1 mile of roadway consisting of four 12' travel lanes and one 14' continuous turn lane on a new alignment with minor subsurface drainage and a level 2 <b>TMP</b> .

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	Bliss Bernard, PE	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	1
TITLE	Vice President Environmental / Business Development	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	8
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2014 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		42709 / Louisiana / 03-31-2025	
YEAR REGISTERED	2018	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Project Management, Engineering, Environmental</b>	
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).		
	<p><i>Mrs. Bernard is a licensed Professional Engineer, experienced with a range of engineering projects including roadway design, environmental planning, water resources coastal/habitat restoration, and traffic and safety engineering. She has extensive knowledge of NEPA regulations and has served as the Project Manager on several Environmental Assessments and Environmental Impact Statements and has assisted in processing numerous environmental permits and documents for local, state, and federal agencies. Mrs. Bernard served as the Project Manager for the Louisiana Strategic Highway Safety Plan and was actively involved in statewide, regional, and local coalitions in establishing plans to improve safety to ultimately reach Destination Zero Deaths. Mrs. Bernard is proficient in ArcGIS, Microstation, HEC-RAS, HEC-HMS, LADOTD's HYDRWIN, and has completed the ATSSA TCT, TCS, and Certified Flagger training courses, NHI Course NEPA &amp; the Transportation Decision-Making Process, the LADOTD Highway Safety Manual Course, and the LADOTD Traffic Engineering Process and Report Training Modules 1, 2, and 3.</i></p>		
10/22 -Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA.</b> <i>Project Engineer - GEC is a sub-consultant on the I-10 Widening CMAR Project, which will widen I-10 from LA 415 to Essen Lane. Mrs. Bernard assisted with the preparation of the incident management plan. The plan was developed for preparation of construction of Phase 1 and consisted of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. She assisted in identifying emergency staging locations, detour routes, emergency access locations, and queue clearing locations. Mrs. Bernard assisted with the preparation and submittal of the Corps permit for the LSU Lakes Bridge. Mrs. Bernard has also assisted with public and stakeholder outreach, preparing presentation materials, and providing updates on the project to inform stakeholders of progress.</i></p>		
06/14-05/20	<p><b>H.972169.1 (4400005388) AND 4400002481. LOUISIANA DOTD SHSP IMPLEMENTATION: Statewide.</b> <i>Project Manager- The SHSP is data driven and includes proven strategies for reducing traffic fatalities and injuries on Louisiana roadways. Ms. Bernard served as the Project Manager and provided technical assistance to the SHSP, facilitated breakout sessions, and prepared meeting documents at regional coalition meetings, statewide emphasis area team meetings, and implementation team meetings. She assisted LADOTD in providing onsite and remote technical assistance for other road user programs/projects, including bicyclist, pedestrians, transit, drivers, and other users and programs. Ms. Bernard assisted with developing detailed action plans for each emphasis area in the SHSP, assisting emphasis area teams and regional safety coalitions in developing new strategies, coordinating the statewide action plans with the regional safety coalition action plans, providing emphasis area team and regional safety coalitions with support as needed, maintaining the overall SHSP public and partner involvement process, refining the SHSP project selection process, and various other tasks in establishing an SHSP for the State of Louisiana.</i></p>		
02/18-12/21	<p><b>H.006459 / RODDY / CHURCHPOINT RD ROUNDABOUT: Ascension Parish, LA.</b> <i>Project Manager - Mrs. Bernard was Project Manager on this project re-design. Due to funding restrictions, the project was not constructed in a timely manner, and the Parish issued the prime consultant with the project in 2018 to update the original submittals in accordance with updated LADOTD standards. The project was needed to improve safety at the intersection of Roddy Road/Churchpoint Road in Ascension Parish. She directed survey crews and traffic data collection crews in updating existing topographic survey and traffic data to update outdated information. Using this information, she developed an updated intersection study report and environmental categorical exclusion report. She assisted in updating all other prior plan documents in accordance with new LADOTD standards including geotechnical and pavement design, engineering plans, drainage plans, right-of-way maps, and all other bid and construction documents.</i></p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>	
NAME	<b>Bliss Bernard, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
01/16-04/17	<b>H.011014 / LA 3002: U-TURN: Denham Springs, LA. Project Manager-</b> Mrs. Bernard served as the Project Manager and assisted with the preliminary and final plans for the proposed LA 3002 U-Turn in Denham Springs, Louisiana. This project provides for the construction of a U-Turn between North Range Road and South Range Road (LA 3002), subsurface drainage, and roadway striping modifications. She developed the environmental categorical exclusion, preliminary and final design plans, which included the design of a new roadway, widening existing roadways, intersection improvements, signage and striping, and subsurface drainage. She developed final plan documents, which included title sheet, typical sections, plan and profile sheets, drainage plan and profile sheets, quantities, geometric layout, detail sheets, cross sections, and completed a subsurface drainage analysis using LADOTD's HYDRWIN program.
01/20-12/21	<b>H.002297 LA 37 (SULLIVAN ROAD TO LIBERTY ROAD): East Baton Rouge Parish, LA. Project Manager -</b> Mrs. Bernard served as the Project Manager and was the engineer-of-record responsible for managing and providing all engineering, environmental, and planning services required to determine necessary improvements along the corridor. The purpose of the project was to improve operations and safety along LA 37. Safety improvements were intended to reduce both the number and severity of crashes, and operational improvements included alternatives to increase capacity, reduce traffic delays, and improve the overall level of service in an effort to move people and goods more efficiently. The most common and severe overrepresented crash types was non-collision roadway departures and lack of paved shoulders, substandard roadside ditch slopes, objects within the clear zone, poor lighting, and insufficient pedestrian facilities all contributed to the number and severity of crashes. Mrs. Bernard managed the overall project and was responsible for establishing design criteria in accordance with LADOTD and overseeing concept development and evaluation for roadway alternatives to improve both safety and operations. She served as the engineer-of-record, preparing the Stage 0 Feasibility Study & Environmental Inventory to examine feasibility of improving mobility and operations. She evaluated alternatives and presented findings to LADOTD to select 3 preferred alternatives for 3 segments along LA 37. Upon completion of alternatives traffic study, she was responsible for environmental documentation and developed final signed and sealed Stage 0 Feasibility Report including Stage 0 Checklist, Environmental Checklist, roadway engineering plans, and opinion of probable cost.
06/14-05/17	<b>H.011790 / RIVER ROAD NORTH WIDENING AND OVERLAY: Denham Springs, LA. Project Manager -</b> Mrs. Bernard provided engineering design to widen and overlay the existing River Road North roadway between Centerville Street and North Range Avenue in Denham Springs, LA, for approximately 1.2 miles. Mrs. Bernard designed preliminary and final roadway, sidewalk, and drainage plans and developed construction documents for the River Road North Widening and Overlay Project. She served as the project manager for this project and coordinated between utility companies, LADOTD, and sub-contractors. She coordinated with another design team, which was designing an emergency bridge replacement along the corridor, ensuring seamless design between the 2 projects.
06/19-09/20	<b>STAGE 0 FEASIBILITY STUDY OF MODERN ROUNDABOUTS: Lafayette Parish, LA. Engineer-</b> The project entailed developing Stage 0 Feasibility Studies for 30 conceptual roundabout locations throughout Lafayette Parish for the Acadiana Metropolitan Planning Organization. Mrs. Bernard served as an engineer, and was responsible for data collection, feasibility studies, environmental inventory, and conceptual design of numerous roundabouts in accordance with LADOTD standards, to improve safety at intersections. She also managed the traffic sub-consultant, ensuring quality control of all submittals.
02/15-01/19	<b>H.010723 NORTH BOULEVARD PROMENADE &amp; H.009783 BATON ROUGE GREENWAY: East Baton Rouge, LA. Project Manager -</b> The BR Greenway is a part of an interconnected network of bike/pedestrian pathways that links inner city neighborhoods and expands to downtown parks, businesses, & cultural attractions, utilizing the existing BREC parks, interstate infrastructure, & public rights-of-way. Mrs. Bernard served as the Project Manager and lead engineer to construct a multi-use path, bike lanes, intersection improvements, sidewalks, and median design along the median of North Boulevard from 5th Street to East Boulevard and along East Boulevard to the intersection with the I-10/I-110 interchange. Mrs. Bernard made initial site visits and coordinated with the survey team to assess existing conditions, pathway dimensions, and utility layout. She assisted with the design of the North Boulevard Promenade and the Baton Rouge Greenway in Downtown Baton Rouge, which established a multi-use path within the existing boulevard, created a secondary path as a different way to experience the trees and gardens, and provided safe crossings for bicycle and pedestrian traffic. The design of the multi-use path required Mrs. Bernard to develop typical sections, grading plans, signage and striping layout, geometric layout, demolition layout, and other engineering plans and specifications. Mrs. Bernard was also tasked with developing preliminary and final cost estimates, construction documents, coordination with sub-consultants, and packaging for submittal to LADOTD. Mrs. Bernard was responsible for the engineer's opinion of probable cost, which was highly accurate as the construction bid came in at 1.9% below the engineer's estimate.

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>			
NAME	<b>Jonathan Puls, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>16</b>
TITLE	<b>Senior Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>9</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 2006 / Environmental Engineering; B.S. / 1999 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>34739 / Louisiana / 09-30-2023 (renewal in progress)</b>	
YEAR REGISTERED	<b>2009</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Project Management - Scheduling</b>	
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).		
	<p><i>Mr. Puls' experience includes civil, environmental, and coastal engineering. He has worked on a wide variety of projects ranging from ecosystem restoration, drought studies, permitting and compliance, non-point source runoff improvements, and construction management, including feasibility studies, environmental assessments, and environmental impact statements. He also has a background in natural stream design, cost estimating, risk analysis, incremental cost analysis, and network administration. Mr. Puls has significant experience with project schedule management, currently utilizing Microsoft Project for over 500 individual tasks for LADOTD's I-49 Connector project. He has experience evaluating and updating the schedule, tracking progress, and task leader coordination.</i></p>		
2022-Present	<p><b>44-04128, H.004273.5 / I-49 CONNECTOR (LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE): Lafayette, LA. Project Engineer -</b> Mr. Puls developed and currently maintains the project schedule for the design phase of the I-49 Connector project in Lafayette. The project schedule is managed in Microsoft Project for over 500 individual tasks and 15 task categories. Mr. Puls continually evaluates and updates the schedule by tracking the progress and completion of tasks and coordinating with tasks leaders. Mr. Puls also evaluates the critical path to identify tasks causing schedule slippage and coordinates with the responsible parties. He presents the status of project tasks and overall schedule during weekly meetings with LADOTD management. Mr. Puls also evaluated floodplain impacts within rights-of-way required for the I-49 Connector in Lafayette. Working closely with project designers, he compared existing and proposed project features located within the 100-year floodplain to identify areas where floodplains would be impacted. The quantified findings and evaluation methods were presented for inclusion in SEIS documentation.</p>		
08/14-07/17	<p><b>BATON ROUGE LAKES MASTER PLAN (BATON ROUGE AREA FOUNDATION): Baton Rouge, LA. Project Manager -</b> Mr. Puls was project manager and primary point of contact for GEC on this planning and ecosystem restoration study, located within East Baton Rouge Parish, Louisiana. He managed the data gathering phase of the project, including bathymetric and topographic survey work, as well as geotechnical investigations. Mr. Puls also coordinated a summary report of the findings to be utilized during the development of the master plan and presented the findings to the BRAF and all other members of the technical and planning teams. Mr. Puls utilized his experience with the Baton Rouge Lakes system to provide engineering, cost estimating, and environmental oversight. He coordinated with the Baton Rouge Area Foundation (BRAF), LSU, and various Federal and state agencies to facilitate development of alternatives that will improve the system's ecosystem function and recreational opportunities. Mr. Puls also assisted in the design of proposed alternatives, such as on Constructed Wetlands and excavation activities. Mr. Puls provided all project management tasks, including the management of the schedule for the 3-year project.</p>		
2011-2017	<p><b>HOUMA NAVIGATION CANAL DEEPENING – SECTION 203 FEASIBILITY STUDY: Terrebonne Parish, LA. Project Manager/Environmental Engineer -</b> Mr. Puls was Project Manager and Environmental Engineer on this Section 203 Navigation Study. He assisted in the development of new quantities and a disposal plan for material to be dredged as part of the deepening of the Houma Navigation Canal. Mr. Puls also coordinated with the USACE along with Federal and State agencies to develop a combined Navigation Study and EIS and all pertinent requirements needed for USACE approval. This includes development of a Coordination Act Report, Biological Assessment, NEPA documentation, and all required permits. Mr. Puls was involved in all aspects of the project and coordinated with the USACE, CPRA, LADOTD and local sponsors to complete all applicable reviews, including ATR, IEPR, IPR, CostDX, and ASA(CW). In July 2018, the project received ASA(CW) acceptance and is currently under review with the U.S. Office of Management and Budget. Mr. Puls provided all project management tasks, including the management of the schedule for the 6-year project.</p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>			
NAME	<b>Chelsea Crawford</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>4</b>
TITLE	<b>Technical Writer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>0</b>
DEGREE(S) / YEARS / SPECIALIZATION	N/A		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	N/A		
YEAR REGISTERED	N/A	DISCIPLINE	N/A
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES	Role on this Project: <b>Document Control</b>		
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).		
	<p><i>Ms. Crawford joined GEC in 2019 and assists with report and proposal preparation, particularly for large reports requiring the extensive coordination of many types of data from several individuals. She is responsible for all formatting and editing of draft and final documents. Ms. Crawford has performed these duties for projects related to environmental impact assessments, economic and port development, water resources planning, flood damage assessments, archeology, land use/recreation, and public involvement programs. Ms. Crawford serves as a technical editor and NEPA technical assistant for GEC. In this role, she has become familiar with a variety of research methods and disciplines, including engineering, land use/recreation, water resources planning, flood damage estimation and mitigation, port and facilities planning, environmental impact assessments, specifications and planning documents, and finance and management. Her involvement in these studies has given her experience in report preparation, particularly for large reports requiring the extensive coordination of many types of data from several individuals. In addition, Ms. Crawford has assisted in data collection and related research activities on several projects within the economics and environmental programs.</i></p>		
03/21-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA. Document Control</b> - This project is for design services for the widening of the I-10 corridor from LA 415 to Essen Lane on I-10 &amp; I-12 in Baton Rouge. Ms. Crawford maintains all project documentation for the <b>urban freeway transportation</b> project, including logs, forms, rosters, correspondence, and submittals, on the team SharePoint and OneNote websites and coordinates the recording, filing, and distribution of meeting agendas and minutes.</p>		
12/20-01/23	<p><b>THIRD PARTY EIS FOR THE MID-BARATARIA SEDIMENT DIVERSION (MBSD) (BA-153), PLAQUEMINES PARISH, LA, COASTAL PROTECTION RESTORATION AUTHORITY (CPRA): Plaquemines Parish, LA. Technical Support</b> - The GEC team led the development of a third-party EIS for the MBSD Project being proposed by CPRA. The EIS was prepared under the direction of USACE, New Orleans District, to aid in their decision-making regarding CPRA's permit application pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act, and permissions under 33 U.S.C. Section 408. The third-party EIS assessed the potential negative and beneficial impacts associated with the construction and operation of the project and is consistent with the DWH PDARP/PEIS and associated ROD. Ms. Crawford assisted in the preparation of the public correspondence/response report, which involved compiling and organizing over 40,000 public comments and responses to the comments. Ms. Crawford was also responsible for applying established style guidelines to documents and editing documents for consistency, as well as assisting with printing and distribution of the public notice, draft, and final EIS. She also assisted with the organization and completion of the Administrative Record, which captured all pertinent correspondence, meeting documentation, submittals, references, and other project documents.</p>		
04/23-Present	<p><b>MID-BRETON ENVIRONMENTAL IMPACT STATEMENT: Plaquemines Parish, LA. The Mid-Breton Sediment Diversion</b> project is proposed to deposit sediment and benefit marshes, which will maintain almost 16,000 acres of new land in the Breton Basin during its first 50 years of operation. The EIS analyzed the proposed projects impacts to the social, biological, and natural environments. Ms. Crawford GEC was the prime consultant in developing a RAISE Grant on behalf of LADOTD and the City of Opelousas for the reconstruction of US 190 (Vine Street). Ms. Crawford is providing document control, correspondence and submittals, managing the team Sharepoint, recording, filing, distribution of meeting agendas and minutes, etc. Ms. Crawford is also responsible for applying established style guidelines to documents and editing documents for consistency.</p>		
02/23	<p><b>H.011358.1 US 190 (VINE STREET) RECONSTRUCTION RAISE GRANT: Opelousas, St. Landry Parish, LA. Compliance Review</b> - GEC was the prime consultant in developing a RAISE Grant on behalf of LADOTD and the City of Opelousas for the reconstruction of US 190 (Vine Street). Ms. Crawford performed compliance review and formatting of the application.</p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>			
NAME	<b>Thomas Swanson, PE, PTOE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>16</b>
TITLE	<b>Senior Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>10</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1992 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>30139 / Louisiana / 09-30-2024</b> <b>1016 / US / 04-10-2024</b>	
YEAR REGISTERED	<b>2002; 2006</b>	DISCIPLINE	<b>Professional Engineer, Civil; Professional Traffic Operations Engineer (PTOE)</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Traffic Coordination &amp; QA/QC</b>	
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).		
	<p><i>Mr. Swanson’s career began over 40 years ago when he worked as an electrician for the U.S. Navy. He later graduated in Civil Engineering and has focused much of his career on traffic, ITS, &amp; electrical engineering projects since 1992. While in GEC’s Electrical Department, Mr. Swanson has provided professional engineering services associated with Stage 0 Feasibility Studies, Stage 1 Environmental Assessments, traffic studies &amp; traffic signal design, traffic data collection &amp; analysis, traffic signal warrant analysis, traffic signal timing &amp; optimization, design of isolated traffic signal intersections, development of traffic control devices plans and computerized signal system design and engineering projects. Mr. Swanson has working knowledge of LADOTD’s Sign Manual, Pavement Marking Manual, Traffic Signal Manual, Traffic Engineering Process and Report, and Traffic Engineering Manual. He has completed Modules 1-3 of the Traffic Engineering Process and Report Course offered by LTRC. Mr. Swanson has completed a number of Level 1-4 Transportation Management Plans (TMP), both for ITS and lighting projects. He supports GEC’s engineering group by providing traffic engineering analysis and design in support of the production of preliminary plans for the design and development of construction plans for roadway improvement projects.</i></p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DR. FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA. Traffic Engineer</b> - Mr. Swanson’s responsibilities included the ITS system relocation design, and construction signage and striping (Maintenance of Traffic) and permanent signage and pavement markings for the <b>urban roadway</b>. Mr. Swanson completed the construction signing/striping layout as well as permanent signing/striping.</p>		
2017-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WIDENING, WILLIAMS BLVD. TO VETERANS BLVD.: Jefferson Parish, LA. ITS Engineer</b> - GEC is currently designing the widening of I-10 between Williams Boulevard and Veterans Boulevard interchanges in Jefferson Parish. GEC has submitted 95% final design plans for the <b>urban freeway transportation</b> project and responded to comments. The total project length is 2.58 miles and consists of the construction of one 12’ additional lane with a 10’ shoulder inside along the I-10 eastbound and westbound roadways. This project includes a level 2 Transportation Management Plan (<b>TMP</b>). Mr. Swanson provided plans to relocate the existing CCTV Site, along with an additional CCTV site on the north side of I-10.</p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA. Design Engineer, QA/QC</b> - Mr. Swanson provided design services as well as QA/QC for the ITS portion of for Segment 1 of the <b>urban freeway transportation</b> project. Design included the creation of a ‘duct bank’ to relocate all power conductors and fiber optic communications for ITS devices in one location out of the way of the planned roadway. Design also included the creation of a new DMS site with a sign facing each direction. QA/QC included the relocation of ITS Devices and incorporation of the new system into the existing system.</p>		
05/14-12/15	<p><b>GNOEC, COLD MILL AND OVERLAY THE EAST AND WEST CAUSEWAY BLVD APPROACHES: Mandeville, LA. Traffic Engineer</b> - Mr. Swanson provided traffic engineering services for numerous extended-term data collection of 24-hour counts to mill and overlay the Causeway Blvd. approaches in conjunction with GEC’s ongoing contract.</p>		
2013	<p><b>ESSEN LANE WIDENING, DISTRICT 61: Baton Rouge, LA. Traffic Engineer</b> - Project included widening and improvements of Essen Lane in Baton Rouge between Jefferson Highway and I-10, by adding additional lane in the southbound direction. Mr. Swanson designed modifications and enhancement of existing signals, and the development of a Transportation Management Plan.</p>		
2017	<p><b>PALMISANO BLVD. IMPROVEMENTS: Chalmette, LA. Traffic Engineer</b> - Mr. Swanson completed striping and signing for a bike path.</p>		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	Christopher Nipper, PE	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	6
TITLE	Professional Civil Engineer	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	2
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2014 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		43281 / Louisiana / 09-30-2025	
YEAR REGISTERED	2019	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Road Design, Drainage</b>	
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).		
	<p>Mr. Nipper has 8 years of experience providing preliminary plans and cost estimates for the design and development of construction plans for roadway improvement projects. The first two years of his career were spent as a Road Design Engineer for LADOTD, affording him knowledge of LADOTD standards and guidelines required for roadway projects. He has experience with preliminary plans for roadway projects in accordance with Louisiana Standard Specifications for Highways and Bridges and DOTD's Roadway Design Procedures and Details Manual. This includes current experience with the I-10 Williams to Veterans project which is in the 90% final plans stage and the St. John the Baptist LASAFE Airline and Main Complete Streets project which utilized the LADOTD Roadway Design Procedures and Details Manual and is currently under construction. He has designed projects requiring milling and overlay in accordance with 23 CFR 625, Design Standards for Highways and the current DOTD Design Guidelines for Preservation Projects, EDSM I.1.1.11, Guidance for PRR Projects, and DOTD Pavement PRR Minimum Design Guidelines. Mr. Nipper provides hydraulic analysis and design of drainage features for roadway construction projects in accordance with the current edition of DOTD's Hydraulics Manual. He is also very familiar with AASHTO standards and guidelines and has developed Level 2 Transportation Management Plans for roadway construction projects. He has completed the following training: FHWA-NHI-380096 Modern Roundabouts: Intersections Designed for Safety hosted by LADOTD/LTRC and Modules 1-3 of the Traffic Engineering Process and Report Course offered by LTRC.</p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897, I-10 &amp; I-12 COLLEGE DR FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA. Roadway Design</b> - Mr. Nipper is Roadway Designer for the GEC/Boh Bros. team. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr Flyover Ramp Design-Build <b>urban freeway transportation</b> project. Design is in accordance with Louisiana Standard Specifications for Highways and Bridges and LADOTD's Roadway Design Procedures and Details Manual. Mr. Nipper performed all of the geometric design for the project, and developed all of the roadway construction plans. He was responsible for the hydraulic analysis and design for the entire project, and developed the hydraulic calculations and report. Mr. Nipper was also responsible for calculating quantities for all of the roadway and hydraulic portions of the project.</p>		
06/17-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074, I-10 WIDENING, WILLIAMS TO VETERANS: Jefferson Parish, LA. Road Design</b> - Project included the design of the addition of a lane to the existing interstate and the widening/replacement of bridges to accommodate the additional lane. Mr. Nipper was responsible for the hydraulic design of the proposed bridge decks, the westbound proposed bridge vertical curve, and for calculating elevations along bridge bents and girders. He assisted with the submittal of 95% final plans for the <b>urban freeway transportation</b> project in accordance with LADOTD's Roadway Design Procedures and Details Manual.</p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: East/West Baton Rouge Parish, LA. Road Design Engineer</b> - This project involves the widening of I-10 westbound and eastbound from the Mississippi River Bridge to the I-10/I-12 split. Mr. Nipper provided the geometry, both vertical and horizontal, for the retaining walls needed along the <b>urban freeway transportation</b> project corridor, and was responsible for developing the plan and profile sheets for the retaining walls. He was also responsible for the redesign of the Perkins Road overpass area which includes the realignment of an existing local roadway, implementing new parking areas and pedestrian facilities, the design of new subsurface drainage systems, and the quantities associated with the Perkins Road overpass redesign.</p>		
02/19-07/20	<p><b>ST. TAMMANY PARISH GOVERNMENT, I-10 SERVICE ROAD BRIDGE REPLACEMENTS: St Tammany Parish, LA. Road Design Engineer</b>- The project included the replacement of two slab span bridges, Mr. Nipper was responsible for the vertical alignment, proposed length of the bridges, placement of the new bridges, and guardrail design. Mr. Nipper designed the new roadway approaches to the new bridge and calculated all of the quantities and estimated the construction cost for the project.</p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>	
NAME	<b>Christopher Nipper, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
09/20-Present	<b>BLUEBONNET BLVD. (PERKINS TO PICARDY): Baton Rouge, LA.</b> <i>Road Design Engineer</i> - GEC is designing the widening of Bluebonnet Blvd., an <b>urban roadway</b> , to include an additional lane in each direction, a 10-ft. wide shared use path on the west side, a 5-ft. wide sidewalk on the east side, painted bike lanes, roadway markings, flashing beacons, bus stops, refuge islands, roadway warning lights, high visibility crosswalks, and planting buffers for improved pedestrian safety, accessibility, and mobility to area facilities. The project includes replacement of existing bridges at Dawson Creek. Mr. Nipper assisted in preparing the drainage map depicting existing conditions for the 9,730-acre drainage area. Mr. Nipper also developed the soil map for the drainage area and computed the curve number and associated flow through Dawson Creek.
09/19-Present	<b>LASAFE AIRLINE AND MAIN COMPLETE STREETS: LaPlace, LA.</b> <i>Road Design Engineer</i> - The project involved the design of a shared use path along Airline Highway that would connect to Main St. This path will accommodate pedestrians and bicyclists to improve accessibility and mobility, along with curb bump outs to reduce the crosswalk distances and eliminate parking within the vicinity of the crosswalks to improve sight distance of pedestrians at the crossings. The corridor utilizes landscaped bioswales to capture and slow runoff while simultaneously providing beautification of the area. Main St. was redesigned to accommodate on street parking, sidewalks were added down the entire project corridor on both sides, and bicycle lanes were added as well. Mr. Nipper provided the vertical and horizontal alignments for the project, as well as the design for Main St. The reduced travel lane widths, replacing the shoulder with a bike lane, and constructing parallel parking, curbing, sidewalks, and landscaping helped to provide a traffic calming effect to keep vehicle speeds lower. He provided the hydraulic analysis needed to convert existing open ditches along the project into subsurface drainage systems to capture and slow runoff. Mr. Nipper also provided the estimated quantities and cost estimate. The project, currently under construction, utilized the LADOTD Roadway Design Procedures and Details Manual.
2017	<b>LA 3152, CLEARVIEW OPERATIONAL IMPROVEMENTS: Jefferson Parish, LA.</b> <i>Designer</i> - This project involved the milling and overlaying of LA 3152 and new pavement marking and signage. Along with the milling and overlaying, turn lanes were being added, extended, etc., so new pavement sections were designed. Mr. Nipper was involved in checking and correcting the plans. He checked and calculated quantities and the estimated costs.
06/17-10/18	<b>H.012783 / WB VETERANS, SEVERN AVE. – CLEARVIEW PKWY.: Jefferson Parish, LA.</b> <i>Co-Designer</i> – This project involved the milling and overlay of Veterans Blvd. Two new drainage systems were also designed along with graphical grades to reduce ponding along the roadway. Mr. Nipper was involved with checking the design of the drainage systems, along with the design of the typical sections. He also calculated quantities and estimated costs associated with the project.
06/22-Present	<b>SHARP RD.: Mandeville, LA.</b> <i>Road Design Engineer</i> - This project involved the design of subsurface drainage systems, and the replacement of existing cross drains to increase safety for this heavily trafficked roadway by improving pavement conditions and drainage, along with providing a safe place for pedestrians and bicyclists. The existing cross drains were analyzed and upgraded accordingly to handle the 50-year design storm in that region. The project also involved the reconstruction of the roadway and roadside ditches, while staying within the existing right-of-way, and the construction of a pedestrian walkway. Mr. Nipper was responsible for the entire design for the project, including standard safety features, including rumble strips, visible lane markings, shoulder wedge, guardrails, and safety end treatments, along with delineating drainage areas for multiple cross drains, and many subsurface systems, and determining the sizes and placement for these new drainage structures. Mr. Nipper developed the construction plans for the project, and also calculated the quantities required for construction.
04/19-05/20	<b>H.013542 / CHEVELLE DRIVE AND SARASOTA DRIVE BRIDGE REPLACEMENTS: East Baton Rouge Parish, LA.</b> <i>Design Engineer</i> - Mr. Nipper provided all investigations, preliminary plans, and preparation of final construction contract plans for the replacement of the Chevelle Drive and Sarasota Drive Bridges in East Baton Rouge Parish. Mr. Nipper provided the horizontal and vertical alignments, calculated the quantities, and prepared the cost estimate for both bridge sites. He also performed a hydraulic analysis and prepared a hydraulics report for each bridge.
06/20-10/20	<b>US HWY 190 DRAINAGE CROSSING: Livingston Parish, LA.</b> <i>Road Design Engineer</i> - This project involved the design of a concrete box culvert cross drain. This cross drain was being added alongside an existing box culvert in order to assist with drainage to alleviate backwater flooding. Mr. Nipper calculated the quantities and developed the construction plan documents. Mr. Nipper also assisted in the drainage analysis and design of the concrete box culvert.

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Logan Michel, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>1</b>
TITLE	<b>Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>7</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 2015 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>43970 / Louisiana / 03-31-2024</b>	
YEAR REGISTERED	<b>2019</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Road Design</b>	
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).		
	<p><i>Logan Michel, PE has 8 years of experience focused on road design. He was involved in developing all aspects of roadway planning for LADOTD state projects, including bridge spot replacement, roundabouts, overlay projects, and new roadway development. His expertise includes planning and design, project and construction management, and preparation and review of construction data and reports, including cost estimates, specifications, test results and schedules. He provided oversight for major projects and conducted project meetings on design modifications, work progress and safety measures. Mr. Michel has completed the Traffic Engineering Analysis Process and Report Modules 1-3 training. He has experience developing Level 1 &amp; 2 Transportation Management Plans for roadway construction projects and is familiar with the current editions of LADOTD's Louisiana Standard Specifications for Roads and Bridges, LADOTD's Roadway Design Procedures and Details Manual, LADOTD's Minimum Design Guidelines, Roadside Design Guide, and Hydraulics Manual.</i></p>		
08/22-Present	<p><b>MID-CITY RR126 GROUP C, RR127 GROUP D, AND RR128 GROUP E: New Orleans, LA. Project Engineer</b> - GEC is preparing plans, specifications, and estimates for the removal and replacement of an existing asphalt and concrete pavement and drainage structures, as well as replacement of waterline and sewer main. Tasks include horizontal and vertical geometry, subsurface drainage design, and cross section development. Mr. Michel is providing project design services.</p>		
08/22-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WIDENING, WILLIAMS TO VETERANS: Jefferson Parish, LA. Road Design</b> - Project included the design of the addition of a lane to the existing interstate and the widening/replacement of bridges to accommodate the additional lane for this <b>urban freeway transportation</b> project. Mr. Michel reviewed GEC's 95% final plans submittal which was in accordance with LADOTD's Roadway Design Procedures and Details Manual.</p>		
08/22-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897, I-10 &amp; I-12 COLLEGE DR FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA. Roadway Design</b> - Mr. Michel is Roadway Designer for the GEC/Boh Bros. team. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr Flyover Ramp Design-Build <b>urban freeway transportation</b> project. Design is in accordance with Louisiana Standard Specifications for Highways and Bridges and LADOTD's Roadway Design Procedures and Details Manual. Mr. Michel developed and revised Maintenance of Traffic (MOT) plans for all phases of construction. Mr. Michel is responsible for editing current or future design and revising previously approved plan sheets as the project progresses. He works closely with the contractor to provide safe and effective ongoing construction for all parties.</p>		
10/18-10/21	<p><b>H.010815.6 / LA 124 EXTENSION (SEGMENT 1): Catahoula Parish, LA. Project Engineer</b> - This project consisted of constructing a private drive into a new state road (LA 124). Mr. Michel's responsibilities included plan production, designing new vertical and horizontal alignments based on LADOTD's Minimum Design Guidelines and Roadside Design Guide, hydraulic analysis, geometric design, drainage design for multiple culvert locations (RCB culverts &amp; cross drains), cost analysis and estimation.</p>		
03/16-08/19	<p><b>H.001679.6 / LA 146 BRIDGES NEAR VIENNA: Lincoln Parish, LA. Project Engineer</b> - This multiple site project included replacing three deficient bridges on LA 146 on the existing horizontal alignment with 4-8'X8' reinforced box culverts, 4-7'X6' reinforced box culverts, and a new slab span bridge. Mr. Michel's responsibilities included all engineering design for civil roadway aspects including plan preparation and production; design of vertical alignment and superelevation based on LADOTD's Minimum Design Guidelines and Roadside Design Guide, drainage and guardrail design; design of an overlay section; signage and detour layout; crash data study; cost analysis and estimation.</p>		

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>			
NAME	<b>Daniel Thornhill, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>3</b>
TITLE	<b>Office Executive</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>22</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1997 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>31367 / Louisiana / 09-30-2024</b>	
YEAR REGISTERED	<b>2006</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Roadway/hydraulics/bridge design</b>	
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).		
11/21 - Ongoing	<p><b>US 371: KCS RR OVERPASSES HBI:</b> Webster Parish, Louisiana   LADOTD   Principal/Project Manager. Responsible for the design and development of construction plans for the replacement of 3 bridges at two locations along US 371. First location is the replacement of a 3 span bridge over KCS Railroad in Sibley, LA. Project entails the development of new bridge alignment following DOTD and KCS Railroad requirements along with modifications of the existing road to accommodate the new bridge vertical alignment. Additional site requirements include developing a detour road/bridge alignment to construct the new bridge under traffic along with reconstruction of LA 164/US 371 intersection. Second location is the replacement of parallel bridges along US 371 at the Minden/I-20 interchange. Bridges will be replaced in phase construction to maintain traffic. Two new 3-span bridges will be construction over KCS railroad meeting all the required DOTD and KCS design requirements as required at the Sibley bridge site.</p>		
08/22 - Ongoing	<p><b>BARKSDALE AFB ENTRANCE ROADS:</b> Bossier Parish, Louisiana   NAVFAC SE   Transportation Design Lead. Responsible for the development of construction plans for new entrance roads for Barksdale AFB. The project includes a new roundabout at the Air Force Base gates along with new 4-lane divided highway to tie into the new LA 1267 highway constructed by DOTD under the I-20/I-220 Design Build interchange improvements. Additional responsibilities include coordination with the DOTD I-20/I-220 Project Manager and Design Build Owner Verification Managers along with overseeing new roadway design that meets DOTD Design requirements. Plans were broken into two separate construction plans (Rough Grade and Final Design). The new roundabout is designed to be a multi-lane roundabout that accommodates the new LA 1267 spur of the I-20/220 interchange.</p>		
10/22 - Ongoing	<p><b>INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OFF-SYSTEM BRIDGE PROGRAM – DISTRICT 07   LADOTD:</b> Principal. Responsible for the oversight of the development of a Preliminary Bridge Matrix and Final Structure Recommendation for the off-system bridge program for five parishes in District 07. Project is broken into Initial Phase and Final Design Phase. Matrix developments were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3 million dollars with allocations for each parish. Additional responsibilities included meeting with each Parish engineer/Policy Jury to determine priority for which bridges needed replacement. Based on priorities, environmental screening was done to determine any mitigation requirements along with determining if additional rights-of-way may be required along with utility relocations. The Final Structure Recommendation determined how many bridges could be replaced on program with allocated funds that also included design and inspection cost</p>		
07/23 – Ongoing	<p><b>SR 35 ADDITIONAL LANES:</b> Jackson County, Alabama   Alabama Department of Transportation   Roadway Engineer. Responsible for the adjustment of the project main centerline to shift the horizontal alignment away from a drainage outfall/waterfall that has a cave underneath it. The shift of the alignment was to avoid any potential future sinkholes based on the cavern survey. The project consisted of converting an existing 2-lane roadway to a 5-lane roadway with a two-way turn lane in the center. The end of the project alignment was adjusted from tying to the existing roadway vs. the previously set future alignment. Once the alignments were approved by ALDOT, the roadway models were re-built based on new horizontal alignments and profiles.</p>		
03/20 - Ongoing	<p><b>PECUE LANE/I-10 INTERCHANGE:</b> East Baton Rouge Parish, Louisiana   East Baton Rouge Parish Department of Public Works   Project Manager. Overseeing Michael Baker’s services on this contract, which include the development of preliminary and final engineering plans for the construction of the bridge structures and retaining walls needed for the new I-10 interchange with multiple through and turn lanes on Pecue Lane, an entrance ramp and exit ramp on eastbound I-10, an entrance ramp and exit ramp on westbound I-10, replacing the current two lane overpass bridge, replacing the Pecue Lane/Wards Creek Bridge, and other work within the limits of the project. Currently performing various construction administration duties, including responding to RFIs.</p>		

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>	
NAME	<b>Daniel Thornhill, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
04/22 - Ongoing	<b>LA 30: EBR PL – I-10:</b> East Baton Rouge, Iberville, and Ascension Parishes, LA   Principal/Project Manager. Responsible for the oversight of the Environmental Assessment (EA) of the widening of LA 30 from a 2-lane roadway to 4-lane roadway. Project is currently in Part 1 of the EA which main focus on traffic count/study/analysis along with some early environmental field screening, initial geometric improvements at existing 5 intersections, SUE services, and development of existing hydraulic flows for existing 6 bridge/culvert structures. Additional responsibilities include oversight of existing alignments along with existing right-of-way lines. Additional coordination required is with DOTD new Mississippi River Bridge Environmental on-going project.
08/16 – 06/17	<b>W. PARKER BLVD INTERSECTION IMPROVEMENT:</b> East Baton Rouge Parish, Louisiana   East Baton Rouge Parish   Project Manager. Responsible for the addition of a left turn from W. Parker Blvd onto Burbank Dr. Project included the removal and replacement of existing sidewalks to adhere to ADA standard. Project tied to DOTD maintained LA 42 (Burbank Dr). Project included the addition of catch basins to capture the flow for the new turn lane, replacement of existing clay sub-surface drainage with reinforced concrete pipe, along with grading behind the curb to drain the neighboring properties.
05/16 – 01/18	<b>HAM REID ROAD AT LAKE STREET (LA 3092) INTERSECTION IMPROVEMENT PROJECT   CALCASIEU PARISH POLICE JURY:</b> Project Manager/Lead Design Engineer. Responsibilities included the development of construction plans for a new single lane roundabout at the intersection of Ham Reid Road and Lake Street (LA 3092). The new roundabout would be a 4-leg roundabout that would connect to Spanish Mission Trail roadway of Trails Subdivision with one of roundabout legs to provide seamless connectivity with Ham Reid Road to eliminate a possible Z-intersection configuration with only a 3-leg roundabout. Mr. Thornhill's responsibilities included coordination with both Calcasieu Parish Project Manager, LA DOTD District 7 Engineers, and LA DOTD Project Permit Specialist; development of geometric layouts both horizontally and vertically, development of right-of-way taking lines and coordination of right-of-way maps with surveyor, and hydraulic analysis for both subsurface and storm water flow. Project was being done as a permit project for Calcasieu Parish through LA DOTD District 7.
03/14 – 08/15	<b>I-12 ENTRANCE RAMP AT MILLERVILLE ROAD:</b> East Baton Rouge Parish, Louisiana   Project Manager/Engineer. Responsible for the design and construction of a new westbound entrance ramp from Millerville Road to I-12. Project included widening of Millerville Road to accommodate new double left turn lanes at new intersection at new development. Project included developing construction plans to meet LADOTD and FHWA design guidelines and standards. Addition construction plan details involved development of traffic control plans for a lane shift of three (3) lanes along I-12 to provide protection for construction workers while the new entrance ramps were being constructed along with addition of new traffic signals and remove of an existing traffic signal. Project was issued a project permit through LADOTD District 61.
08/12 – 01/18	<b>JUBAN ROAD (LA 1026) WIDENING (I-12 TO US 190):</b> Livingston Parish, Louisiana   Project Manager/Lead Design Engineer. Responsible for the development of construction plans for the widening of Juban Road from a 2-lane roadway to a 4-lane boulevard from just north of the I-12 Interchange to US 190. Improvements included three (3) multi-lane roundabouts along Juban Road while including sidepaths on both sides of Juban Road to meet the LADOTD complete streets initiative. Access Management was a priority along this route therefore the median was reduced to 6' to 8' to discourage left turn movements and make all driveways right-in/right-out while utilizing the roundabouts for U-turn movements. The first roundabout was located at future driveway number 5 for the Juban Crossing future development. The second roundabout was located midway along project with addition of service roads to encourage Livingston Parish to extend during future development to reduce driveways along Juban Road. The third roundabout was located at the Juban Road at US 190 intersection. The roundabout would replace an existing signal that causes traffic congestion especially during peak afternoon traffic. Project included all necessary improvements along US 190 for the new roundabout and additional turn lane for the new Sanctuary Development.
02/20 – Ongoing	<b>PECUE LANE/I-10 INTERCHANGE:</b> East Baton Rouge Parish, Louisiana   Project Manager. Responsible for the Construction Administration for Design Phase II (Completed 2022) and Design Phase III (Currently Under Construction). Mr. Thornhill was the lead engineer handling all RFI and Shop Drawings reviews as they were submitted. Design Phase II was for the construction of twin bridges over I-10 and MSE Walls for a new Diversion Diamond Interchange and Phase III is for new MSE Walls for interchange ramps.

FIRM EMPLOYED BY		Michael Baker International, Inc.	
NAME	Alison Gonzalez, PE	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	3
TITLE	Project Manager - Roadway	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	15
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2007 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		47215 / Louisiana / 03-31-2025	
YEAR REGISTERED	2022	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Roadway design engineer</b>	
EXPERIENCE DATES (MM/YY-MM/YY)	EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED CONTRACT; I.E., "DESIGNED DRAINAGE", "DESIGNED GIRDERS", "DESIGNED INTERSECTION", ETC. EXPERIENCE DATES SHOULD COVER THE YEARS OF EXPERIENCE SPECIFIED IN THE APPLICABLE MPR(S).		
05/23 - Ongoing	<p><b>US 371:</b> KCS RR Overpasses HBI, Webster Parish, Louisiana   LADOTD   Project Engineer. Responsible for the design and development of construction plans for the replacement of 3 bridges at two locations along US 371. First location is the replacement of a 3 span bridge over KCS Railroad in Sibley, LA. Project entails the development of new bridge alignment following DOTD and KCS Railroad requirements along with modifications of the existing road to accommodate the new bridge vertical alignment. Additional site requirements include developing a detour road/bridge alignment to construct the new bridge under traffic along with reconstruction of LA 164/US 371 intersection. Second location is the replacement of parallel bridges along US 371 at the Minden/I-20 interchange. Bridges will be replaced in phase construction to maintain traffic. Two new 3-span bridges will be construction over KCS railroad meeting all the required DOTD and KCS design requirements as required at the Sibley bridge site.</p>		
05/23 - Ongoing	<p><b>LA 30:</b> EBR PL – I-10, East Baton Rouge, Iberville, and Ascension Parishes, Louisiana   LADOTD   Project Engineer. Responsible for the development of alternatives for the Environmental Assessment (EA) of the widening of LA 30 from a 2-lane roadway to 4-lane roadway. Project is currently in Part 1 of the EA which main focus on traffic count/study/analysis along with some early environmental field screening, initial geometric improvements at existing 5 intersections, SUE services, and development of existing hydraulic flows for existing 6 bridge/culvert structures. Additional responsibilities include development of existing alignments along with existing right-of-way lines.</p>		
12/21 - Ongoing	<p><b>SR 25 AT SAVANNAH &amp; MIDDLE RIVER   SCOTT BRIDGE COMPANY, INC.:</b> Lead Roadway Engineer. Responsible for preparing all roadway submittals as required by the Design Build Agreement (DBA), including preliminary plans, final plans, release for construction (RFC) plans, and NPDES permitting plans. Michael Baker provided the Design-Build Services to replace two bridges along SR 25, one over the Savannah River (James P. Houlihan Bridge) and one over Middle River. Traffic will be maintained on the existing bridges while the proposed bridges are constructed parallel to the existing bridges. A Section 4(f) evaluation is required for impacts to historic resources and public recreational land, along with consultations with USFWS and NOAA fisheries due to the presence of federally protected aquatic species.</p>		
04/20 - Ongoing	<p><b>SEA ISLAND ROAD BRIDGE REPLACEMENT OVER DUNBAR CREEK   GEORGIA DEPARTMENT OF TRANSPORTATION:</b> Lead Roadway Engineer. Responsible for concept design and report development, preliminary plans, right-of-way plans, and final plans for the replacement of an existing bridge located on CR 583/Sea Island Road over Dunbar Creek on St. Simons Island. The proposed bridge will be raised one foot to meet the 100-year flood elevation. An onsite detour will be utilized by constructing a temporary bridge to the north of the existing bridge where traffic will be routed during construction. The roadway approaches were reconstructed to provide two 12-foot lanes with 8-foot rural shoulders.</p>		
01/18 - Ongoing	<p><b>I-16/I-95 GENERAL ENGINEERING CONSULTANT SERVICES:</b> Savannah, Georgia   Georgia Department of Transportation   Subject Matter Expert. Responsible for reviewing roadway plans and design calculations to ensure that the design is in compliance with the Design-Build Agreement (DBA). Michael Baker is providing owner's representative post-let general engineering consultant services on the I-16 at I-95 interchange improvements and I-16 widening, as part of GDOT's MMIP program. Services include final design review, submittal review, and owner's verification of design-builder-provided construction engineering and inspection services.</p>		

FIRM EMPLOYED BY **Michael Baker International, Inc.**NAME **Alison Gonzalez, PE***Continued Resume*

09/17 – 04/23	<p><b>BRIDGE BUNDLE - SR 10 LOOP EB &amp; WB AT MIDDLE OCONEE RIVER (PI#0013715), SR 82 AT MIDDLE OCONEE RIVER (PI#0013819):</b> Clarke and Barrow Counties, Georgia   Georgia Department of Transportation   Assistant Project Manager. Responsible for this 0.10-mile long bridge replacement project on the northwest side of the heavily travelled SR 10 loop. This bridge replacement project is a 4-lane divided rural freeway around the city of Athens, GA to replace the existing 288-foot long, twin steel beam bridges, with a 3-span 350-foot long PSC beam bridge over the river. Staged construction will be utilized by first building a portion of the new bridge in the median area while traffic is maintained on the existing bridges. SR 82 is a 0.30-mile long 2-lane rural bridge replacement project that will replace the existing 4-span 250-foot long steel beam bridge with a 270-foot long, 3-span PSC beam bridge on a curved roadway alignment over the river. ABC techniques and an off-site detour will be utilized by closing the roadway to minimize the construction schedule and disruption to the public. M&amp;N is responsible for overall project management, concept design, public involvement, environmental, preliminary plans, right-of-way plans, final construction plans including full bridge design and bridge hydraulic studies on this bundle.</p>
06/16 - Ongoing	<p><b>QUACCO ROAD WIDENING, CHATHAM COUNTY, GEORGIA:</b> Chatham County   Design Engineer. Provided design engineering for the proposed Quacco Road Improvements project. The project includes roadway widening and operational improvements to intersections, drainage features, and pedestrian facilities along a 2.6-mile-long segment of this corridor beginning just east of the existing bridge over I-95 and terminating at the existing signalized intersection with US 17. In addition, ADA compliant sidewalks and a 10' shared use path will contribute to the connectivity for the existing commuter bus route of Chatham Area Transit (CAT). The project deliverables will include completion of concept design, preliminary plans, stormwater management, right-of-way plans and final plans.</p>
05/14 – 04/19	<p><b>OPERATIONAL, SAFETY AND PEDESTRIAN IMPROVEMENTS ALONG MAXHAM ROAD:</b> Douglas County, Georgia   Douglas County   Lead Engineer. Led design efforts for the construction of operational, safety and pedestrian improvements along Maxham Road from SR 6/Thornton Road to Tree Terrace Parkway. This project includes 0.5 miles of roadway improvement, stormwater management facilities, and sidewalks. The project deliverables include concept, preliminary and final construction plans, right of way plans and NPDES permitting.</p>
11/01 – 10/15	<p><b>SR25CO/BAY STREET WIDENING:</b> Chatham County, Georgia   Chatham County   Design Engineer. Responsible for the widening of 1.3 miles of an existing sub-standard four-lane facility to a four-lane section with raised median and urban shoulders. A high volume of pedestrian traffic and potentially historic properties along the project corridor complicates the project. One of the major purposes of this project was to improve pedestrian safety by providing accessible pedestrian facilities with connections to adjacent businesses, neighborhoods, parks, and bus facilities. The completed project will provide a safe and aesthetically pleasing gateway to Savannah from the west. The project deliverables include concept development and approval, preliminary and final construction plans, right of way plans and NPDES permitting.</p>
01/21 - 01/21	<p><b>S.R. 9 AT ELIZABETH WAY PEDESTRIAN HYBRID BEACON PROJECT:</b> Roswell, Georgia   City of Roswell   Lead Roadway Engineer. Michael Baker provided design and engineering services for the development of a pedestrian hybrid beacon crossing on S.R.9. The pedestrian crossing is between the signalized intersections of Canton Street and Norcross Street and provides connectivity between Roswell City Hall and the Canton Street restaurant and business district. For the project, Michael Baker installed traffic signal mast arms for both approaches on S.R. 9, pedestrian signal equipment, a traffic signal controller, and fiber optic connectivity to the Roswell Department of Transportation communication network. In addition, the construction included the installation of a raised median for pedestrian refuge and modifications to the pavement striping to accommodate the pedestrian hybrid beacon.</p>

FIRM EMPLOYED BY		Michael Baker International, Inc.	
NAME	Brandon Pitre, PE, RSP <sub>1</sub>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	3
TITLE	Transportation Engineer	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	7
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2010 / Civil Engineering; MS / 2012 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		40975 / Louisiana / 03-31-2025; Roadway Safety Professional 1 / 12-2025	
YEAR REGISTERED	2016; 2020	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Roadway design engineer</b>	
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).		
11/21 - Ongoing	<p><b>US 371: KCS RR OVERPASSES HBI:</b> Webster Parish, Louisiana   LADOTD   Transportation Engineer/Project Manager. Mr. Pitre is the project manager of the project while also serving as the roadway design lead for the project who will oversee the delivery of the Preliminary and Final roadway and bridge design plans. The project consists of the design and replacement of three bridges which cross over a KCS railroad line at two different locations in Webster Parish (Sibley and Minden). The new bridges will be concrete girder-type and includes widening the two existing bridges in Minden to accommodate an additional travel lane for each bridge. A detour bridge will also be included for the Sibley location. Strict adherence to the KCS railroad design guidelines as well as adequate coordination with KCS will have to be maintained during all phases of design.</p>		
08/22 - Ongoing	<p><b>BARKSDALE AFB ENTRANCE ROAD AND GATE COMPLEX, DESIGN-BUILD:</b> Bossier Parish, Louisiana   NAVFAC SE   Transportation Engineer. Mr. Pitre is responsible for the roadway design and construction plan development of this project. The project consists of the design and construction of an extension of an existing state-owned highway, LA 1267, along with a new multi-lane roundabout. The new roadway will be a 4-lane divided highway entrance into the Barksdale AFB. Mr. Pitre is mainly responsible for the development of the 3D roadway design model for the project as well as overseeing the delivery of the construction plans and obtaining the required project permit for the construction of the new roadway</p>		
10/22 - Ongoing	<p><b>INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OFF-SYSTEM BRIDGE PROGRAM – DISTRICT 07   LADOTD:</b> Project Manager. Responsible for the development of Preliminary Bridge Matrix and Final Structure Recommendation Matrix for the off-system bridge program for five parishes in District 07. Project is broken into Initial Phase and Final Design Phase. Matrix developments were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3 million dollars with allocations for each parish. Additional responsibilities included meeting with each Parish engineer/Policy Jury to determine priority for which bridges needed replacement. Based on priorities, environmental screening was done to determine any mitigation requirements along with determining if additional rights-of-way may be required along with utility relocations. The Final Structure Recommendation determined how many bridges could be replaced on program with allocated funds that also included design and inspection cost.</p>		
07/23 - Ongoing	<p><b>SR 35 ADDITIONAL LANES, JACKSON COUNTY, ALABAMA   ALABAMA DEPARTMENT OF TRANSPORTATION:</b> Project Engineer/Roadway Modeling Lead. Responsibilities included the development of 3D Inroads roadway models of SR 35 based on an updated horizontal and vertical alignment. Additional responsibilities included open ditch and subsurface drainage design, roadway plan production which involved development of roadway plan / profile and cross section sheets. Project scope included asphalt milling/overlay, sections with milling/overlay with pavement widening, as well as a section of full-depth pavement construction. Project was on an accelerated timeline in order to meet the ALDOT scheduled project letting date for end of 2023.</p>		
08/21 - Ongoing	<p><b>PECUE LANE/I-10 INTERCHANGE:</b> East Baton Rouge Parish, LA   East Baton Rouge Parish Department of Public Works   Roadway Designer. Leading Michael Baker's services on this contract, which include the development of preliminary &amp; final engineering plans for the construction of the bridge structures and retaining walls needed for the new I-10 interchange with multiple through &amp; turn lanes on Pecue Lane, an entrance ramp &amp; exit ramp on eastbound I-10, an entrance ramp &amp; exit ramp on westbound I-10, replacing the current two lane overpass bridge, replacing the Pecue Lane/Wards Creek Bridge, and other work within the limits of the project. Currently performing various construction administration duties, including responding to RFIs.</p>		
04/22 - Ongoing	<p><b>LA 30: EBR P/L – I-10:</b> Iberville and Ascension Parishes, Louisiana   LADOTD   Transportation Engineer/Project Manager. Mr. Pitre is the project manager of the project while also serving as the lead roadway design engineer for the project. The project is an environmental assessment (EA) which consists</p>		

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>	
NAME	<b>Brandon Pitre, PE, RSP<sub>1</sub></b> <span style="float: right;"><i>Continued Resume</i></span>
	of widening approximately 14 miles of LA 30 from two lanes to at least four lanes. Mr. Pitre is responsible for generating the line-and-grade diagrams to evaluate the reasonable alternatives based on the traffic analysis and recommended improvements to the major intersections along the project limits.
08/19 – 12/19	<b>ALPHONSE FORBES ROAD BRIDGE REPLACEMENT:</b> Central Louisiana   East Baton Rouge Parish   Transportation Engineer. Mr. Pitre assisted on this project by collecting relevant design data, as-built drawings, and similar go-by project drawings and documents. He was responsible for compiling preliminary hydraulics study reports, assembling roadway design standards, performing QC/QA reviews of roadway drawings and other project deliverables, and generating a preliminary construction cost estimate.
06/18 – 12/19	<b>US 90 RAMPS AT LA 88 ROUNDABOUTS:</b> New Iberia, Louisiana / Highway Safety Design Retainer   LADOTD   Lead Roadway Designer. Mr. Pitre served as lead Roadway Design Engineer for this project whose scope consisted of converting the eastbound and westbound U.S. 90 ramp terminals into two multi-lane roundabouts, along with making improvements to the existing drainage network (sub-surface and open ditch) to increase hydraulic capacity. Since the local project representatives expressed concerns for design solutions aimed at reducing flooding during intense rain events, many of the existing cross drains, side drains, and existing roadside ditches needed to be upsized. Other safety measures were implemented in this project by the following measures: safety end treatments on culvert ends adjacent to LA 88, guard rail improvements based on the latest DOTD design standards, flexible traffic delineators separating lanes of opposing traffic flow, and two U-turns (bulb-outs) added along LA 88 on each side of U.S. 90. Responsible for roadway design and construction plan production, completing the 100% Preliminary Plans based on comments from the client at the Plan-In-Hand meeting. This involved resolution of all the client's comments from the 100% Preliminary Plans submittal which involved items such as: modifying the typical pavement sections and details, adjusting the roadside ditch geometry, revising the construction sequencing layout, modifying the drainage design, and creating the permanent signing and pavement marking layout sheets. Responsible for developing and delivering the 100% Final Plans as the Engineer of Record which involved determining the required quantities of the required construction items and developing the accompanying construction cost estimate. Other work for this project included creating the existing and proposed drainage maps, hydraulics calculations utilizing DOTD's HYDRWIN program and preparation of the hydraulics report.
12/17 – 07/18	<b>U.S. 190B AT JEFFERSON AVENUE ROUNDABOUT DESIGN FOR HIGHWAY SAFETY DESIGN RETAINER:</b> Covington, Louisiana   LADOTD   Roadway Design Engineer. Responsible for design and construction plan production for this project, whose scope consisted of converting a four-way intersection into a single-lane roundabout in downtown Covington in an area of narrow right-of-way limits. Responsible for completing 100% Preliminary Plans based on comments from the client (DOTD) at the Plan-In-Hand meeting. This involved making several changes to the plans such as: revisions to the typical pavement section and details, plan and profile sheets, and construction sequencing sheets. Responsible for developing the 60% Final Plans which involved resolution of all the client's comments from the 100% Preliminary Plan submittal, determining the required construction items, and developing the accompanying construction cost estimate. Other work included hydraulics calculations utilizing DOTD's HYDRWIN drainage program and preparation of the hydraulics report. During the 60% Final Plans development stage, this project was halted by DOTD based on the significant real estate cost for acquisition of an adjacent property (gas station on intersection corner).
11/15 – 06/17	<b>FRANCIS ROAD EXTENSION:</b> Covington, Louisiana   St. Tammany Parish Government   Transportation Engineer. Assisted in design and construction plan production of a two-lane asphalt roadway extension project to better serve local community by providing better connectivity between the local subdivisions and a recreational facility. Responsible for conducting drainage analysis to compare pre- and post-development drainage design and to determine required culvert sizing for new, required cross drain, as well as nearby roadside drainage structures. Mr. Pitre's other responsibilities included assembling construction plans for the client, which highlighted the different roadway alignment alternatives. These options were presented to give the client an idea of what the impact financially and logistically would be
10/16 – 01/17	<b>PECUE LANE/I-10 INTERCHANGE:</b> East Baton Rouge Parish, Louisiana   Project Engineer. Responsible for various construction administrative tasks for the project including review of contractor shop drawings and submittals and responding to RFI's for both Phase II and/or Phase III. Phase II included the design of a new diverging diamond interchange and MSE retaining walls MBI was responsible for the bridge structure design and construction plan development. Project scope of the Phase III portion included the design of the MSE retaining walls for the new entrance and exit ramps.

FIRM EMPLOYED BY		Michael Baker International, Inc.	
NAME	Alexis Harrouch, EI	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	1
TITLE	Engineer Intern	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	1.5
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2020 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		34742 / Louisiana / 09-30-2025	
YEAR REGISTERED	2021	DISCIPLINE	Engineer Intern
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Support for roadway design and plans development</b>	
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).		
10/22 - Ongoing	<b>US 371: KCS RR OVERPASSES HBI</b> , Webster Parish, Louisiana   LADOTD   Transportation/Roadway Designer. Responsible for the horizontal layout of detour road/bridge for the replacement of the existing bridge at Sibley, LA. Additional responsibilities include the develop of construction plans that meet DOTD and KCS RR requirements along with development of the 3D design surface models both for the main roadway improvements and detour road improvements to determine quantities.		
10/22 - Ongoing	<b>BARKSDALE AFB ENTRANCE ROAD AND GATE COMPLEX, DESIGN-BUILD</b> : Bossier Parish, Louisiana   NAVFAC SE   Transportation/Roadway Designer. Responsible for the quantity takeoff and development of construction plans for contractor on a design-build project for new entrance roads for Barksdale AFB. The project consists of the design and construction of an extension of an existing state-owned highway, LA 1267, along with a new multi-lane roundabout. The new roadway will be a 4-lane divided highway entrance into the Barksdale AFB. Additional responsibilities include the development of Temporary Traffic Control Plans along with development of typical sections and roadway cross sections.		
10/22 - Ongoing	<b>INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OFF-SYSTEM BRIDGE PROGRAM – DISTRICT 07</b> : NAVFAC SE   Engineer Intern. Responsible for the research through existing bridge inspection reports for 62 bridges in poor condition and 11 bridges in fair condition through the DOTD Assets Management Portal System. Additional responsibilities included coordination with our GIS team to develop maps of the locations of each bridge along with adding attributes for each bridge such required right-of-way, utility relocation, and other environmental constraints. Contributed to the development of the Preliminary Screening Matrix and Final Structure Recommendation list.		
07/23 - Ongoing	<b>SR 35 ADDITIONAL LANES, JACKSON COUNTY, ALABAMA  ALABAMA DEPARTMENT OF TRANSPORTATION</b> : Engineer Intern. Responsibilities include the adjustment of mainline vertical profiles, creation of new horizontal and vertical alignments for the side roads, new side road models for the development of cross sections, necessary adjustments to the project edge of pavements based on the new mainline and side road alignments, and the creation of required drainage profiles and drainage cross section sheets. Additional responsibilities included addressing comments throughout the plans as well as updating callouts with stations and offsets.		
08/21 – 08/22	<b>PERKINS ROAD</b> : East Baton Rouge Parish, Louisiana   East Baton Rouge Parish   Engineer Intern. Responsible for the design of a section of roadway drainage. Additional responsibilities included the takeoff of project quantities along with participating in the development of geometry design for the project as well as the development of a striping layout.		
01/21 – 09/22	<b>I-49 CONNECTOR</b> : Lafayette, Louisiana   Lafayette Parish   Engineer Intern. Responsible for the development of preliminary typical sections, cross sections and roadway models through the use of Microstation and Inroads Select Series 2. Developed vehicle turning move layouts with the use of Transoft AutoTurn along with participating in the development of geometry design for the project. Additional responsibilities included roundabout design in the core area along with the required tapers per LADOTD Standards.		
02/21 – 04/22	<b>CONSTANTIN</b> : East Baton Rouge Parish, Louisiana   East Baton Rouge Parish   Engineer Intern. Responsible for the development of project design quantities along with the development of signing and striping layouts. Additional responsibilities included the development of geometric detail and layout sheets for the project.		

FIRM EMPLOYED BY **Michael Baker International, Inc.**

NAME	<b>Alexis Harrouch, EI</b> <span style="float: right;"><i>Continued Resume</i></span>
06/23 - Ongoing	<b>BRIDGE REPLACEMENT ON SEA ISLAND ROAD OVER DUNBAR CREEK:</b> St. Simons Island, Georgia   Georgia Department of Transportation   Engineer Intern. Michael Baker provided pre-construction design services for the replacement of a structurally deficient bridge on CR 583/Sea Island Road over Dunbar Creek on St. Simons Island, Georgia. Services include survey, concept development, preliminary and final design, bridge design, <b>traffic analysis</b> , environmental studies, NEPA documentation, public involvement, utility coordination, and hydraulics and drainage design.
11/22 - Ongoing	<b>NEW ORLEANS RAIL GATEWAY ENVIRONMENTAL IMPACT STATEMENT:</b> Jefferson and Orleans Parishes, Louisiana   LADOTD   Engineer Intern. Michael Baker is providing environmental and engineering services to develop an environmental impact statement for the New Orleans Rail Gateway, the fourth-largest freight and passenger rail gateway in the United States. Michael Baker's services include project management, review of previous studies, environmental resources investigations, geographic information system development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination, and extensive public outreach.
11/22 - Ongoing	<b>NEW ORLEANS RAIL GATEWAY - AVONDALE PEL STUDY:</b> Jefferson Parish, Louisiana   LADOTD   Engineer Intern. Michael Baker is providing operations, engineering, and environmental studies and preparing a planning and environmental linkages (PEL) study to evaluate the consolidation, road-over-rail grade separation, or closure of four at-grade highway-rail crossings (Live Oak Boulevard, Willswood Lane, George Street, and Avondale-Garden Road). For the project, Michael Baker is performing project management, solicitation of views, secondary-source environmental resources inventory, geographic information system (GIS) mapping, freight rail operations forecasting and crossing occupancy time analyses, roadway traffic and crash analyses, purpose and need, roadway/bridge conceptual design, cost estimates, alternatives analyses, stakeholder and agency coordination, and public outreach.

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Mickey Prattini Jr., PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	8
TITLE	<b>Senior Professional Electrical Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	11
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2004 / Electrical Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		35993 / Louisiana / 03-31-2025	
YEAR REGISTERED	2011	DISCIPLINE	Professional Engineer, Electrical & Computer
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Electrical Engineer / Roadway Lighting</b>	
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).		
	<p><i>Mr. Prattini’s more than 17 years of electrical design experience includes lighting design and quality control, wastewater treatment facilities and lift stations, multiple pump motor installations in hazardous (classified) locations, generator installation projects, and multiple government (municipal and transportation) projects. Mr. Prattini is experienced with NFPA standards required by electrical projects and is capable of completing the design and project management related tasks required for this project. He has consistently managed client and stakeholder relations along with design challenges to produce quality deliverables in line with the project’s delivery schedule. He has been a Society of Fire Protection Engineers (SFPE) member since 2017.</i></p>		
04/19-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WIDENING, WILLIAMS TO VETERANS: Jefferson Parish, LA.</b> <i>Electrical Engineer of Record</i> - Mr. Prattini is overseeing the photometrics, electrical calculations, and drawing development of the <b>urban freeway transportation</b> project, which includes a total length of 2 miles of widening and three interchanges, all of which will need revisions to the existing lighting systems as well as FAA coordination for the lighting design.</p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DR. FLYOVER RAMP DESIGN-BUILD: East Baton Rouge Parish, LA.</b> <i>Electrical Engineer of Record</i> - Mr. Prattini has provided photometric &amp; lighting design review &amp; QC review. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr. Flyover Ramp Design-Build <b>urban freeway transportation</b> project.</p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100.5 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA.</b> <i>Electrical Engineer of Record</i> - Mr. Prattini completed an enhancement lighting study for Segment 1 of the <b>urban freeway transportation</b> project to incorporate aesthetic lighting at the City Park Lake Bridge and emphasize the Greenway path from the Expressway Park to the bridge. Mr. Prattini is currently overseeing and collaborating on the design of the enhancement, roadway, and walkway lighting.</p>		
09/19-Present	<p><b>RETAINER NO. 44-10428, H.004774.5/H.007300.6 / KANSAS LANE – GARRETT RD CONNECTOR: Ouachita Parish, LA.</b> <i>Electrical Engineer of Record</i>- Mr. Prattini is in responsible charge of the electrical engineering design of the Kansas Lane – Garrett Road Connector project, which currently utilizes over 130 low mast lighting poles to illuminate 5 roundabouts, interstate overpass bridge, and interconnecting roads throughout the project limits. Mr. Prattini is collaborating &amp; providing design direction to electrical designers, intermittently checking electrical plans &amp; calculations, and participating in the quality control / quality assurance (QC/QA) process.</p>		
08/21-Present	<p><b>RETAINER NO. 44-4128, H.004273.5 / I-49 CONNECTOR (LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE): LA.</b> <i>Electrical Engineer</i>- Mr. Prattini researched and collaborated with the design team regarding roadway lighting pole, fixture, and accessory selection. Lighting options were presented to the Lafayette Consolidated Government (LCG) and Lafayette Utilities System (LUS), who maintains the lighting systems.</p>		
07/18-02/23	<p><b>RETAINER NO. 44-11354, H.013442.6 / I-10, CROWDER BOULEVARD INTERSTATE LIGHTING: New Orleans, LA.</b> <i>Electrical Engineer</i> - Mr. Prattini performed QC review during the design phase. During the construction phase, Mr. Prattini collaborated on engineering support activities and performed the final walk-thru and punchlist with DOTD district personnel and the City of New Orleans.</p>		
09/20 – Present	<p><b>RETAINER NO. 44-11354, H.013617 / I-10, I-610E INTERCHANGE LIGHTING. TASK ORDER NO. 1: New Orleans, LA.</b> <i>Electrical Engineer of Record</i> - Mr. Prattini oversaw the design, participated in stakeholder meetings, performed QC review, and addressed design comments during the design phase. During the construction phase, Mr. Prattini is responding to RFI’s and collaborating on submittal reviews. Project is in the Construction Assembly period.</p>		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Tom Coerver Jr., PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	33
TITLE	<b>Professional Electrical Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	6
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 1980 / Electrical Engineering; MBA / 1990 / Management Information Sys	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		30722 / Louisiana / 09-30-2025	
YEAR REGISTERED	2003	DISCIPLINE	Professional Engineer, Electrical & Computer
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Electrical Engineer / Roadway Lighting</b>	
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).		
	<p><i>Mr. Coerver has experience in engineering and planning for interstate lighting, utilities distribution systems, automatic test systems, and navigation and flood control projects. He also has over 20 years of experience with computers using several operating systems for GIS design, implementation, and analysis; computer aided design and drafting; database design and analysis; and internet publishing. His most recent projects at GEC involved roadway and bridge lighting, electrical power distribution systems, fiber optic communication systems, and wireless and landline communication systems. Design duties include preparation of plans and specifications, Quality Control and Quality Assurance (QC/QA) review, calculations, data collection, and report preparation. Construction Engineering and Inspection (CE&amp;I) duties include review of shop drawing and equipment submittals, respond to request for information, review/prepare as-built drawings, review payment applications, and perform periodic inspection and final system acceptance.</i></p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100.5 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA. Electrical Engineer</b> - Mr. Coerver completed a Roadway, Walkway, Underpass, Service Road and Roundabout Lighting study and an enhancement lighting study for Segment 1 of the <b>urban freeway transportation</b> project to incorporate aesthetic lighting at the City Park Lake Bridge and emphasize the Greenway path from the Expressway Park to the bridge. He also provides QA/QC for the lighting analysis, voltage drop calculation, and lighting layout of the enhancement lighting and roadway lighting.</p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DRIVE FLYOVER RAMP DESIGN-BUILD: Baton Rouge, Louisiana. Electrical Engineer</b> - Mr. Coerver has performed photometric and lighting layout design, sequence of construction, schedule analysis, and quality control review for the GEC/Boh Bros. team. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr Flyover Ramp Design-Build <b>urban freeway transportation</b> project which consists generally of <b>urban roadway</b> and <b>urban bridge</b> design and engineering services.</p>		
06/17-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WIDENING, WILLIAMS TO VETERANS: New Orleans, LA. Electrical Designer</b> - Mr. Coerver was involved in roadway lighting design and provided QA/QC on this project. GEC Electrical is responsible for preparing a feasibility study for the lighting within the project limits that will be affected by the widening of the I-10 in this area. This includes a total length of 2 miles of widening and three interchanges for the <b>urban freeway transportation</b> project, all of which will need revisions to the lighting systems as well as significant coordination with the FAA for the lighting design.</p>		
1999-2004 <b>SECTION 17 PROJECT</b>	<p><b>450-15-0089 / CAUSEWAY BLVD. – 17TH STREET CANAL, ROUTE I-10: Metairie, LA. Electrical Engineer</b> - Projects limits were from 17th Street Canal to Causeway Blvd (approximately 2 miles along I-10). Project makeup consisted of 120 ft. high mast poles, median lighting using individual lowering devices on 55 ft. poles, and conventional 40 ft. mounting height poles. In addition, lighting control and power distribution and system protection were included. Mr. Coerver provided design, development of plans and specifications, and CE&amp;I as required.</p>		
06/15-Present	<p><b>RETAINER NO. 44-2746, T.O. H.010916 / PRIEN LAKE MAIN SPAN RE-DECK: Lake Charles, LA. Electrical Designer</b> - Mr. Coerver designed roadway lighting for this project under the signing engineer. Project limits include the I-210 Bridge over Prien Lake and the I-210 / Cove Lane Interchange. Project makeup consists of the following types of roadway lighting standards: 12 ground mount low mast and 50 barrier mount low mast. GEC provided design services under 2 Task Orders and will provide CE&amp;I under a third. In addition, lighting control and power distribution and system protection is included.</p>		
06/16-03/19	<p><b>RETAINER NO. 44-2746, T.O. H.003451 / LA 434 INTERCHANGE LIGHTING (LACOMBE): Lake Charles, LA. Electrical Engineer of Record</b> - Mr. Coerver was the signing engineer on this project. Project limits include the I-12 / LA 434 Interchange. Project makeup consists of the following types of roadway lighting standards: 72 ground mount low mast and 4 underpass. GEC provided design services and construction services under two Task Orders. In addition, lighting control and power distribution and system protection was included.</p>		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Nicholas Montegut</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	5
TITLE	<b>Electrical Designer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	0
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2017 / Electrical Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		N/A	
YEAR REGISTERED	N/A	DISCIPLINE	N/A
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Roadway Lighting</b>	
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).		
	<p>Mr. Montegut has 5 years of experience in designing electrical lighting and power systems. As an electrical designer, under the supervision of a professional engineer, he has performed photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash analysis, and protective device sizing for LADOTD interstate and urban projects. In addition to roadway lighting projects, Mr. Montegut has experience in the analysis of generator systems performing generator-sizing calculations to meet a project's power requirements, voltage drop and conduit fill calculations, conductor sizing, protective device coordination and arc flash analysis using ETAP.</p>		
07/21-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100.5 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA. Electrical Design</b> - Mr. Montegut assisted with an enhancement lighting study for Segment 1 of the project to incorporate aesthetic lighting at the City Park Lake Bridge and emphasize the Greenway path from the Expressway Park to the bridge for this <b>urban freeway transportation</b> project. He also assists in the design of the Roadway, Walkway, Underpass, Service Road and Roundabout Lighting. Mr. Montegut is involved in the lighting analysis, voltage drop calculation, and lighting layout of the enhancement lighting.</p>		
07/18-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WIDENING, WILLIAMS TO VETERANS: Jefferson Parish, LA. Electrical Design</b> - Mr. Montegut is performing design work under the supervision of a professional engineer. Design tasks for this <b>urban freeway transportation</b> project include construction plan set development, photometric calculations, voltage drop &amp; conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, &amp; protective device sizing.</p>		
05/20-03/23	<p><b>RETAINER NO. 44-11354, H.013442.6 / I-10, CROWDER BOULEVARD INTERSTATE LIGHTING: LA. Construction Engineering and Inspection</b> - In July 2019, GEC was selected by LADOTD for a six-year retainer contract to provide Stage 3 (Design) and Stage 5 (Construction Support/Inspection), services. For the I-10: Crowder Blvd. Interstate Lighting, Route I-10 project in Orleans Parish (H.013442), Mr. Montegut provided construction related engineering services.</p>		
12/19-Present	<p><b>RETAINER NO. 44-10428, H.004774.5/H.007300.6 / KANSAS LANE – GARRETT RD CONNECTOR: Ouachita Parish, LA. Electrical Design</b> - Mr. Montegut is currently providing the design work through the 98% stage under the supervision of the signing professional engineer. 100% sealed drawings are anticipated to be completed later in 2023. Design task included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing.</p>		
03/18-Present	<p><b>RETAINER NO. 44-4128, H.004273.5 / I-49 CONNECTOR (LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE): LA. Electrical Design</b> - Mr. Montegut has provided design work for a lighting feasibility study. This task included preliminary lighting analysis and light pole layouts for coordination with the FAA due to nearby proximity of Lafayette Regional Airport.</p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DRIVE FLYOVER RAMP DESIGN-BUILD: Baton Rouge, Louisiana. Electrical Design</b> - Mr. Montegut completed the design work under the supervision of the signing professional engineer. Design tasks included construction plan set development, photometric calculations, voltage drop and conduit fill calculations, conductor sizing, equipment specifications, arc flash hazard analysis, and protective device sizing for the GEC/ Boh Bros. team. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr. Flyover Ramp Design-Build <b>urban freeway transportation</b> project</p>		

FIRM EMPLOYED BY		Michael Baker International, Inc.	
NAME	Christopher Gesing, PE	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	43
TITLE	NEPA Project Manager	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	0
DEGREE(S) / YEARS / SPECIALIZATION		Master's Certificate / 2007 / Project Management; MS / 1984 / Civil Engineering; BE / 1980 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		26996 / Louisiana / 03-31-2025	
YEAR REGISTERED	1996	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Environmental Permitting QA/QC</b>	
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).		
01/11 – 12/11	<p><b>700-94-0003; F.A.P. NO. HPI-690-1(001) / I-69 SECTION OF INDEPENDENT UTILITY NO. 15 EIS/ROD:</b> Louisiana (HPC 18 US 171 to I-20), Bossier, Caddo and DeSoto Parishes, LA   LADOTD   Project Manager &amp; Environmental Lead. Mr. Gesing oversaw a Stage 1 study of a \$1.7 billion, 35-mile interstate facility on new location between U.S. Highway 171 (U.S. 171) near Stonewall in DeSoto Parish, and I-20 near Houghton in Bossier Parish. Michael Baker conducted a preliminary engineering and environmental study for I-69 Section of Independent Utility (SIU) 15 including conceptual Red River Bridge design and navigable waterway studies, interchange justification studies (IJS), Phase I Cultural Resources Assessment including probability modeling for archaeological resources and geoarchaeological study, wetland delineation and surface waters evaluations, Phase I Environmental Site Assessment (ESA), highway traffic noise studies, Endangered Species Act Section 7 consultation and Interior least tern (ILT) and Red-cockaded woodpecker (RCW) biological assessments.</p>		
05/08 – 05/11	<p><b>700-08-0130 / EAST-WEST CORRIDOR ENVIRONMENTAL ASSESSMENT, EA/FONSI:</b> Bossier Parish, LA   Northwest Louisiana Council of Governments (NLCOG)   Project Manager &amp; Environmental Lead. Oversaw a new location eight-mile, two-lane urban collector with right-of-way clearance for future widening to a five-lane facility when traffic conditions warrant. The purpose of the new \$56 million facility was to alleviate congestion and reduce travel delays along the other roadways that link the rapidly growing residential areas of Bossier Parish with the Shreveport and Bossier City employment centers. Michael Baker's services included traffic analyses including conducting traffic counts and forecasting traffic using NLCOG's TransCAD regional travel demand model (TDM); Phase I Cultural Resources Assessment including probability modeling for archaeological resources and geoarchaeological study; wetland delineation and surface waters evaluations; Phase I Environmental Site Assessment (ESA); and highway traffic noise studies.</p>		
04/22 - Ongoing	<p><b>LA 30: EBR PL – I-10:</b> Ascension, Iberville, and East Baton Rouge Parishes, Louisiana   LADOTD   Deputy Project Manager &amp; Environmental Lead. Overseeing the NEPA study for the widening of LA 30. Project is currently in the Part 1 phase of the study to determine the required widening requirements of LA 30 from the East Baton Rouge Parish Line to I-10. Project covers nearly 14 miles of improvements along LA 30 through Iberville and Ascension Parish. The study will determine how many additional lanes necessary for LA 30 along this stretch with intersection improvements at Bayou Paul Lane, LA 74, LA 3115, LA 73, and LA 3251. Additional responsibilities for Mr. Gesing includes managing the environmental field services to collect the necessary field data along with developing the FHWA Project Management Plan.</p>		
08/02 – 12/06	<p><b>736-99-1025 / STAGE 1 – PLANNING/ENVIRONMENTAL MANUAL OF STANDARD PRACTICE:</b> Statewide, LA   LADOTD   Project Manager, Author, &amp; Course Instructor. Mr. Gesing developed LADOTD's initial Manual of Standard Practice and training program and conducted several half-day training sessions. The Stage 1 Planning/Environmental Manual of Standard Practice provides transportation project managers guidance in advancing transportation improvements projects through Stage 1 of the LADOTD's Project Development Process (PDP). A half-day training course was developed, and Michael Baker provided several half-day training sessions to LADOTD and FHWA Louisiana Division staff. The LA DOTD updated the Manual in 2018.</p>		
08/97 – 09/05	<p><b>NORTH-SOUTH EXPRESSWAY, LOCATION AND ENVIRONMENTAL STUDY, EIS/ROD:</b> Caddo Parish, Louisiana. DOTD. Project Manager for a \$670 million, 35-mile four-lane fully controlled highway on new location between I-220 in Shreveport, Louisiana, and the Arkansas state line (now referred to I-49 North). The project included logical termini evaluation, interchange justification studies (IJS), Phase I Cultural Resources Assessment, wetland delineation and surface waters evaluations, Phase I Environmental Site Assessment (ESA), highway traffic noise studies, and air quality impact assessment.</p>		

FIRM EMPLOYED BY **Michael Baker International, Inc.**NAME **Christopher Gesing, PE***Continued Resume*

08/02 – 12/06	<p><b>LOUISIANA 1 IMPROVEMENTS ALTERNATIVES ANALYSIS AND ENVIRONMENTAL IMPACT STATEMENT, EIS/ROD:</b> Caddo Parish, Louisiana   LADOTD   Project Manager and Environmental Lead. Oversaw a \$1.3 billion, 17-mile four-lane fully controlled access elevated highway on new location with bridges spanning navigable waterways. Michael Baker conducted the route location, conceptual engineering, and environmental evaluation. The project area encompassed some of the most ecologically unique and sensitive areas in Louisiana, and perhaps the Nation, and traversing the area with a highway on new location presented major environmental challenges. The project received national attention for its environmental stewardship and streamlining accomplishments and was the recipient of the 2004 AASHTO President’s Transportation Award for Environment.</p>
07/11 – Ongoing	<p><b>H.005168 / NEW ORLEANS RAIL GATEWAY PROGRAM:</b> Jefferson and Orleans Parishes, LA   LADOTD   Project Manager &amp; Environmental Lead. Overseeing the \$638 million in improvements to the New Orleans Rail Gateway, the fourth-largest freight rail gateway in the United States. Michael Baker’s services include environmental and engineering services, geographic information system (GIS) development, mapping, rail and roadway travel demand modeling, alternatives analyses, rail and roadway conceptual design, cost estimates, document preparation, stakeholder and agency coordination including FRA, FHWA, LA DOTD, NORPC, six Class 1 railroads, Amtrak, NOPB, City of New Orleans, Jefferson Parish, the Port of New Orleans and federal/state resource agencies, and extensive public and minority community outreach. A “Program of Projects” throughout the Gateway is being advanced to improve rail/roadway operational performance and eliminate bottlenecks. Stage 1 studies are currently underway to close, consolidate and grade separate highway-railroad crossings along US 90 in Jefferson, Louisiana and in the Waggaman, Louisiana area.</p>

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>			
NAME	<b>Jeff Robinson, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>27</b>
TITLE	<b>Senior Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>11</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1995 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>29322 / Louisiana / 03-31-2025</b>	
YEAR REGISTERED	<b>2001</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Environmental Permitting</b>	
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).		
	<p><i>Mr. Robinson has over 38 years of civil/environmental engineering project management experience and provides planning, coordination, and consulting services for Federal &amp; state regulatory compliance issues for numerous governmental &amp; private sector clients. He is widely respected for his thorough &amp; highly objective approach to environmental and transportation, and geotechnical issues as they relate to permitting, design, federal &amp; state compliance, wetlands, hazardous materials, &amp; other critical issues surrounding major infrastructure projects. His experience includes 27 years of permitting &amp; compliance with USACE, US Coast Guard, &amp; Louisiana DEQ. As Environmental Program (and Public Involvement) Manager, has helped LADOTD complete 37 projects exceeding \$5-Billion in construction costs with on-time lettings. He has completed NHI Course No. 142005 – National Environmental Policy Act (NEPA) and Transportation Decision Making.</i></p>		
11/22-01/23 <b>SECTION 17 PROJECT</b>	<p><b>H.004100.5 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA. Civil Engineer -</b> Mr. Robinson prepared engineering plans required for submission of the Clean Water Act Section 404/Rivers &amp; Harbors Act Section 10 permit application to USACE for construction of the City Park Lake Bridge for this CMAR <b>urban freeway transportation</b> project.</p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DR. FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA. Environmental Lead -</b> Mr. Robinson is Environmental Lead for the GEC/Boh Bros. team. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction for the I-10 &amp; I-12 College Dr Flyover Ramp Design-Build <b>urban freeway transportation</b> project, including preparation of the project’s Storm Water Pollution Prevention Plan (SWPPP). Mr. Robinson prepared the SWPPP in accordance with General Permit for Storm Water Discharges Related to the Louisiana Department of Transportation and Development’s Statewide Construction and Maintenance Activities Resulting in Land Disturbance (Permit LAR600000).</p>		
06/95-06/13 <b>SECTION 17 PROJECT</b>	<p><b>US 71/165 FORT BUHLOW BRIDGE AND APPROACHES ENVIRONMENTAL ASSESSMENT: Alexandria/Pineville, LA. Environmental Support -</b> For the feasibility study, line and grade study, traffic studies, and EA, Mr. Robinson provided hazardous materials mitigation for bridge materials containing lead. GEC prepared solicitation of views, purpose and need, performed all environmental surveys, developed the environmental inventory, conducted public and stakeholder meetings, conducted a wetlands delineation, produced a wetlands findings report, developed mitigation measures, and prepared all permit drawings and applications including for USACE, The Red River Waterway Commission, USCG, and railroads. GEC also was responsible for scenic rivers class B application, floral and faunal communities, threatened and endangered species surveys, Phase 1 ESA and coordination, archaeological and historical resources including 4(f) properties, and all other environmental resources. GEC conducted a public meeting and public hearing, published the Final EA Report, and received a FONSI. In addition to the Fort Buhlow Bridge over the Red River, GEC was responsible for the design of five other bridge and road projects on I-49 and US 71 in Alexandria. I-49 Section 23 included the <b>reconstruction of LA 1280 Frontage Road which included a crossing of Horseshoe Canal and a railroad spur.</b></p>		
01/14-05/17	<p><b>H.004987 US 190/COLLINS BOULEVARD WIDENING (LA 25 TO US 190B) ENVIRONMENTAL ASSESSMENT: Covington, LA. Environmental Project Manager-</b> Mr. Robinson’s responsibilities included project management for the preparation of an EA with FONSI for the widening of approximately 3 miles of U.S. Hwy 190, a project which included the construction of new bridges across the Bogue Falaya River, in accordance with LADOTD, FWHA, and NEPA requirements. GEC’s services included development of a Purpose and Need statement, agency coordination, Solicitation of Views, and preparation of environmental documentation. The EA addressed REC sites, wetlands mitigation and permitting, Sections 4(f) and 6(f) consultations, floodplains, and T&amp;E species consultations. He was responsible for this NORPC-led effort to improve traffic flow efficiency through the primary north-south roadway corridor.</p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>	
NAME	<b>Jeff Robinson, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
	“Jeff Robinson and his group at GEC worked through numerous project changes and timeline starts and stops with a “can-do” attitude. GEC handled and coordinated issues that arose, including changes in right-of-way requirements and additional landowner outreach. Excellent coordination with DOTD Environmental.” - Feedback from LADOTD PM after completion of the project
01/14-05/16	<b>H.004983 U.S. HWY. 11 WIDENING (LAKE PONTCHARTRAIN-SPARTAN DRIVE): Slidell, LA. Environmental Project Manager</b> - Mr. Robinson’s responsibilities included project management for the preparation of an EA with FONSI for the widening of approximately 2.8 miles in accordance with DOTD, FHWA, and NEPA requirements, a project which also included plans to raise the highway at its intersection with a flood protection levee. GEC’s services included the development of a Purpose and Need statement, agency coordination, Solicitation of Views, and the preparation of environmental documentation. Among other items, the EA addressed REC sites, wetlands mitigation and permitting, Sections 4(f) and 6(f) consultations, floodplains, and T&E species consultations. The highway was heavily developed to one side and bordered on the other by a waterway. Initial 4-lane build proposals would have negatively affected residential and commercial properties, and no cost-effective, additional right-of-way was available to construct additional lanes. Mr. Robinson expedited stakeholder and public input to identify alternatives that could be constructed within existing state ROW. The Preferred Alternative increased capacity and reduced congestion without the acquisition of additional ROW.
02/07-04/09	<b>HIGHLAND ROAD (LA 42) IMPROVEMENTS (PERKINS TO AIRLINE): Baton Rouge, LA. Environmental Engineer</b> - Mr. Robinson oversaw production of the environmental and NEPA documentation including performing the Phase I ESA in accordance with the scope and limitations of ASTM E 1527. In order to characterize Recognized Environmental Conditions (REC) sites for the project GEC: (1) reviewed federal, state, and local environmental databases; (2) conducted historical research; (3) interviewed pertinent personnel; and (4) performed a site investigation. Assessment revealed no recognized environmental conditions (RECs) on or in project vicinity.
06/02-06/12	<b>700-99-0266 / LADOTD, TRANSPORTATION INFRASTRUCTURE MODEL FOR ECONOMIC DEVELOPMENT (TIMED) PROGRAM, US 165, 167, 425, AND 171, AND LA 15: Louisiana. Environmental Project Manager</b> - The program addressed the construction of more than 260 miles of new highway including 74 new bridges on existing and new alignments throughout Louisiana on an aggressive 10-year schedule subsequently accelerated to eight years. Environmental program functions included regulatory coordination and environmental documentation, permitting, and mitigation with, among other agencies, the U.S. Coast Guard, three U.S. Army Corps of Engineers Districts, numerous parish floodplain administrators, and the LA Department of Wildlife and Fisheries (18 of the 74 bridges crossed LA Scenic Streams). Mr. Robinson hosted a stakeholder outreach meeting in Baton Rouge attended by representatives from LADOTD, USCG, the three Corps Districts, and LDWF to develop standard operating procedures to assess, document, permit, and mitigate the new bridges using a standardized, universal process. Mr. Robinson completed all NEPA environmental documentation and permitting in five years, and all projects let in 8 years (2 years early).
07/15-Present	<b>H.004273.5 I-49 CONNECTOR, LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE: Lafayette, LA. Environmental Engineer</b> - Mr. Robinson manages a process including environmental, legal, real estate, design, and planning representatives that develops effective screening, evaluation, design, and construction approaches for contaminated sites located within ROW required for the I-49 Connector in Lafayette. He works closely with LDEQ to expedite regulatory tasks and decision-making regarding contaminated sites, and manages retainer contracts for Phase II and Phase III Environmental Site Assessment (ESA) services. He ensures contaminated sites are not purchased unknowingly; discounts purchase prices for contaminated sites; encourages current owners to begin/complete remediation prior to LADOTD acquisition; develops performance measures and construction methods for sites having use limitations/restrictions; and ensures legal protections are properly addressed and included in purchase documents.
06/95-Present	<b>GREATER NEW ORLEANS EXPRESSWAY COMMISSION (GNOEC): New Orleans, LA. Environmental Engineer</b> - Mr. Robinson has provided environmental program management oversight. He has prepared Programmatic and Categorical Exclusions for maintenance, repair, & improvement projects requiring coordination & permitting by USCG. GEC documented these projects in accordance with LADOTD’s Environmental of Standard Practice guidance. GEC prepared Purpose and Need Statements, assessed alternatives, and identified potential environmental constraints using LADOTD’s Environmental Determination Checklist. GEC prepared regulatory SOVs, prepared responses to regulatory comments, conducted wetland delineations and T&E assessments; prepared findings reports; and prepared Section 10/404, LDEQ Water Quality Certification, Coastal Use Permit, & USCG Bridge Permit applications.

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Barry McCoy</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>32</b>
TITLE	<b>Senior Environmental Scientist</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>1</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1989 / Wildlife Conservation</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>N/A</b>	
YEAR REGISTERED	<b>N/A</b>	DISCIPLINE	<b>N/A</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Environmental Permitting</b>	
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).		
	<p><i>Mr. McCoy has over 30 years of experience within the environmental resources field. His experience includes wildlife hazard assessments, wetland delineations, threatened and endangered species surveys, Habitat Evaluation Procedures (HEP), preparation of National Environmental Policy Act (NEPA) documents, environmental phase I site assessments, and hazardous, toxic, and radioactive waste investigations. Mr. McCoy has participated in a Basic Wetland Delineation class conducted by the Wetland Training Institute that was based on the standards and guidelines of the 1987 Corps of Engineers' Wetland Delineation Manual, as well as, a course based on the standards and guidelines of the Regional Supplement to the Corps of Engineers' Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region. He attended a Wetland Plant Identification Workshop conducted by the Wetland Biogeochemistry Institute of Louisiana State University. He has also attended the Wetland Delineation Preparatory course for the Wetland Delineator Certification Program provided through the Wetland Training Institute. Other classes attended by Mr. McCoy include a Habitat Evaluation Procedures Course, and a 40-Hour Waste Site Operations Course along with annual refresher courses. He has completed several courses for wetland plant identification &amp; the Hydric Soils: Specialized Training for Wetland Scientists course conducted by Mr. Wade Hurt, Soil Scientist with University of Florida's Soil and Water Science Department. He also attended the Wetland Delineation Preparatory Course for the Wetland Delineator Certification Program provided through the Wetland Training Institute.</i></p>		
11/18-02/21	<p><b>I-10 SERVICE ROAD BRIDGE REPLACEMENTS: Slidell, LA. Wetland Scientist</b> - Mr. McCoy was the lead Wetland Scientist responsible for the wetland delineation within the proposed project area. Mr. McCoy oversaw the field efforts associated with the project and the preparation of the wetland delineation report. Mr. McCoy coordinated with the New Orleans District, Corps of Engineers to request a Preliminary Jurisdictional Determination and assisted in preparing the joint permit application for Louisiana Department of Natural Resources, Coastal Use Permit and the Corps of Engineers Wetland Permit.</p>		
2006-2011	<p><b>HIGHLAND ROAD (LA 42) IMPROVEMENTS (PERKINS TO AIRLINE): Baton Rouge, LA. Wetland Scientist</b> - For this Green Light Plan project, GEC designed additional lanes and a raised median for Highland Road from Perkins Road to Airline Highway. Mr. McCoy conducted a wetland delineation in accordance with Section D, Subsection 2 of Technical Report Y-87-1, Corps of Engineers Wetlands Delineation Manual as well as the Atlantic and Gulf Coastal Plains Regional Supplement. The results of the delineation were compiled in a formal report and submitted to the New Orleans District, Corps of Engineers for an approved Jurisdictional Determination.</p>		
2014-2016	<p><b>S.P. H.004987 / U.S. HWY. 190 / COLLINS BOULEVARD WIDENING (US-190B – LA 25): Covington, LA. Wetlands Specialist</b> - Mr. McCoy participated in the preparation of an Environmental Assessment (with Finding of No Significant Impact) and Line and Grade Study to widen approximately three miles of U.S. 190 in Covington, a project which will include the construction of new bridges across the Bogue Falaya River. Notably, the project proposed the elimination of all signalized intersections within the project corridor and replacement with roundabouts.</p>		
01/02-12/10	<p><b>LADOTD TRANSPORTATION INFRASTRUCTURE MODEL FOR ECONOMIC DEVELOPMENT (TIMED) PROGRAM: Statewide, LA. Lead Field Biologist</b> - Mr. McCoy was responsible for the completion of wetland delineations; threatened and endangered species surveys; and the required permit applications necessary for construction of approximately 250 miles of proposed highway right-of-way required for the highway expansion. He was responsible for preparing findings reports and submitting to the appropriate state and federal agencies for review and concurrence. Additionally, he assisted with Phase I Site Assessments (ESAs) within the right-of-way and Asbestos Inspections of structures impacted by the proposed construction.</p>		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Carlos Perez, GISP</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	21
TITLE	<b>Senior GIS Analyst</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	2
DEGREE(S) / YEARS / SPECIALIZATION		B.A. / 1998 / Anthropology	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		161073 / International / 07-25-2024	
YEAR REGISTERED	2021	DISCIPLINE	GISP
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>GIS</b>	
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).		
	<p><i>Mr. Perez is a GIS developer and project manager in the GIS Department. He has worked extensively with field GPS units, downloading data and creating GIS coverages from GPS Data following field sampling and designing web interfaces for GIS data. Mr. Perez has experience in both ESRI and Intergraph GIS software in addition to digitizing skills in Microstation and IRAS-C. Mr. Perez is also experienced in programming in Visual Basic for ArcObjects, HTML, Java, ASP.NET, Flex, SQL, ArcGIS Server, and ArcIMS, allowing for greater customization of ESRI and Oracle products. His background in archaeology and Section 106 compliance adds to the diversity of GEC's GIS Department providing additional insight especially when performing impact analyses which include cultural resources.</i></p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA.</b> <i>GIS Analyst</i> - Mr. Perez created design plans for the CMAR City Park Bridge permit by combining design files and survey data. The permit drawings were provided to LADOTD. Mr. Perez used the design plans and other GIS data to create large format displays for public meetings. Creating the displays included the digitizing of retaining walls, georeferencing existing CAD and aerial images, and the development of detailed location maps for the public.</p>		
08/05-07/13 <b>SECTION 17 PROJECT</b>	<p><b>700-28-0004 / US 71/165 FORT BUHLOW BRIDGE AND APPROACHES: Alexandria/Pineville, LA.</b> <i>GIS Analyst/Graphics</i> - Mr. Perez provided GIS and spatial analysis support for wetland delineation, and environmental impacts for this project. He provided data and figures depicting impacts, wet delineation, soils, and other environmental factors. Mr. Perez designed and produced large format displays for use in the public and stakeholder meetings.</p>		
03/20-04/20	<p><b>CHEVELLE DRIVE AND SARASOTA DRIVE BRIDGE REPLACEMENT: Baton Rouge, LA.</b> <i>GIS Analyst</i> - Mr. Perez imported designs for bridge pylons to determine wetland and drainage impacts. Mr. Perez obtained LIDAR information and georeferenced CAD for the area to be used in impact analysis and calculate quantities.</p>		
12/19-04/20	<p><b>LA SAFE, AIRLINE AND MAIN COMPLETE STREETS: LaPlace, LA.</b> <i>GIS Analyst</i> - Mr. Perez imported CAD data into a GIS for use in delineation. GPS units were prepared to collect field data on wetlands, catch basins, and drainage along Airline Hwy. The field data was processed and used to prepare permitting documents.</p>		
11/19-02/20	<p><b>BREC GREENWOOD PARK: Baton Rouge, LA.</b> <i>GIS Analyst/Developer</i> - Mr. Perez aided in the development of field procedures and geodatabases for tree and habitat inventories within the undeveloped areas of the park. The field data was processed and converted to CAD for the client.</p>		
11/22-Present	<p><b>PORT OF NEW ORLEANS, ENVIRONMENTAL CONSULTING SERVICES IN SUPPORT OF LOUISIANA INTERNATIONAL TERMINAL (LIT) PLANNING AND PERMITTING: New Orleans, LA.</b> <i>GIS Analyst</i> - GEC is serving as the prime consultant in developing the Environmental Assessment for the new Louisiana International Terminal (LIT) Port in Violet, LA on behalf of the Port of New Orleans. The Port of New Orleans is investing in a new \$1.8 billion container terminal project, the Louisiana International Terminal, to serve vessels of all sizes, providing goods to support Louisiana's homes and businesses. GEC is preparing a detailed impact analysis for the proposed terminal in accordance with the National Environmental Policy Act (NEPA) and is conducting a range of studies addressing concerns raised by the public. GEC is responsible for the overall development of the Environmental Assessment (EA) in order to secure necessary permits and permissions to construct the proposed LIT in St. Bernard Parish. Mr. Perez develops all maps and implements all required GIS analyses for the EA.</p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>			
NAME	<b>Keith Rebello, PhD, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	24
TITLE	<b>Senior Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	6
DEGREE(S) / YEARS / SPECIALIZATION		BS / 1983 / Civil Engineering; MS / 1986 / Civil Engineering; PhD / 1990 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		24937 / Louisiana / 03-31-2025	
YEAR REGISTERED	1992	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Structural Design</b>	
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).		
	<p><i>Dr. Rebello has 30 years of structural engineering experience designing cast-in-place slab spans and precast prestressed (LG type) girder bridges. He performed research work on non-linear deformation behavior of pre-stressed concrete bridges. He has designed and managed a variety of structural projects involving complex interstate and highway bridges (new, replacement, rehabilitation and widening), retaining walls, noise walls, buildings, water and wastewater treatment facilities, hurricane protection systems &amp; hydraulic structures. He has experience in rating of bridges in accordance with LADOTD and AASHTO MBE requirements and performed ratings using AASHTOWare Bridge Rating (Virtis) software and finite element analysis where required. <b>Dr. Rebello has designed bridges in an urban setting for all five projects included in Section 17.</b></i></p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>I-10 &amp; I-12 COLLEGE DRIVE FLYOVER RAMP DESIGN-BUILD: Baton Rouge, LA. Bridge Task Lead</b> - Dr. Rebello is Bridge Task Lead for the GEC/Boh Bros. team. He has been responsible for engineering and design quality services necessary to complete the design and construction of the I-10 &amp; I-12 College Dr. Flyover <b>urban freeway transportation</b> project. The Flyover was designed and construction plans were developed to permit a two-phase construction in order to maintain at least two lanes of traffic at all times. Dr. Rebello designed the two-span continuous (180 feet per span) steel superstructure for the flyover as well as rolled steel girder spans for widening the existing I-10 westbound bridge over Ward Creek. He has additionally designed and developed plans for Retaining Walls for the entire project and is currently working on the design of the required Sound Barriers.</p>		
07/09-06/10 <b>SECTION 17 PROJECT</b>	<p><b>450-15-0089 / I-10 WIDENING – CAUSEWAY BLVD. TO 17TH STREET CANAL: Metairie, LA. Structural Engineer</b> - Dr. Rebello supervised the design &amp; designed the pre-stressed girder spans, curved steel girder spans and integral steel box beam column cap for this 3.12-mile continuous <b>urban bridge</b>. Dr. Rebello was a major participant in construction sequencing of this highly congested <b>urban roadway</b> project.</p>		
06/12-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074, I-10 NEW ORLEANS, WILLIAMS TO VETERANS: New Orleans, LA. Structural Engineer</b> - Dr. Rebello was in charge of bridge <b>load rating</b> of existing bridges, bridge design management, and structural design for this complex project. Initial extensive <b>load rating</b> of the existing bridges done at GEC, resulted in LADOTD making an informed decision to replace the bridges. Dr. Rebello supervised the structural design of all components of the replacement bridges – deep foundations, bridge piers, and steel and pre-stressed concrete bridge superstructure. Design of the <b>urban freeway transportation</b> project has also been performed on the replacement of portions of the concrete lining of Canal No. 3 that will be impacted by the new bridge design. Dr. Rebello supervised and performed superstructure and substructure <b>load rating</b> for existing bridges and ramps for this highly congested 2.58 mile urban interstate project. The extensive <b>load rating</b> and documentation provided to LADOTD allowed an informed decision to be made regarding widening or replacing the existing bridges. The data supported bridge replacement. Dr. Rebello, lead designer for the superstructure design, included composite pre-stress and steel girder span. All pre-stress girders were Louisiana (LG) girders designed in accordance with AASHTO LRFD bridge specifications. Final bridge plans have been submitted. GEC has also submitted 95% final design plans and responded to comments.</p>		
08/05-07/13 <b>SECTION 17 PROJECT</b>	<p><b>700-28-0004 / US 71/165 FORT BUHLOW BRIDGE AND APPROACHES: Alexandria/Pineville, LA. Structural Engineer</b> - Dr. Rebello performed preliminary design of a new 0.6-mile <b>urban bridge</b> spanning the Red River. He developed alternative designs employing pre-stressed concrete and steel girder spans and segmental concrete box girders spans. He prepared preliminary plan alternative layouts for curved steel girder ramps and bridge plans for an overpass over a railroad, using conventional precast pre-stressed concrete girders. Ultimately, the bridge was designed with AASHTO 72" Type BT girder spans and a 1000', 3-span steel girder unit over the channel. In addition to the Fort Buhlow Bridge over the Red River, GEC was responsible for the design of five other bridge and road projects on I-49 and US 71 in Alexandria. I-49 Section 23 included the <b>reconstruction of LA 1280 Frontage Road which included a crossing of Horseshoe Canal and a railroad spur.</b></p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>	
NAME	<b>Keith Rebello, PhD, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
10/20-Present <b>SECTION 17 PROJECT</b>	<b>H.004100 / I-10, LA 415 TO ESSEN LANE: Baton Rouge, LA. Structural Engineer</b> - Dr. Rebello designed multiple types of retaining walls (MSE, Cantilever supported on drilled shafts and tangent drilled shafts, tangent drilled shaft walls and concrete faced steel sheet piles) and Load Transfer Platforms to mitigate settlement in high fill areas. He is designing the new 550' long WB Washington St Off Ramp bridge. Dr. Rebello also designed a two-span truss spanning a future widened I-10 near Dalrymple Dr. to support multiple Dynamic Message Signs as part of the ITS portion of this <b>urban freeway transportation</b> project. Additionally, he designed light pole supports on the wall cap on Wall No. 12. Both truss supports and light pole supports are anchored to concrete foundations using pre-installed and post-installed concrete anchor rods. All designs are in accordance with "AASHTO LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals".
07/09-08/12	<b>454-01-0051 / ROUTE I-12, I-12/ESSEN LANE INTERCHANGE: Baton Rouge, LA. Structural Engineer</b> - Dr. Rebello performed design for overall design of project for Phase I & II which involved design & construction of I-12 EB on ramp w/noise walls & WB exit ramp flyover from I-12 to Essen Lane respectively. Also included was lighting & power distribution system consisting of ground mount low-mast lighting standards.
11/18-07/20	<b>I-10 SERVICE ROAD BRIDGES: Slidell, LA. Project Manager (Structural)</b> - This project included the replacement of a 5 span 100 feet long concrete slab span bridge over Reine Canal and 5-span 100' long slab span bridge with 30-degree skew over French Branch Canal. Dr. Rebello was the structural project manager for this project and oversaw the structural design, plan preparation and Q.C.
04/13-Present	<b>H.011207 &amp; H.011239, LA 1 BRIDGE, LEEVILLE TO GOLDEN MEADOW: Lafourche Parish, LA. Structural Engineer</b> - Dr. Rebello serves as a Structural Engineer as part of a team involved in the design of the widening of an existing bridge and the construction of a new bridge totaling 6,500 feet in length. The variably widened portion of the bridge consists of prestressed concrete Type III girder spans. The new bridge portions will be supported on special new Louisiana (LG) girders. Dr. Rebello performed the LRFR rating on the existing girders and pile bents to assess the structural feasibility for widening. Dr. Rebello was responsible for ensuring that all updated AASHTO and LADOTD specifications were incorporated into the design. Once the widening was deemed feasible, and all design completed, Dr. Rebello performed an <b>as-designed rating</b> on the entire structure.
04/19-06/23	<b>CHEVELLE AND SARASOTA DRIVE BRIDGE REPLACEMENTS: East Baton Rouge Parish, LA. Structural Engineer</b> - This project includes the replacement of the existing Chevelle Drive Bridge over the West Fork of the North Branch of Ward Creek with a 4-span 80-foot long slab span bridge and the existing Sarasota Drive bridge over Engineers Depot Canal with a 5-span 105-foot long slab span bridge. Both bridges will have pedestrian walks and are located in Baton Rouge, Louisiana. Dr. Rebello was the Project Manager for this project and oversaw the structural design, plan preparation, quantity estimates, <b>as-designed rating</b> , and quality control.
09/20-Present	<b>BLUEBONNET BLVD. (PERKINS TO PICARDY): Baton Rouge, LA. Bridge Design</b> - GEC is designing the widening of Bluebonnet Blvd., an <b>urban roadway</b> , to include an additional lane in each direction. Dr. Rebello performed an investigation of the <b>urban bridge</b> over Dawson Creek to determine whether the bridge should be widened or replaced in accordance with Part 1, Chapter 6 of the LADOTD BDEM. This investigation will start with an in-depth investigation of the bridge superstructure and substructure. The inspection report will provide Condition Ratings for the superstructure, substructure, and piles. The Condition Ratings will be used in the performance of a bridge <b>load rating</b> based on the AASHTO Manual of Bridge Evaluation and the LADOTD BDEM. The new precast prestressed (LG type) girder bridges will provide five lanes of traffic (three through and two turn lanes) in the southbound direction and three lanes of through traffic in the northbound direction. The southbound bridge will have a clear roadway width of 58'-0" made up of five 11'-0" lanes and two 1'-6" shoulders. On the northbound bridge, three 11'-0" lanes and two 1'-6" shoulders will provide a clear roadway width of 38'-0". The bridges will have a 10'-0" wide multi-mode sidewalk (southbound) and a 5'-0" wide pedestrian sidewalk (northbound). (City-Parish Project No. 19-CP-HC-0034)
07/09-Present	<b>GNOEC, INSPECTION OF THE CAUSEWAY BRIDGE AND APPROACHES: Jefferson and St Tammany Parishes, LA. Load Rating Structural Engineer</b> - Dr. Rebello is the primary Load Rating Structural Engineer on this project. Federal Law 39 FR 10430 requires that all bridges on public roads be inspected and rated in accordance with National Bridge Inspection Standards (NBIS), 23 CFR Part 650, Subpart C. As Consulting Engineer for the Greater New Orleans Expressway Commission (GNOEC), GEC is responsible for the NBIS inspection and <b>load rating</b> for all GNOEC-owned bridges. Dr. Rebello has performed superstructure ratings for double-leaf steel Bascule Spans, prestressed concrete box girder spans, prestressed concrete monolithic girder and slab spans, and, composite steel girder and concrete deck spans on the GNOEC owned system. All rating has been done in accordance with American Association of State Highway Transportation Officials (AASHTO) Manual for Bridge Evaluation.

FIRM EMPLOYED BY		<b>G.E.C., Inc.</b>	
NAME	<b>Varaprasad Venkata, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>16</b>
TITLE	<b>Senior Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>10</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1992 / Civil Engineering; M.S. / 1995 / Structural Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>40594 / Louisiana / 09-30-2024</b>	
YEAR REGISTERED	<b>2016</b>	DISCIPLINE	<b>Professional Engineer, Structural</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Structural Engineer</b>	
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).		
	<p><i>Mr. Venkata has 26 years of structural engineering experience involving highway bridges, low &amp; high mast light pole supports, highway sign supports, hurricane protection systems, water treatment and distribution facilities, and industrial structures. He has provided design services for state agencies inclusive of FHWA funding, tolling commissions, as well as non-state entities and private industry. His design experience includes AASHTO structural sign supports for highway signs, traffic signal supports, camera pole platforms and supports, DMS sign supports and main platforms, and low and high mast light pole attachments and foundations. His bridge design experience includes the widening of existing structures and new structures for highly congested interstates and major highways, which includes, but not limited to, the design of pile bents, column bents, PSC girders, concrete deck, pre-stressed Type III girder spans, and steel girders.</i></p>		
02/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DR. FLYOVER RAMP DESIGN-BUILD PROJECT: East Baton Rouge Parish, LA.</b> <i>Primary Bridge Engineer</i> - Mr. Venkata is the Primary Bridge Engineer for the I-10 &amp; I-12 College Dr. Flyover Design-Build <b>urban freeway transportation</b> project. He designed and supervised the design of concrete girder spans for the Flyover and concrete decks for both the Flyover and Ward Creek Bridge. Additionally, Mr. Venkata designed and supervised plan development for all Substructures, Median Barriers, and Moment Slabs on the project. Currently, he is working on developing plans for the phased replacement of deck joints on the Ward Creek Bridge, to ensure maintenance of 5 lanes of traffic on I-10 westbound. Mr. Venkata also analyzed and designed the median barriers to support structure mount low mast poles. He designed foundations for ground mount high and low mast pole support foundations and reviewed shop drawings and pole design calculations submittals.</p>		
10/20-Present <b>SECTION 17 PROJECT</b>	<p><b>I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA.</b> <i>Structural Engineer</i> - Mr. Venkata performed the <b>structural analysis</b> and design of the Ramp 3 WB (I-10 WB exit Ramp) spanning over the Ramp 2WB. This bridge consists six LG Girder spans supported by Hammerhead bents. The main span is supported by column bents due to the high skew angle (55 degrees). Drilled shafts are used to minimize the noise and vibration in this heavily built up urban area. Barrier mounted Noise walls are provided for the entire length of the bridge. Mr Venkata also designed Load Transfer Platforms (LTPs) at the both approaches of City Park Lake Bridge. LTPs are provided to mitigate the embankment long-term settlement issues. He also designed the regular Road Barriers (Moment slabs) and sound wall support Barriers for the entire project. Additionally, he worked on the structural design and plan preparation of Shaft supported Retaining walls and MSE walls. All designs are in accordance with AASHTO LRFD Specifications and LADOTD BDEM.</p>		
07/12-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WIDENING, WILLIAMS TO VETERANS: New Orleans, LA.</b> <i>Structural Engineer</i> - Mr. Venkata performed superstructure and substructure <b>load rating</b> for existing bridges and ramps for this highly congested 2.28-mile urban interstate. The extensive <b>load rating</b> and documentation provided to LADOTD allowed an informed decision to be made on whether to widen or replace the existing bridges at Veterans crossing. Mr. Venkata performed structural design of Pile bents, column bents, LG type PSC Girders, steel plate girders, bearing pads, deck slabs, curtain walls for new Southbound bridge, Northbound bridge and off Ramp to Veterans Blvd. in accordance with AASHTO LRFD Bridge design specifications and LADOTD BDEM. He also assisted in the development of plans and specs. Mr. Venkata worked on design <b>urban freeway transportation</b> project and <b>as-designed rating</b> for both bridges in accordance with AASHTO LRFD Bridge Design Specifications and LADOTD Bridge design standards. In addition, Mr. Venkata provided design of two structure-mounted trusses (overhead and cantilever) for relocated signs. Final bridge plans have been submitted. GEC has also submitted 95% final design plans and responded to comments.</p>		

FIRM EMPLOYED BY <b>G.E.C., Inc.</b>	
NAME	<b>Varaprasad Venkata, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
2005-2010 <b>SECTION 17 PROJECT</b>	<b>700-28-0004 / US 71/165 FORT BUHLOW BRIDGE AND APPROACHES OVER THE RED RIVER: Alexandria, LA. Structural Engineer</b> - Mr. Venkata performed final structural design of pile supporting column bents for approaches on both northbound & southbound bridges. He performed checking of design calculations for the 72" deep Bulb-T prestressed girder design for approaches as part of the QC process. He also checked the pier design for the main bridge which was a continuous steel girder unit consisting of spans of 300', 400' and 300' for a total length of 1000'. GEC prepared final bridge and roadway plans after completing feasibility, line and grade study, traffic study & environmental assessment. In addition to the Fort Buhlow Bridge over the Red River, GEC was responsible for the design of five other bridge and road projects on I-49 and US 71 in Alexandria. I-49 Section 23 included the <b>reconstruction of LA 1280 Frontage Road which included a crossing of Horseshoe Canal and a railroad spur.</b>
03/17-Present	<b>H.004273.5 / I-49 CONNECTOR: Lafayette Parish, LA. Structural Engineer</b> - This 5-mile project begins south of Lafayette Regional Airport and continues north to I-10/US 167/I-49 interchange. Mr. Venkata checked structural calculations for span optimization and three-span continuous steel tub girders as a viable alternative to other bridge span types. He performed substructure design calculations & cost analysis.
11/18-07/20	<b>I-10 SERVICE ROAD BRIDGE REPLACEMENTS: Slidell, LA. Structural Engineer</b> - This project included the replacement of a 5 span 100 feet long concrete slab span bridge over Reine Canal & 5 span 100 feet long slab span bridge with 30-degree skew over French Branch Canal. Mr. Venkata worked on design and as designed rating for both bridges in accordance with AASHTO LRFD Bridge Design Specifications & LADOTD Bridge design standards.
04/19-12/21	<b>CHEVELLE DRIVE AND SARASOTA DRIVE BRIDGE REPLACEMENTS: East Baton Rouge Parish, LA. Structural Engineer</b> - This project includes the replacement of the existing Chevelle Drive Bridge over the West Fork of the North Branch of Ward Creek with a 4-span 80-foot long slab span bridge and the existing Sarasota Drive bridge over Engineers Depot Canal with a 5-span 105-foot long (20', 20', 25', 20', 20') slab span bridge. Both bridges will have pedestrian walks and are located in Baton Rouge, Louisiana. Mr. Venkata is performing the final design calculations, plan preparation and <b>as-designed rating</b> for both bridges in accordance with AASHTO LRFD Bridge Design Specifications, the AASHTO Manual for Bridge Evaluation, and the LADOTD Bridge Design Manual. (Bridge Recall No(s). 800541 and 800561; City Parish Project No. 18-BRUS-0016)
2006-2011	<b>HIGHLAND ROAD (LA 42) IMPROVEMENTS (PERKINS TO AIRLINE): Baton Rouge, LA. Structural Design</b> - Mr. Venkata designed new <b>urban bridge</b> crossings at both Ward's Creek and Old Ward's Creek and tied to completed intersection improvements at Perkins Road and at Airline Highway. The bridges are 240' (6 spans at 40') and 160' (4 spans at 40') in length respectively composed of quad beams or 24" pile bents all designed from AASHTO LRFD.
07/16-08/17	<b>PALMISANO BLVD. IMPROVEMENTS: Chalmette, LA. Structural Engineer</b> - GEC designed improvements to the drainage system encompassing Plaza Dr. and Palmisano Blvd. from E. St. Bernard Hwy. to the outfall on the 20 Arpent Canal, including improvements to the lift station, which required a new concrete foundation and adjacent concrete pavement. GEC also provided design and plan preparation of one 3-span (20', 26', 20'), 66' long concrete slab span bridge with median. Mr. Venkata performed structural design calculation check for the 3 span bridge as a part of the Q.C. process. (07/16-08/17)
09/20-Present	<b>BLUEBONNET BLVD. (PERKINS TO PICARDY): Baton Rouge, LA. Bridge Design</b> - GEC is designing the widening of Bluebonnet Blvd. to include an additional lane in each direction. Mr. Venkata performed QC checks on <b>bridge rating</b> calculations to determine whether the <b>urban bridge</b> should be widened or replaced in accordance with Part 1, Chapter 6 of the LADOTD BDEM and AASHTO Manual of Bridge Evaluation. Based on the <b>load rating</b> , it was recommended that the existing bridge be replaced. Mr. Venkata performed the feasibility review of phased construction of the new precast prestressed (LG type) girder replacement bridge, maintaining two lanes of traffic in each direction during all phases of construction. He developed a new widened bridge layout plan with 3-phases of construction. Pedestrian facilities will continue across the bridges and will feature barriers to separate pedestrians/bicyclists from vehicular traffic. (City-Parish Project No. 19-CP-HC-0034)
07/09-06/12	<b>LAKE PONTCHARTRAIN, LA AND VICINITY, HURRICANE PROTECTION PROJECT LPV 17.2, BRIDGE ABUTMENT AND FLOODWALL TIE-INS AT CAUSEWAY BRIDGE: Metairie, LA. Structural Engineer</b> - Mr. Venkata performed final structural design of widened portion of abutments for both North/Southbound <b>urban bridge</b> s and pile founded inverted T-type floodwall (194 feet) and tie-ins to the existing levees for Causeway Bridge at South Shore. This reach consists of levees, floodwalls, crib walls, Causeway Boulevard and other miscellaneous access points. The designs shall bring the hurricane protection to the Phase II 100-year level. The professional services required of GEC included detailed engineering and design (E&D), preparation of a Design Report (DR), preparation of plans and specifications (P&S), and E&D support during advertisement.

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	Rachel Breaux, PE	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	4
TITLE	Professional Civil Engineer	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	0
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2016 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		46988 / Louisiana / 03-31-2025	
YEAR REGISTERED	2022	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Bridge Design</b>	
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).		
	<p>Mrs. Breaux graduated from the University of Louisiana at Lafayette with a Bachelor of Science in Civil Engineering and a minor in Mathematics in 2016. She joined GEC's Engineering group as an Engineer Intern and has received her Professional Engineer license for the state of Louisiana in 2022. Mrs. Breaux's expertise includes bridge design, low and high mast light pole supports, and highway sign supports. Her bridge design experience includes but is not limited to the design of pile, column, transition, and end bent caps, LG girders, and concrete decks. She is proficient in Microsoft Office, Microstation, STAAD.Pro, and MathCAD.</p>		
12/19-Present <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WILLIAMS BLVD TO VETERANS BLVD: Jefferson Parish, LA.</b> <i>Engineer Intern</i> - This project involved the widening of I-10 between Williams Boulevard and Veterans Boulevard interchanges in Jefferson Parish. This <b>urban freeway transportation</b> project consists of construction one 12' additional lane with a 10' shoulder inside along the I-10 eastbound and westbound roadways with median barrier. In addition, concrete sound walls shall be constructed along the I-10 westbound and the North side of I-10. As part of this project, the bridges over Canal No. 3 and Veterans Boulevard will also be widened. Sound barriers will be included on the north side of the I-10 westbound bridges. This project also included bridge <b>load rating</b> in accordance with Bridge Design Technical Memorandum 40.1 for the Mainline I-10 Veterans Blvd. Bridges and the Eastbound Veterans Exit Ramp to determine the suitability of the bridges for widening as required. Mrs. Breaux was responsible for designing bent caps, as well as calculating all elevations, quantities, and cost for this project. She also performed <b>load ratings</b> on the eastbound and ramp bents, designed the superelevation transition on the ramp, and designed drilled shafts for low and high mast light poles. Final bridge plans have been submitted. GEC has also submitted 95% final design plans and responded to comments.</p>		
08/19	<p><b>H.011207 &amp; H.011239 / LA 1 RELOCATED - PHASE 2A: Lafourche Parish, LA.</b> <i>Engineer Intern</i> - This project involved design services for the extension of LA 1 from Leeville to Golden Meadow. Mrs. Breaux was tasked with updating the concrete girder designs to mimic the new standard shear reinforcement provided by LADOTD.</p>		
11/21-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10, LA 415 TO ESSEN LANE: East Baton Rouge Parish, LA.</b> <i>Engineer</i> - For this <b>urban freeway transportation</b> project to widen I-10 between W. Washington St. to Acadian Thruway, Mrs. Breaux designed the girders, bearing pads, and bent caps for Ramp 3 Westbound, and calculated all elevations and quantities for this segment of the project. She also designed a sign truss spanning 90 feet over I-10 near Napoleon Street.</p>		
10/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.013897 / I-10 &amp; I-12 COLLEGE DRIVE FLYOVER RAMP DESIGN BUILD: East Baton Rouge Parish, LA.</b> <i>Engineer Intern</i> - This <b>urban freeway transportation</b> Design-Build project begins on I-10 west, south of the I-10/I-12 interchange, and extends west to the I-10 West/College Drive interchange. Mrs. Breaux designed all bent caps, light poles, drilled shafts, anchor bolts, and bearing pads. She also computed all quantities and elevations for this project.</p>		
11/21-Present	<p><b>BLUEBONNET BLVD. (PERKINS RD TO PICARDY AVE): East Baton Rouge Parish, LA.</b> <i>Engineer Intern</i> - GEC is designing the widening of Bluebonnet Blvd. to include an additional lane in each direction between Perkins Road and Picardy Avenue. Mrs. Breaux designed the concrete deck, girders, and bent caps, as well as calculated quantities, cost, and elevations for this <b>urban bridge</b> and roadway project.</p>		
02/20-09/20	<p><b>CHEVELLE AND SARASOTA BRIDGE REPLACEMENTS: East Baton Rouge Parish, LA.</b> <i>Engineer Intern</i> - This project includes the replacement of the existing Chevelle Drive Bridge over the West Fork of the North Branch of Ward Creek with a 4-span 80-foot long slab span bridge and the existing Sarasota Drive Bridge over Engineers Depot Canal with a 5-span 105-foot long slab span bridge. Both bridges will have pedestrian walks and are located in Baton Rouge, Louisiana. Mrs. Breaux reviewed bent cap designs and foundation plans, and calculated quantities and elevations for this project.</p>		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Hector Zuniga, EI</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	4
TITLE	<b>Engineer Intern, Civil</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	2
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2014 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		33875 / Louisiana / 03-31-2025	
YEAR REGISTERED	2018	DISCIPLINE	Engineer Intern
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Bridge Design</b>	
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).		
	<p>Mr. Zuniga joined GEC's Engineering group as an Engineer Intern after working for DOTD as a Bridge Load Rating Engineer. His experience focuses on bridge engineering. He has six years of load rating as-design, and existing bridges in accordance to AASHTO LRFD, MBE, and LADOTD BDEM. His expertise includes bridge rating, quantities development, review of bridge design plans and shop drawings, and structural design.</p>		
06/21-Present <b>SECTION 17 PROJECT</b>	<p><b>I-10 &amp; I-12 COLLEGE DRIVE FLYOVER RAMP DESIGN-BUILD: Baton Rouge, LA. Structural Engineer</b> - This Design-Build <b>urban freeway transportation</b> project consist of a new bridge ramp over I-10 towards College Dr., and an existing bridge being widen over Ward Creek. GEC is responsible for engineering and design quality control services as necessary to complete the design and construction of the I-10 &amp; I-12 College Dr. Flyover Ramp Design-Build project which consists generally of high and bridge design and engineering services. Mr. Zuniga performed the as-designed <b>load rating</b> for the superstructure and substructure of the bridge ramp. The most critical spans and bent caps were considered for the analysis. The analysis was performed using AASHTO Bridge Rating and LEAP, and in accordance to AASHTO LRFD, MBE and LADOTD BDEM manuals. In addition, he performed an in-depth reviewed of the bridge ramp shop drawings, and bridge design plans. For the existing bridge, Mr. Zuniga performed the as-designed <b>load rating</b> analysis for the superstructure and substructure for the widening portion of the bridge. Additionally, he reviewed the designed calculations for two types of retaining walls. He also developed the quantities for each retaining wall.</p>		
09/20-Present <b>SECTION 17 PROJECT</b>	<p><b>H.004100 / I-10, LA 415 TO ESSEN LANE ON I-10 AND I-12: West and East Baton Rouge Parishes, LA. Structural Engineer Intern</b> - Mr. Zuniga calculated the required reinforcing steel and developed quantities for the retaining walls along I-10 based on AASHTO LRFD for the EWP3 submittal. He also designed two light pole's drilled shaft to determine the required reinforcing steel for the <b>urban freeway transportation</b> project. The design is in accordance to LRFD Specifications for Highway Signs, Luminaires, and Traffic Signals. Mr. Zuniga completed the analysis and design using the Finite Element Method.</p>		
07/21-Present	<p><b>BLUEBONNET BLVD. (PERKINS TO PICARDY): Baton Rouge, LA. Structural Engineer</b> - GEC is designing the widening of Bluebonnet Blvd., an <b>urban roadway</b>, to include an additional lane in each direction. Mr. Zuniga performed quantities for spans one thru three for phases II and III. In addition, he reviewed quantities for spans one thru three for Phase I.</p>		
04/21-Present	<p><b>H.004273.5 / I-49 CONNECTOR: Lafayette, LA. Structural Engineer</b> - This project includes bridge design and construction of a freeway with accompanying interchanges in the Evangeline Thruway US 90/US 167 corridor and flanking collector/distributor roads for local traffic circulation and land access. The project begins just south of the Lafayette Regional Airport and continues north to the I-10/US 167/I-49 interchange, a length of approximately five miles. Mr. Zuniga designed the end bent on the northbound ramp bridge to determined the piles reactions.</p>		
03/19-11/20 <b>SECTION 17 PROJECT</b>	<p><b>H.003074 / I-10 WILLIAMS TO VETERANS: Jefferson Parish, LA. Structural Engineer</b> - GEC is designing three bridges along I-10 westbound, eastbound and a ramp on the eastbound side at Jefferson Parish for this <b>urban freeway transportation</b> project. Mr. Zuniga performed the as-designed <b>load rating</b> analysis for the superstructure, and substructure of these bridges. The most critical spans and bent caps were considered for the analysis per bridge. The analysis was performed using AASHTO Bridge Rating and LEAP, and in accordance to AASHTO LRFD, MBE and LADOTD BDEM manuals. In addition, he developed, and reviewed concrete and steel quantities for various spans, and bent caps. Final bridge plans have been submitted.</p>		

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>			
NAME	<b>Philip Walker, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>4</b>
TITLE	<b>Regional Practice Lead - Bridge</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>27</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>MSCE / 1991 / Structural Engineering; BSCE / 1990 / Structural Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>46394 / Louisiana / 09-30-2024</b>	
YEAR REGISTERED	<b>2022</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Bridge design advisor and QA/QC reviewer</b>	
EXPERIENCE DATES (MM/YY-MM/YY)	EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED CONTRACT; I.E., "DESIGNED DRAINAGE", "DESIGNED GIRDERS", "DESIGNED INTERSECTION", ETC. EXPERIENCE DATES SHOULD COVER THE YEARS OF EXPERIENCE SPECIFIED IN THE APPLICABLE MPR(S).		
06/21 - Ongoing	<b>CORRIDOR H QUALITY ASSURANCE MANAGEMENT (QAM) SERVICES:</b> Randolph and Tucker Counties, WV   West Virginia Department of Transportation   Quality Reviewer. Michael Baker provided quality assurance management (QAM) for construction of Sections 1, 2, and 3 of the Corridor H highway from Kerens to Parsons. During a long-term relationship with the client, Michael Baker served as the owner's representative to provide all the services needed from pre-award phase, through post-award and construction stages of their largest ever construction project being executed as design-build.		
01/20 - Ongoing	<b>FHWA STRUCTURES, HYDRAULICS, GEOTECHNICAL ENGINEERING PROGRAM IDIQ 2017-22:</b> Nationwide   Federal Highway Administration   Quality Reviewer. Michael Baker is providing technical services to support the National Highway Institute's structures, hydraulics, and geotechnical engineering program areas under this indefinite delivery/indefinite quantity contract. This contract provides for the development, update, and delivery of instructor-led training, web-based training, web conference training, videoconference training, flipped classroom training, new and evolving training delivery platforms, and new technologies, such as mobile apps and virtual world delivery. Tasks include developing, updating, and delivering training, supplemental materials, and services to support training, advance the state of practice, and implement best practices for the program areas.		
05/20 - Ongoing	<b>I-2/I-69C INTERCHANGE AND I-2 RECONSTRUCTION DESIGN-BUILD:</b> Pharr, McAllen, and San Juan, Texas   Texas Department of Transportation   Quality Reviewer. Michael Baker provided design and engineering services for this major transportation reconstruction project for 7.8 miles of operational and safety improvements along I-2 in a rural-to-urban segment of the county. For this project, we developed roadway designs and alternative concepts as well as maintenance and protection of traffic plans for efficiently redirecting traffic. Its roadway, bridge, and MOT teams collaborated using 3D models to ensure designs met requirements set by TxDOT for construction clearance, profile grades, design speeds, bridge removals, and work-zone traffic barrier clearances. Michael Baker's unique solution for construction allowed the contractor to construct three out of four direct connectors using minimal closures. By eliminating these restrictions, the contractor could offer a lower bid, reducing costs and saving money.		
10/21 – Ongoing	<b>SR 28 BRIDGE OVER THE STRONG RIVER:</b> Simpson County, Mississippi   Mississippi Department of Transportation   Technical Advisor. Philip is providing suggestions and guidance to the team while guiding responses to client comments for the design of a three span post-tensioned spliced precast concrete beam bridge across the Strong River.		
12/14 – 01/15	<b>HARRISBURG OVERPASS, HOUSTON METRO EAST CORRIDOR PROJECT:</b> Houston, Texas   Houston METRO   QAQC Review. Philip provided QC Review of the 885-foot-long bridge carrying both two tracks of light rail and two lanes of highway traffic. He reviewed both calculations and each plan phase submittal. Project consisted of multiple spans of precast concrete girders made continuous for live load with a substructure containing multiple reinforced concrete straddle bents supported on drilled shafts. Direct fixation was used to connect rails to raised plinths to superstructure deck.		
03/09 – 04/14	<b>MID-BAY BRIDGE AUTHORITY GENERAL ENGINEERING CONTRACT – PHASE 2 AND PHASE 3:</b> Okaloosa County, Florida   Mid-Bay Bridge Authority   Structural Project Manager. Philip was the Structural Project Manager and Engineer of Record responsible for all structures along the 8 mile corridor. Project includes three grade separation structures and five waterway crossings. Project highlights included minimization of wetlands impacts, prohibition on stream construction to protect endangered species, use of hybrid girders and weathering steel, and use of work trestles at various locations. Project also includes an overhead gantry to facilitate tolling along with other standard overhead sign structures.		
02/07 – 05/09	<b>HBT BRIDGE OVER HBT RAILROAD - HOUSTON METRO NORTH CORRIDOR PROJECT:</b> Houston, Texas   Houston METRO   QC Reviewer. Mr. Walker was the QC reviewer for structural details along the 1722' viaduct supporting twin light rail tracks. The bridge consisted of fifteen spans of precast Texas		

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>	
NAME	<b>Philip Walker, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
	U-beam superstructure and a central 426' unit consisting of a 3 span structure consisting of parallel steel box girders. Mr. Walker was the Engineer of Record for a Rolling Stock Analysis of a three-span continuous steel box girder superstructure supporting two parallel light rail tracks. The special study was conducted to verify the appropriateness of live load impact factors used. The work consisted of conducting a time history analysis of vehicles traveling across the structure using the modal superposition technique.
11/08 – 09/13	<b>MAIN STREET BRIDGE OVER WHITE OAK BAYOU – HOUSTON METRO NORTH CORRIDOR PROJECT:</b> Houston, Texas   Houston METRO   Engineer of Record. Philip was the Engineer of Record for design of strengthening and reconstruction of the historic structure for purpose of carrying light rail tracks. Historic requirements and permit limitations dictated use of an atypical structural system consisting of reinforced concrete T-beams spanning up to 80 feet for the 420-foot-long bridge. Bridge deck and track profile was required to match the existing bridge grade which transitioned 20 feet vertically from the north bank of the waterway up to a track station platform at the third floor of the University of Houston campus building.
06/15 – 12/11	<b>MID-BAY BRIDGE AUTHORITY GENERAL ENGINEERING CONTRACT – PHASE 1:</b> Okaloosa County, Florida   Mid-Bay Bridge Authority   Structural Project Manager. Philip was the Structural Project Manager and Engineer of Record responsible for all structures along the 3.5-mile corridor. Project includes three bridge structures with various walls, sign structures, and mastarms. Bridge structures include two 245-foot simple span hybrid steel plate girder structures and a 95-foot simple span AASHTO Type IV girder structure.
07/06 – 12/11	<b>SR 559 OVER CSX RAILROAD:</b> Polk County, Florida   Florida Department of Transportation District 1   Structural Project Manager. Philip was the Structural Project Manager and Engineer of Record for the 422-foot AASHTO Type VI girder bridge. Adjacent storage tanks necessitated requirement of drilled shaft foundations at both intermediate piers and end bents to minimize construction vibrations. Project included wrap-around MSE walls and various cantilever sign structures.
02/06 – 01/09	<b>LEISEY ROAD EXTENSION PROJECT:</b> Hillsborough County, Florida   Newland Communities   Structural Project Manager. Responsible for design of all structures along the corridor. The project included a 160-ft. truss bridge carrying two lanes of traffic with sidewalks across CSX railroad tracks at the entrance to the housing development. The project's design reflected incorporation of the requirements of FDOT's Florida Greenbook. The structure's span length across the tracks satisfied FDOT's requirements for horizontal clearance when crash walls were not provided. The Pratt Truss utilizing weathering steel provided the aesthetic look of an "old railroad bridge" that was desired by the owner. The development's fees incorporated maintenance costs for stain removal from concrete surfaces due to use of weathering steel.
03/05 – 02/13	<b>SR 79 OVER HOLMES CREEK:</b> Vernon, Florida   Florida Department of Transportation District 3   Structural Project Manager. Philip was the Structural Project Manager and Engineer of Record for the twin 1000-foot AASHTO Type IV girder bridges. He was responsible for all contract documents for the bridge, retaining walls (anchored sheet pile), and mastarm structures. The presence of artesian pressure and swampy conditions required the design of two foundation solutions – steel pipe piles and drilled shafts. He provided technical direction and supervision to a staff of three engineers and two technicians.
01/96 – 04/96	<b>US 1 BRIDGE REPLACEMENTS:</b> Duval County, Florida   Florida Department of Transportation District 2. Assisted in the design of the AASHTO girder structures. HDR provided preliminary, final and post design services for the reconstruction of eight bridges and their roadway approaches located in northwest Florida. Descriptions for each of the bridges are as follows: <ul style="list-style-type: none"> <li>• US 1 over Durbin Creek. The crossing consists of a pair of 159-foot long bridges. The multi-span superstructure utilized AASHTO Type II Girders. All bents were supported by precast concrete piling.</li> <li>• US 1 over Moses Creek. The crossing consists of a pair of 150-foot long bridges. The multi-span superstructure utilized AASHTO Type II Girders. All bents were supported by precast concrete piling.</li> <li>• US 1 over Moultrie Creek. The crossing consists of a pair of 210-foot long bridges. The multi-span superstructure was a reinforced concrete flat slab section.</li> <li>• Racetrack Road over Durbin Creek. The bridge was a 376-foot long structure. The multi-span superstructure utilized AASHTO Type III Girders. All bents were supported by precast concrete piling.</li> <li>• SR 207 over Cracker Branch. The bridge was a 171-foot long structure. The multi-span superstructure was a reinforced concrete flat slab section.</li> </ul>

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>			
NAME	<b>Jeffrey McRae, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>24</b>
TITLE	<b>Technical Manager - Bridge</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>0</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1996 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>34554 / Louisiana / 09-30-2025</b>	
YEAR REGISTERED	<b>2009</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Bridge Design Lead</b>	
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).		
11/21 – Ongoing	<p><b>US 371: KCS RR Overpasses HBI, Webster Parish, Louisiana   LADOTD   Bridge Design Lead.</b> Mr. McRae is serving as the Bridge Design Lead for the replacement of 3 bridges along US 371 at 2 locations: Sibley, La and Minden, LA. His responsibilities include overseeing the bridge design calculations and development of bridge plans making sure they meet both DOTD and KCS Railroad Design Guidelines. Project does include the design of a detour structure (Acrow Bridge) for the bridge site at Sibley in order to keep US 371 open under traffic.</p>		
06/2006 - 01/2009	<p><b>RECONSTRUCTION OF I-55 FROM NORTH OF OLD AGENCY ROAD TO SOUTH OF S.R. 463:</b> Madison County, Mississippi   Mississippi Department of Transportation   Engineer. Responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans. Michael Baker provided engineering services for the reconstruction of three miles of I-55 from Old Agency Road to S.R. 463. The reconstruction created a split-diamond interchange with frontage roads and several bridges and retaining walls. A new four-lane boulevard was constructed as the southern leg of the interchange, and an existing two-lane road was reconstructed into a four-lane boulevard as the northern leg. Additional bridges and retaining walls were also constructed along these roads. Michael Baker provided field surveys, digital orthophotography mapping, preliminary and final roadway, bridge, and retaining wall design; hydraulics and hydrology; maps and deeds; signalization, intelligent transportation system, and lighting design; construction phase services; and quality control/quality assurance.</p>		
08/21 – Ongoing	<p><b>SR 28 QUINN CREEK AND STRONG RIVER BRIDGE REPLACEMENTS:</b> Simpson County, Mississippi   Mississippi Department of Transportation   Project Manager. Responsibilities included overall project management, QA/QC of bridge design calculations, generation of final contract plans and reviewing of contractor submittals. Michael Baker provided design and engineering services for bridge hydraulics, conceptual and final bridge construction plans for two prestressed girder hydraulic bridge sites, including a 3-span spliced post-tension concrete girder span.</p>		
06/20 – 12/21	<p><b>SR 601 MIDDLE-CANAL ROAD:</b> Harrison County, Mississippi   Mississippi Department of Transportation   Bridge Design Lead. Responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final bridge design contract plans for three grade crossings and one hydraulic crossing. Michael Baker provided engineering services for Alternate No. 2 (with North Connector Road) for the development of contract plans for the middle section (approximately 3.0 Miles) of a four-lane divided highway on new alignment from US 90 to I-10. Four bridges are on the alignment. Michael Baker also provided aerial mapping and centerline alignment for the entire length of the highway from US 90 to I-10.</p>		
11/19 – 12/21	<p><b>US HIGHWAY 49 FLYOVER BRIDGE REHAB:</b> Rankin County, Mississippi   Mississippi Department of Transportation   Project Manager. Responsibilities included overall project management, QA/QC of bridge design calculations, generation of final contract plans and reviewing of contractor submittals. Michael Baker provided design and engineering services for final contract plans for the replacement of the curved right-side railing (outside of curve) and overhang on the US 49 North to I-20 West flyover bridge (Bridge No. 30) in Rankin County, Mississippi. Michael Baker also developed traffic control plans, performed infrared and ground penetrating radar surveys of the existing bridge deck and prepared a special provision specification for a high friction overlay to be applied to the bridge deck.</p>		

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>	
NAME	<b>Jeffrey McRae, PE</b> <span style="float: right;"><i>Continued Resume</i></span>
09/19 – Ongoing	<b>SR 9 BRIDGE REPLACEMENTS:</b> Calhoun County, Mississippi   Mississippi Department of Transportation   Project Manager. Responsibilities included overall project management, QA/QC of bridge design calculations, generation of final contract plans and reviewing of contractor submittals. Michael Baker provided engineering and design services for final bridge construction plans for three prestressed girder bridges and one curved steel girder bridge: Bridge No. 35.5 over Shutispear Creek, Bridge No. 40.7 over Yalobusha River Relief, Bridge No. 40.9 over Yalobusha River, and Bridge No. 41.2 over Yalobusha River Relief on SR 9.
07/18 – 12/22	<b>APPALACHIAN CORRIDOR "V":</b> Itawamba County, Mississippi   Mississippi Department of Transportation   Project Manager. Responsibilities included overall project management, QA/QC of bridge design calculations, generation of final contract plans and reviewing of contractor submittals. Michael Baker provided design and engineering services for bridge hydraulics, conceptual and final bridge construction plans, and construction engineering services for four twin hydraulic bridge crossings on the Appalachian Corridor "V" alignment (SR 76) from Fairview to SR 23.
07/12 – 12/22	<b>US HIGHWAY 49 IMPROVEMENTS BETWEEN FLORENCE AND THE SCALES AREA:</b> Rankin County, Mississippi   Mississippi Department of Transportation   Bridge Design Lead. Responsibilities included generating final construction bridge plans, geometric calculations, design calculations and reviewing of contractor submittals for three hydraulic bridge crossings and three box bridges. Michael Baker provided engineering services for roadway and bridge construction on U.S. 49 between Florence and the Scale Area just south of I-20. Michael Baker's services included the development of detailed design plans for bridges and roadway, including lighting, traffic control, signing, signalization, and intelligent transportation systems.
04/11 – 10/14	<b>SR 15 RIPLEY BYPASS:</b> Tippah County, Mississippi   Mississippi Department of Transportation   Project Manager. Responsibilities included project management duties and generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans. Michael Baker provided engineering services to upgrade S.R.15 to a four-lane limited-access highway to bypass the city of Ripley. The bypass included interchanges at several intersections from the Union County line to one mile north of S.R. 4 in Tippah County. Michael Baker's services included surveying, the design of eight prestressed concrete beam bridges that included three hydraulic crossings and five grade crossings, and the design of a retaining wall adjacent to a railroad.
04/07 – 12/16	<b>I-269 FROM EAST OF I-55 TO NORTH OF S.R. 305:</b> DeSoto County, Mississippi   Mississippi Department of Transportation   Bridge Design Lead. Responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, conceptual through final design contract plans and reviewing of contractor submittals for seven bridges. Michael Baker provided engineering services for I-269 from east of I-55 to north of S.R. 305. Michael Baker's services included detailed mapping from aerial photography, field surveys, <b>traffic analysis</b> , the preparation of final right-of-way plans, and preparation of final construction plans.
05/10 – 12/15	<b>SR 607 IMPROVEMENTS FROM TEXAS FLAT ROAD TO I-59:</b> Hancock and Pearl Counties, Mississippi   Mississippi Department of Transportation   Bridge Design Lead. Responsibilities included generation of engineering design calculations, bridge geometry, bridge quantities, conceptual through final design contract plans and reviewing of contractor submittals for three prestressed girder bridges. Michael Baker provided engineering services for the widening of S.R. 607 to four lanes from Texas Flat Road to I-59, including the replacement of bridges over Alligator Branch, Second Alligator Branch and Indian Camp Creek. Michael Baker's services included bridge hydraulic design, load and resistance factor design of the bridges, and the preparation of construction plans.
04/07 – 03/10	<b>REUNION PARKWAY OVER I-55 INTERCHANGE IN MADISON COUNTY:</b> Mississippi   Madison County   Project Manager. Responsibilities included project management duties and generation of engineering design calculations, bridge geometry, bridge quantities, and conceptual through final design contract plans for a curved steel box girder bridge. This project includes bridge and retaining wall design, as well as surveying for a Single Point Urban Interchange (SPUI) located at the intersection of I-55 and Reunion Parkway in Madison County, MS.

FIRM EMPLOYED BY <b>Michael Baker International, Inc.</b>			
NAME	<b>Shalin Sheth, EI</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<1
TITLE	<b>Bridge Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	3
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2016 / Civil Engineering; M.S. / 2019 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		34706 / Louisiana / 03-31-2025	
YEAR REGISTERED	2020	DISCIPLINE	Engineer Intern
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Bridge Design Support</b>	
EXPERIENCE DATES (MM/YY-MM/YY)	EXPERIENCE AND QUALIFICATIONS RELEVANT TO THE PROPOSED CONTRACT; I.E., "DESIGNED DRAINAGE", "DESIGNED GIRDERS", "DESIGNED INTERSECTION", ETC. EXPERIENCE DATES SHOULD COVER THE YEARS OF EXPERIENCE SPECIFIED IN THE APPLICABLE MPR(S).		
09/22 - Ongoing	<p><b>US 371: KCS RAILROAD OVERPASSES HBI:</b> Webster Parish, Louisiana   LADOTD   Project Engineer. Responsibilities include computation of engineering design calculations, determining structural feasibility of bridge geometry, structural design of all bridge components, computation of bridge quantities, and plan production at various preliminary and final submittal stages/milestones. The project consists of full-scale replacement of two railroad overpass bridges 3.7 miles apart on the same route of US 371, with three bridges. Michael Baker is providing transportation and bridge engineering services for this project as a lead consultant, while subconsultants Ardaman and Associates, and Vectura Consulting Services, are providing geotechnical and traffic control services respectively.</p>		
10/22 - Ongoing	<p><b>INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) OFF-SYSTEM BRIDGE PROGRAM – DISTRICT 07:</b> LADOTD   Project Engineer. Responsible for the development of expected bridge construction cost based on anticipated square footage of bridge using recent off-system and on-system bridge bid tabulations. Additional responsibilities included participation in development of Preliminary Bridge Matrix and Final Structure Recommendation for the five parishes in District 07 along with helping determine cost per a square foot for right-of-way acquisitions based on recent real estate transactions in each Parish. Project is broken into Initial Phase and Final Design Phase. Matrix developments were part of the initial phase that started in October 2022 and was finished and submitted in December 2022. District 07 was given \$30.3 million dollars with allocations for each parish..</p>		
07/19 – 08/22	<p><b>MACARTHUR INTERCHANGE COMPLETION PHASE II AT US90-Z EASTBOUND:</b> Jefferson Parish, Louisiana   LADOTD   Engineer Intern. Responsibilities included structural analysis and girder capacity verification of prestressed concrete girders, developing spreadsheets and Mathcad files for computing development lengths and splice lengths, and deck reinforcement design. Further responsibilities included computing bridge quantities, girder riser elevations, riser thicknesses, deck elevations for the bridge, along with drafting CAD sheets in MicroStation for framing plans, pier cap details, and deck reinforcement plans in compliance with LADOTD standards. This project consisted of demolition of an off-ramp and an on-ramp, along with reconstruction of both at different locations in addition to new construction to facilitate bridge widening. SDR Engineering provided comprehensive transportation and bridge structural engineering services.</p>		
05/21 – 08/21	<p><b>MERMENTAU RIVER SWING SPAN TRUSS BRIDGE REPAIRS AT GRAND CHENIERE:</b> Louisiana   LADOTD   Engineer Intern. Responsibilities included preparing a structural rehabilitation solution to repair the steel truss member with structural deficiency, along with repair solutions for floorbeams and stringers using steel cover plates. Further responsibilities also included drafting and redrawing the fender system plans and railing repair plans and reviewing overall bridge repair quantities and the plan set. SDR Engineering provided the bridge inspection and load rating services in the preliminary stage, and later prepared repair and rehabilitation plans and procedures for the entire superstructure and substructure along with the fender system for the movable bridge span.</p>		
07/22 – 08/22	<p><b>LOAD RATING OF 176 BRIDGES:</b> Louisiana   LADOTD   Engineer Intern. Responsibilities included performing load rating for a total of 43 culverts out of 176. The typical process mainly involved developing and analyzing the structural model for concrete box culverts in AASHTOWare BrR, and then preparing reports with load posting recommendations, if applicable. SDR Engineering provided the load rating services for this project..</p>		

FIRM EMPLOYED BY **Michael Baker International, Inc.**

NAME	Shalin Sheth, EI <span style="float: right;"><i>Continued Resume</i></span>
08/20 – 09/20	<b>BRIDGE DECK INVESTIGATION USING GROUND PENETRATING RADAR (GPR) SYSTEM:</b> Louisiana   LADOTD   Engineer Intern. Responsibilities included performing GPR investigation of bridge decks for 5 bridges across Louisiana using a vehicle mounted GPR setup provided by 3D-radar (now Kuntur), processing and analyzing scanned data, summarizing insights, and compiling reports regarding feasibility and usefulness of such an investigation. SDR Engineering provided the investigation services for this pilot GPR bridge deck evaluation project.
07/19 – 02/21	<b>LOAD RATING OF 311 BRIDGES:</b> Louisiana   LADOTD   Engineer Intern. Responsibilities included load rating 51 bridges of various types such as concrete slab bridges, reinforced concrete girder bridges, prestressed girder bridges, prestressed and reinforced channel bridges, reinforced concrete culverts, and timber beams/timber trestle bridges. For a typical bridge, the load rating process involved developing and analyzing the superstructure structural model in AASHTOWare BrR, substructure structural model in RC Pier (now LEAP Bridge Concrete), and post processing the analysis results using Mathcad to effectively determine the load carrying capacity of the bridge (load rating factors) and accordingly recommending the posting load to LADOTD. This project's scope was initially the load rating of 311 bridges located across Louisiana, however later another 300+ bridges and culverts were added to the scope. SDR Engineering provided the load rating services for this project..
07/22 – 08/22	<b>LOAD RATING OF 114 BRIDGES:</b> Louisiana   LADOTD   Engineer Intern. Responsibilities included performing load rating for a historic steel beam bridge, and a prestressed concrete girder bridge. The typical load rating process involves modelling the superstructure and substructure in AASHTOWare BrR and LEAP Bridge Concrete respectively, along with compiling the load rating report. Further responsibilities included reviewing over 40 concrete slab bridges to be load rated by three junior engineer interns. SDR Engineering provided the load rating services for this project.
06/23 - Ongoing	<b>I-90/I-495 INTERCHANGE (RAMPS), DESIGN BUILD:</b> Boston Massachusetts   Massachusetts Department of Transportation   Engineer. Mr. Sheth's responsibilities include developing a MIDAS civil finite element analysis model to run the seismic analysis to these steel multi-span curved bridges, and then using the seismic loads as input in the LEAP bridge models to verify the design on the plan sets. This ongoing design-build project involves demolition of the on and off ramps to I90, and construction of two new ramps. As a design subconsultant, Michael Baker is performing independent second set calculations related to the structural design of these bridges.

FIRM EMPLOYED BY <b>Lazenby &amp; Associates, Inc.</b>				
NAME	<b>Jerry Lazenby, PE, PLS</b>		YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	41
TITLE	<b>President</b>		YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	16
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 1965 / Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		P.L.S. 0002313/ Louisiana / 03-31-2024 P.E. 0012104 / Louisiana / 03-31-2024		
YEAR REGISTERED	1970	DISCIPLINE	Professional Land Surveyor Professional Engineer, Civil and Environmental	
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Survey Principal-In-Charge, Project Supervisor and Contract Management, QA-QC</b>		
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).			
	<p>Mr. Lazenby has over 50 years of experience in planning, surveying, designing, inspecting, and construction administration of transportation facilities. The first 9 years of Mr. Lazenby's career were spent with the U.S. Bureau of Public Roads/Federal Highway Administration at various locations in the United States as a Highway Engineer reviewing and assisting state highway officials with transportation projects utilizing Federal-Aid transportation funding from project inception through construction. He has designed and supervised numerous projects for LADOTD over the past 45 years. He has been responsible for the firm's growth as well as the reputation of the firm. He has instilled in each member of the firm to provide a professional product and to deliver on time. Mr. Lazenby has successfully completed the following continuing education classes, workshops, and seminars: LA Specific Traffic Control Technician Course, 2020 (refresher); LA Specific Traffic Control Supervisor Course, 2020 (refresher); National Environmental Policy Act (NEPA) and Transportation Decision Making.</p>			
10/12 – 06/16	<p><b>PRINCIPAL-IN-CHARGE FOR IDIQ RETAINER FOR LADOTD CONTRACT NO. 4400002862, S.P. NO. H.008768 – HYDROGRAPHIC SURVEYING SERVICES FOR MONITORING OF EXISTING BRIDGES-STATEWIDE (NORTH REGION):</b> Supervised the performance of hydrographic surveys on 14 Task Orders for checking channel scour at major bridge sites in north Louisiana. Duties included supervision of project surveyors and the development of required hydrographic survey schedules and reports at the various bridge locations.</p>			
09/18 – 02/23	<p><b>PRINCIPAL-IN-CHARGE FOR LADOTD CONTRACT NO. 4400012668, IDIQ RETAINER CONTRACT FOR PROFESSIONAL HYDROGRAPHIC SURVEYING SERVICES, STATEWIDE (NORTH REGION) (LADOTD CONTRACT NO. 44-12668):</b> Supervised the performance of hydrographic surveys on 17 Task Orders for checking channel scour at major bridge sites in north Louisiana. Duties included supervision of project surveyors, QA/QC of the development of required hydrographic survey schedules and reports at the various bridge locations.</p>			
02/23 – Present	<p><b>PRINCIPAL-IN-CHARGE FOR LADOTD CONTRACT NO. 4400019714, IDIQ RETAINER CONTRACT FOR PROFESSIONAL HYDROGRAPHIC SURVEYING SERVICES (NORTH REGION) (LADOTD CONTRACT NO. 44-19714):</b> Supervised the performance of hydrographic surveys checking channel scour at major bridge sites in north Louisiana. Duties include supervision of project surveyors and QA/QC reviewing of the development of required hydrographic survey schedules and reports at the various bridge locations.</p>			
06/04 – 03/05 01/06 – 06/09	<p><b>STATE PROJECT NO. 700-37-0102 / US 165 (JCT. LA 841 – RILLA):</b> Ouachita Parish. Mr. Lazenby was Principal-in-Charge of this project and performed QA-QC reviews of the plans. On this project Lazenby &amp; Associates performed <b>topographic surveys</b>, property surveys, ROW maps, alignment studies, and prepared preliminary and final roadway plans on a 4.5-mile section of US 165 being widened and upgraded to a four-lane divided arterial route under the Louisiana TIMED Program.</p>			
05/00 – 05/04	<p><b>STATE PROJECT NO. 700-99-0237 / RETAINER CONTRACT FOR PROFESSIONAL SURVEYING SERVICES:</b> Statewide. Mr. Lazenby was Principle-in-Charge responsible for 15 Task Orders to perform <b>topographic surveys</b>, property surveys, and develop ROW maps on various LADOTD projects in northern Louisiana.</p>			
01/04 – 05/07	<p><b>STATE PROJECT NO. 700-30-0061 / US 167 (LILLIE TO ARKANSAS STATE LINE):</b> Union Parish. Mr. Lazenby was Principle-in-Charge on this project and performed QA-QC review of the plans. On this project, Lazenby &amp; Associates developed final roadway plans, final bridge plans, and ROW maps on a 7-mile section of US 167 that was widened to a four-lane rural and urban arterial route under the Louisiana TIMED Program.</p>			

FIRM EMPLOYED BY <b>Lazenby &amp; Associates, Inc.</b>			
NAME	<b>Paul Fryer, PE, PLS</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>37</b>
TITLE	<b>Senior Vice-President</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>2</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 1984 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>P.L.S. 0004806/ Louisiana / 09-30-2025 P.E. 0023426 / Louisiana / 09-30-2025</b>	
YEAR REGISTERED	<b>1997</b>	DISCIPLINE	<b>Professional Land Surveyor Professional Engineer, Civil and Environmental</b>
	<b>1989</b>		
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Survey Project Manager, QA-QC</b>	
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).		
	<p><i>Mr. Fryer has over 20 years of experience in conducting topographic surveys, property surveys and developing right-of-way maps on LADOTD projects. Mr. Fryer has over 32 years of experience in planning, surveying, designing, inspecting, and construction administration of transportation facilities. Mr. Fryer is familiar with LADOTD and AASHTO design standards for roadway design and plans development. Mr. Fryer has performed professional engineering and land surveying services on a variety of projects involving line and grade studies, major investment studies, location and Stage “0” studies as well as topographic surveys, property surveys, and development of ROW maps. Mr. Fryer has extensive experience in developing preliminary and final roadway plans. Mr. Fryer is familiar with the LADOTD Location and Survey Manual for conducting topographic surveys, hydrographic surveys, property surveys and developing right-of-way maps. He is also familiar with the hydraulic design requirements of LADOTD. Mr. Fryer has completed the 3-day LADOTD training course entitled the “National Environmental Policy Act (NEPA) and Transportation Decision Making”. Mr. Fryer has successfully completed the LA Specific Traffic Control Technician course and the LA Specific Traffic Control Supervisor course in January, 2014 and the Traffic Control Supervisor Refresher course in October, 2016 and July, 2020.</i></p>		
03/08 – 04/11	<b>PROJECT SURVEYOR ON CONTRACT NO. 440000638 / RETAINER CONTRACT FOR PROFESSIONAL SURVEYING SERVICES:</b> Statewide. This retainer contract authorized 15 task orders for <b>topographic surveys</b> , property surveys and ROW maps over a 3 year period.		
05/08 – 05/12	<b>PROJECT MANAGER ON S.P. NO. H.004780.5 / KANSAS LANE CONNECTOR (ROUTE US 80 TO US 165):</b> Ouachita Parish – Responsible for <b>topographic surveys</b> and for property surveys and ROW maps on an Urban Systems project in Monroe, LA.		
08/10 – 04/11	<b>PROJECT SURVEYOR ON S.P. NO. 004783 / ARKANSAS ROAD (WEST MONROE) (CALDWELL ROAD TO LA 143) ROUTE LA 616:</b> Ouachita Parish – Responsible for conducting property surveys and developing ROW maps on a 3.2 mile urban arterial route.		
11/10 – 05/12	<b>PROJECT SURVEYOR FOR CONTRACT NO. 440000685 / RETAINER CONTRACT FOR PROFESSIONAL SURVEYING SERVICES:</b> Statewide. This retainer contract authorized 23 task orders for <b>topographic surveys</b> , property surveys and ROW maps over a 3 year period.		
11/11 – 01/15	<b>PROJECT SURVEYOR ON CONTRACT NO. 4400001328 / RETAINER CONTRACT FOR PROFESSIONAL SURVEYING SERVICES:</b> Statewide. This retainer contract authorized 25 task orders for <b>topographic surveys</b> , property surveys and ROW maps over a 3 year period.		
10/12 – 06/16	<b>QA/QC SURVEYOR FOR RETAINER FOR LADOTD CONTRACT NO. 4400002862, S.P. # H.008768 – HYDROGRAPHIC SURVEYING SERVICES FOR MONITORING OF EXISTING BRIDGES:</b> Statewide (North Region). Participated in supervision of hydrographic surveys on 14 Task Orders for checking channel scour at major bridge sites in north Louisiana. Duties included checking reports and performing quality control and quality assurance in the development of required hydrographic survey reports at the various bridge locations.		
09/18 – 02/23	<b>QA/QC SURVEYOR FOR LADOTD CONTRACT NO. 4400012668, IDIQ RETAINER CONTRACT FOR PROFESSIONAL HYDROGRAPHIC SURVEYING SERVICES:</b> Statewide (North Region). Reviewed and checked the performance of hydrographic surveys on 17 Task Orders for checking channel scour at major bridge sites in north Louisiana. Duties included checking reports and performing quality control and quality assurance in the development of required hydrographic survey reports at the various bridge locations.		

FIRM EMPLOYED BY <b>Lazenby &amp; Associates, Inc.</b>				
NAME	<b>Ronald Riggin, II, PE, PLS</b>		YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>11</b>
TITLE	<b>Project Surveyor</b>		YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>6</b>
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2006 / Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		P.L.S. 0005119/ Louisiana / 03-31-2025 P.E. 0036016 / Louisiana / 03-31-2025		
YEAR REGISTERED	<b>2014</b>	DISCIPLINE	Professional Land Surveyor	
	<b>2011</b>		Professional Engineer, Civil	
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Project Surveyor responsible for scheduling survey crews, conducting hydrographic surveys, and developing hydrographic survey submittals</b>		
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).			
	<i>Mr. Riggin is familiar with the requirements of the LADOTD Location and Survey Section for conducting topographic surveys, property surveys and hydrographic surveys. Mr. Riggin is responsible for quality control of all survey data obtained by survey crews in conducting topographic surveys, property surveys, and hydrographic surveys. Mr. Riggin has over five (5) year’s experience in conducting and performing hydrographic surveys in rivers, lakes and bays. Mr. Riggin has successfully completed the LA Specific Traffic Control Technician course and the LA Specific Traffic Control Supervisor course in January, 2014 and the Traffic Control Supervisor Refresher course in October, 2016 and July, 2020. On this project, Mr. Riggin meets MPR Requirement No. 9.</i>			
07/13 – 06/16	<b>RETAINER CONTRACT NO. 4400003471 / RETAINER CONTRACT FOR PROFESSIONAL SURVEYING SERVICES:</b> Statewide. Project Surveyor responsible for coordination and supervision of survey field crews performing <b>topographic surveys</b> and property surveys on 14 Task Orders for an accumulated value of \$436,473.00 for LADOTD State Projects at various locations in northern Louisiana.			
10/12 – 06/16	<b>PROJECT SURVEYOR FOR CONTRACT NO. 4400002862, S.P. # H.008768 / HYDROGRAPHIC SURVEY MONITORING OF EXISTING BRIDGES:</b> Statewide (North Region). Performed hydrographic surveys on 14 Task Orders for monitoring scour at major bridge sites in north Louisiana. Duties included supervision of survey crews, analysis of survey data, and the development of required hydrographic survey reports at the various bridge locations.			
09/18 – 02/23	<b>PROJECT SURVEYOR FOR RETAINER CONTRACT NO. 4400012668 – RETAINER CONTRACT FOR PROFESSIONAL HYDROGRAPHIC SURVEYING SERVICES:</b> Statewide (North Region). Performed hydrographic surveys on major bridge structures in northern Louisiana for monitoring channel scour. Duties included supervision of field crews, analysis of survey data and development of required hydrographic survey reports at the various bridge locations for submission to the LADOTD.			
02/23 – Present	<b>PROJECT SURVEYOR FOR RETAINER CONTRACT NO. 4400019714 – RETAINER CONTRACT FOR PROFESSIONAL HYDROGRAPHIC SURVEYING SERVICES:</b> Statewide (North Region). Performing hydrographic surveys on major bridge structures in northern Louisiana for monitoring channel scour. Duties include supervision and scheduling of field crews, analysis of field data and development of required hydrographic survey reports at the various bridge locations for submission to the LADOTD.			
04/14 – 04/18	<b>PROFESSIONAL SURVEYOR OF RECORD FOR DEVELOPING TOPOGRAPHIC SURVEYS AND PROPERTY SURVEYS FOR PRIVATE CLIENTS:</b> on residential developments and commercial developments in Ouachita Parish and northern Louisiana. Professional Engineer of Record for the overall design of residential and commercial developments.			
03/15 – 08/17	<b>PROJECT ENGINEER AND PROJECT SURVEYOR FOR S.P. # H.011742 – OLE HIGHWAY 15 IMPROVEMENTS (US 80 – ARKANSAS ROAD (LA 616)):</b> Ouachita Parish. Mr. Riggin performed a <b>topographic survey</b> of a 2.2 mile section of Ole Hwy 15 from US 80 to LA 616 and then was the project engineer responsible for roadway design which consisted of cold planning to remove existing AC surfacing, in-place cement stabilization of existing base course, A.S.T. interlayer and asphaltic concrete overlay.			

FIRM EMPLOYED BY <b>Lazenby &amp; Associates, Inc.</b>			
NAME	<b>Randy Hammons, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	22
TITLE	<b>Project Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	8
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 1993 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		29504 / Louisiana / 09-30-2025	
YEAR REGISTERED	2001	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Survey</b>	
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).		
	<p><i>Mr. Hammons has in excess of 26 years of experience in planning and designing highways and bridges on transportation projects in Louisiana, Arkansas, Mississippi, and Tennessee. Mr. Hammons has approximately 16 years of experience supervising and processing topographic survey data, including establishing survey control, calculating existing alignments, creating digital terrain models (DTM's), and developing existing drainage maps for LADOTD projects. Mr. Hammons has successfully completed the following continuing education classes, workshops, and seminars: LA Specific Traffic Control Technician Course, 2020 (refresher), LA Specific Traffic Control Supervisor Course, 2020 (refresher)</i></p>		
10/14 – 06/17	<p><b>CONTRACT NO. 4400004541:</b> Retainer Contract for Professional Surveying Services – Statewide: Project Engineer processing <b>topographic survey</b> field data and preparing survey deliverables. This retainer contract contained eight task orders to perform <b>topographic surveys</b> for various projects at a cost of \$811,513 over a 3-year period. Some of the task orders for Topographic Surveys were as follows: State Project No. H.001270.5 – LA I-X: Natchitoches By-Pass on Keyser Avenue and the Cane River in Natchitoches Parish. (04/2017 – 07/2017). Topographic Survey of road and bridge replacement project using GPS receivers, robotic total stations and a SX-10 terrestrial scanner. Project included hydrographic survey of a portion of Cane River at the LA 1-X bridge crossing. State Project No. H.009997.5 – US 167: Johnston Street Improvements on Route US 167 in Lafayette Parish. (04/2017 – 09/2017). Topographic survey of a heavily traveled urban system route in Lafayette, Louisiana using GPS receivers, robotic total stations and a SX-10 terrestrial scanner.</p>		
02/15 – 02/16	<p><b>CONTRACT NO. 4400005020:</b> Project Engineer processing <b>topographic survey</b> field data and preparing survey deliverables. This subcontract included approximately 48% of the total <b>topographic surveying</b> at a cost of \$513,229. State Project Nos. H.011137 &amp; H.011152 – I-12 (LA 21 to US 190) &amp; I-12 (US 190 to LA 59) in St. Tammany Parish. Topographic Survey of a proposed 8.89 mi interstate widening located in Covington, LA along heavily traveled I-12 using GPS receivers and robotic total stations. Project included hydrographic survey of a portion of Tchefuncte River at the I-12 bridge crossing.</p>		
01/17 – 01/20	<p><b>CONTRACT NO. 4400009384:</b> Retainer Contract for Professional Surveying Services – Statewide: Project Engineer processing <b>topographic survey</b> field data and preparing survey deliverables. This retainer contract contained six task orders to perform <b>topographic surveys</b> for various projects at a cost of \$989,478 over a 3-year time frame. Some of the task orders for Topographic Surveys were as follows: State Project No. H.003370.5 – I-220/I-20 Interchange and BAFB Access, Route I-220 &amp; I-20 in Bossier Parish (04/2018 – 10/2018). Topographic survey of the proposed I-220/I-20 Interchange and BAFB Access roadway in Bossier Parish using GPS receivers, robotic total stations, SX-10 terrestrial scanner, and mobile lidar. State Project No. H.007300.5 &amp; H004774.5 – Kansas Lane – Garrett Road Connector and I-20 Interchange in Ouachita Parish (3/2018 – 9/2018) Topographic Survey of the proposed Kansas Lane - Garrett Road Connector and I-20 Interchange using GPS receivers, robotic total stations and a SX-10 terrestrial scanner. State Project No. H.012036.5 – US 80: Boeuf River Bridge in Richland Parish (03/2019 – 6/2019). Topographic survey for a bridge replacement project at the US 80 crossing of the Boeuf River using GPS receivers, robotic total stations and a SX-10 terrestrial scanner.</p>		
01/2020 – present	<p><b>CONTRACT NO. 4400017710:</b> Retainer Contract for Professional Surveying Services – Statewide: Project Engineer processing <b>topographic survey</b> field data and preparing survey deliverables. This retainer contract has contained one task order to perform <b>topographic surveys</b> at a cost of \$393,871 over a 5-year time frame. The task order for Topographic Survey is as follows: State Project No. H.015052.5 – I-20 Widening &amp; Improvements (Vancil to LA 34), Route I-20 in Ouachita Parish (05/2022-01/2023). Topographic survey of a proposed 3.94 mi interstate widening from Vancil Road to LA 34 along I-20 in West Monroe using GPS receivers, robotic total stations and SX-10 terrestrial scanner. Terrestrial mobile lidar was used to locate 20,815 LF (3.9 mi) of I-20 mainline.</p>		

FIRM EMPLOYED BY <b>Lazenby &amp; Associates, Inc.</b>			
NAME	<b>James S. Ellingburg, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>14</b>
TITLE	<b>Project Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>0</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 2008 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>37236 / Louisiana / 09-30-2024</b>	
YEAR REGISTERED	<b>2012</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Survey</b>	
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).		
	<p><i>Mr. Ellingburg has over 14 years of experience in developing roadway plans on both LADOTD and local roadway projects. Mr. Ellingburg is familiar with the LADOTD Roadway Design Procedure and Details Manual and the LADOTD Hydraulics Manual, as well as AASHTO design standards for roadway design. Mr. Ellingburg has assisted in hydraulic analysis and design, as well as roadway design and preparation of roadway plans, on a variety of roadway projects. Mr. Ellingburg has successfully completed the following continuing education classes, workshops, and seminars: LA Specific Traffic Control Technician Course, 2020 (refresher), LA Specific Traffic Control Supervisor Course, 2020 (refresher), Designing Streets for Pedestrians and Bicyclists Workshop, 2016, Highway Safety Manual Workshop, 2016, Roundabout Design Workshop, 2013, Traffic Engineering Analysis Process &amp; Report Class Module 1, 2 &amp; 3, 2021, One-Dimensional Modeling of River Encroachments with HEC-RAS Class, 2022</i></p>		
05/08 – 06/15	<p><b>STATE PROJECT NO. H.002622:</b> Arkansas Road (LA 616), Ouachita Parish. Mr. Ellingburg initially served as an engineering technician, checking the <b>topographic survey</b> in the field for accuracy. Mr. Ellingburg then served as a project staff engineer, assisting the project engineer with development of existing drainage maps, drainage design maps, utility adjustments, and developing roadway plans. Mr. Ellingburg also assisted with roundabout designs, and sequence of construction in both Preliminary and Final plan development. This project consisted of widening a 3.2-mile portion of LA 616 from a two-lane section to a five-lane urban roadway, and included four multi-lane roundabouts that required extensive geometric design and graphical grade development in order to meet AASHTO and LADOTD standards and requirements for safety. Once the project was let for construction, Mr. Ellingburg provided construction support on an as-needed basis by answering field questions from the contractor or LADOTD.</p>		
12/10 – 10/12	<p><b>STATE PROJECT NO. H.003854:</b> Bossier North-South Corridor Roadway and Bridges (I-220/Swan Lake Road Interchange to Crouch Road), Bossier Parish. Mr. Ellingburg served as a project staff engineer, working on development of existing drainage maps, design drainage maps, roadway drainage plans, and assisting with roadway and bridge design and plan development for both Preliminary and Final plans. This project consisted of reconstruction and realignment of a 3.7-mile section of Swan Lake Road and construction of a new 4.2 mile roadway connecting Swan Lake Road and Crouch Road. The southern portion of the project contains an urban three-lane section, while the northern segment is a rural, two-lane roadway. There are three bridge sites on the project.</p>		
11/11 – 01/12	<p><b>STATE PROJECT NO. H.004684:</b> El Camino East/West Corridor, Route LA 6, Natchitoches Parish. Mr. Ellingburg served as a project staff engineer, developing existing drainage maps for a LADOTD Topographic Survey.</p>		
09/17 – Present	<p><b>STATE PROJECT NOS. H.004774 &amp; H.007300:</b> Kansas Lane – Garrett Road Connector and I-20 Improvements, Ouachita Parish. Mr. Ellingburg served as a project staff engineer, assisting with generating <b>topographic survey</b> deliverables, developing existing drainage maps for the <b>topographic survey</b> portion of the project. During the design and plan preparation portion of the project, Mr. Ellingburg has performed drainage design, developed design drainage maps, and assisted with design of five multi-lane roundabouts, developing graphical grades and assisting with geometric design. This urban project includes five multilane roundabouts and interstate ramp modifications that required extensive geometrics and graphical grades in order to meet AASHTO and LADOTD standards and requirements for safety. The final plans are currently 98% complete.</p>		

FIRM EMPLOYED BY <b>Lazenby &amp; Associates, Inc.</b>			
NAME	<b>Noah J. Sampognaro, EI</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>2</b>
TITLE	<b>Engineer Intern</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>0</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 2020 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>34746 / Louisiana / 09-30-2025</b>	
YEAR REGISTERED	<b>2021</b>	DISCIPLINE	<b>Engineer Intern</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Survey</b>	
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).		
	<p><i>Mr. Sampognaro has 2 years of experience in performing drainage design, hydraulic analysis, roadway design, and preparation of roadway plans on a variety of LADOTD and local roadway projects. Mr. Sampognaro passed his P.E. Civil Transportation exam in October 2022 and is currently enrolled in the University of Wyoming Cadastral Surveying Certificate Program. Mr. Sampognaro is familiar with the LADOTD Roadway Design Procedure and Details Manual and the LADOTD Hydraulics Manual, as well as AASHTO design standards for roadway design. Mr. Sampognaro also assists in processing topographic survey and mobile LIDAR data, creating survey centerline alignments (ALG's) using horizontal regression analysis, developing digital terrain models (DTM's), and producing existing drainage maps for LADOTD topographic surveys. Mr. Sampognaro has successfully completed the following continuing education classes, workshops, and seminars: TOPO Dot User Conference, 2022, One-Dimensional Modeling of River Encroachments with HEC-RAS Class, 2022, LA Specific Traffic Control Technician Course, 2022, LA Specific Traffic Control Supervision Course, 2022</i></p>		
01/21-06/22	<p><b>STATE CONTRACT NO. 4400015236:</b> Retainer Contract for Professional Surveying Services – Statewide. This retainer contract consisted of fifteen task orders to perform <b>topographic surveys</b> for various projects across Louisiana. Mr. Sampognaro assisted in post-processing <b>topographic survey</b> data which was collected with the use of GPS receivers, robotic total stations, and SX-10 terrestrial scanners, as well as using TOPO Dot software to extract data collected with a terrestrial mobile lidar scanner. His duties also included creating survey centerline alignments (ALG's) and associated reports using horizontal regression analysis, developing existing digital terrain models (DTMs), and producing existing drainage maps. Some of the task orders on which Mr. Sampognaro has assisted include the following: State Project No. H.011706.5 – BNSF Several RR Xings (Baldwin) in St. Mary Parish (01/2021-08/2021); State Project No. H.012032.5 – LA 2: Bridges Near Mer Rouge, Route LA 2 in Morehouse and West Carroll Parishes (02/2021-04/2021); State Project No. H.008220.5 – LA 406 @ F.E. Hebert Roundabout, Route LA 406 in Plaquemines Parish (03/2021-07/2021); State Project No. H.012541.5 – LA 594: Overpass I-20, Route 594 in Ouachita Parish (01/2022-06/2022); State Project No. H.014646.5 – I-20: US 165 – E. of Garrett Road, Route I-20 in Ouachita Parish (08/2021-01/2022)</p>		
01/22 – 1/23	<p><b>STATE PROJECT NO. H.015052:</b> I-20: I-20 Widening/Overlay (Vancil Rd to LA 34). This project consisted of performing a complete <b>topographic survey</b> along I-20 from the Well Road Interchange to the LA 34 (Stella Mill St) Interchange in Ouachita Parish. It also included portions of Well Road, Downing Pines Road, Thomas Road, and LA 34 (Stella Mill St) for a total cumulative length of 25,625 ft (4.85 miles). Data was collected using GPS receivers, robotic total stations, SX-10 terrestrial scanners, and a terrestrial mobile LIDAR scanner. Mr. Sampognaro assisted in post-processing the survey data, extracting mobile LIDAR data using TOPO Dot software, and creating the existing drainage map. He also assisted in quality control measures by comparing field data collected by the survey crew to LADOTD as-built drawings.</p>		
01/21 – Present	<p><b>OUACHITA PARISH POLICE JURY ROAD PROGRAM:</b> Mr. Sampognaro has assisted with the Ouachita Parish Police Jury Road Program. His duties consist of post-processing <b>topographic survey</b> data, developing pavement preservation roadway plans, including design of cross drain structures, superelevation correction calculations, and quantity calculations, to preserve and extend the life of Ouachita Parish roadways, some of which are constructed under the DOTD Urban Systems program. Some of the Ouachita Parish Urban Systems projects on which Mr. Sampognaro has assisted include the following: State Project No. H.013805 – Finks Hide-A-Way Road (Mill, Patch and Overlay and includes a segment of Reconstruction); State Project No. H.014397 – Rowland Road (Mill, Patch and Overlay)</p>		

FIRM EMPLOYED BY		<b>Arcadis</b>	
NAME	<b>Akhil Chauhan, PE, PTOE, PTP, PMP</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	15
TITLE	<b>Principal Traffic Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	6
DEGREE(S) / YEARS / SPECIALIZATION		MS / 2003 / Transportation Engineering, Massachusetts Institute of Technology BS / 2001 / Civil Engineering, Indian Institute of Technology	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE.033703 / LA / Exp. 09/2024; PTOE #2544 / USA / Exp. 11/2023 PTP #246 / USA / Exp. 12/2024; PMP #1444676 / USA / Exp. 08/2024	
YEAR REGISTERED	2008	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Traffic Engineering</b>	
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).		
	<p><i>Mr. Chauhan is a Principal Traffic Engineer with over 20 years of applied research and industry experience in the fields of traffic engineering, traffic modeling and simulation, transportation planning, demand modeling/forecasting, intersection/corridor analysis, warrant analysis, signal design, safety studies, transportation management plans, and access management. Akhil has successfully led, managed, and mentored numerous projects and personnel related to transportation modeling, simulation, and planning for public agency clients located across the nation including several state Departments of Transportation. He is proficient in the use of many macro-, meso-, and microscopic traffic simulation software programs such as Highway Capacity Software, Vistro, Synchro, Sidra, Vissim, MITSIM, Dynameq, DynaMIT, TransCAD, Visum, and OREMS. Mr. Chauhan meets MPR #8 has completed the LADOTD Traffic Engineering Process and Report Training.</i></p>		
12/16 – 02/20	<p><b>TRAFFIC SIGNAL ENGINEERING IDIQ, LADOTD:</b> Statewide, LA. Contract/Project Manager. Provided contract management and served as lead technical advisor for task orders issued under this IDIQ. Services provided included a range of traffic engineering services including traffic data collection, traffic modeling and analysis, <b>signal timing optimization</b>, <b>traffic signal inventory</b>, <b>traffic signal design plans</b>, construction cost estimates, and quantities.</p>		
11/20 – Ongoing	<p><b>I-10 CMAR – TRAFFIC ENGINEERING SERVICES, LADOTD:</b> East Baton Rouge Parish, LA. Contract/Project Manager. Responsible for contract manager and technical advisory of all traffic engineering tasks including development of <b>permanent signing plans</b>, <b>signal design and timing plans</b>, <b>Interchange Modification Reports</b>, and <b>Transportation Management Plans</b> for the widening of Interstate-10 from LA 415 to Essen Lane and improvements to interchanges along this segment. One critical component of the project is maintaining traffic during the construction of new bridge structures. Multiple scenarios are being evaluated using a <b>calibrated mesoscopic model using Dynameq</b> to determine the impacts during construction and mitigations that will be necessary to minimize delay.</p>		
05/19 – 11/22	<p><b>I-20/I-220 INTERCHANGE IMPROVEMENTS AND BAFB ACCESS DESIGN-BUILD, LADOTD:</b> Bossier Parish, LA. Principal Engineer. Responsible for overseeing the development of addendum to <b>Interchange Modification Report</b>, <b>Transportation Management Plan</b>, temporary sign timing and design plans, Temporary Traffic Control Plans, and Permanent Signing Plans to accommodate the design and construction of the project. The design-build project includes the modification of the existing interchange at I-20/I-220 with additional ramps and extension of I-220 to provide access to Barksdale Air Force Base.</p>		
06/19 – 12/19	<p><b>EBR SIGNAL UPGRADES AND DESIGN, LADOTD:</b> East Baton Rouge Parish, Louisiana. Contract Manager. Responsible for technical oversight and supervision of the development of <b>design and timing plans</b> for <b>upgraded signal detection</b> at 39 signalized intersections from video detection systems to wireless vehicle detection systems (magnetometers).</p>		
08/13 – 01/20	<p><b>TRAFFIC ENGINEERING IDIQ CONTRACTS, LADOTD:</b> Statewide, LA. Contract/Project Manager. Provided contract management and served as lead technical advisor for task orders issued under two traffic engineering IDIQs. Services provided included a range of traffic engineering services including traffic data collection, intersection and corridor studies, traffic modeling, <b>signal warrant analysis</b> and <b>timing optimization</b>, alternative development and conceptual design, <b>signal design</b>, <b>traffic signal inventory</b>, and safety analysis / improvements. Arcadis developed the first <b>mesoscopic models using Dynameq</b> for the state of Louisiana.</p>		

FIRM EMPLOYED BY <b>Arcadis</b>	
NAME	<b>Akhil Chauhan, PE, PTOE, PTP, PMP</b> <span style="float: right;"><i>Continued Resume</i></span>
01/18 – Ongoing	<b>I-20 MESOSCOPIC MODEL AND TMP USING DYNAMIQ, LADOTD:</b> Bossier Parish, LA. Contract Manager. Responsible for supervising development of mesoscopic traffic model using Dynamiq to predict queueing, delay and alternate travel patterns due to planned construction on I-20 to replace pavement. The project scope includes development and calibration of mesoscopic model, analysis of alternative routes, safety analysis, operational analysis, assistance with public outreach, development of a Level 4 TMP, and development of work zone mitigation strategies.
04/13 – 12/13	<b>LA 1 AT RONDINAUD LANE SIGNAL UPGRADES, CITY OF DONALDSONVILLE:</b> Ascension Parish, LA. Project Manager. Produced traffic <a href="#">signal design and timing plans</a> and <a href="#">traffic signal inventory</a> (TSI) forms according to LADOTD standards. The signal modification was necessary as a new approach was added to the intersection of LA 1 at Rondinaud Lane. The updated signal required new timing parameters, intersection sketches, wiring diagrams, quantity estimates, and logging signal modifications.
08/14 – 03/21	<b>SAFETY STUDIES IDIQ CONTRACTS, LADOTD:</b> Statewide, LA. Contract/Project Manager. Provided contract management and served as lead technical advisor for task orders issued under two safety studies IDIQs. Services provided included a range of engineering services including <a href="#">safety and traffic studies</a> , historical crash analysis, collision diagram development, identification of safety deficiencies, traffic data collection, development of safety countermeasures, Highway Safety Manual predictive methods, Stage 0 feasibility studies and documentation, traffic modeling and analysis, intersection and corridor studies, and access management improvements.
01/14 – Ongoing	<b>PETE'S HIGHWAY TRAFFIC STUDY AND ENVIRONMENTAL ASSESSMENT, LADOTD:</b> Denham Springs, LA. Principal Engineer. Responsible for contract management and deliverables for the project which included traffic and safety analysis, signal timing and <a href="#">warrant analysis</a> , alternative screening and analysis, preliminary roadway and bridge design, line and grade, <a href="#">Interchange Modification Report</a> , and Environmental Assessment. Purpose of the project is to improving operations and safety along Range Avenue.
08/14 – 05/15	<b>HIGHLAND-BURBANK CONNECTOR, CITY OF BATON ROUGE - GREEN LIGHT PROGRAM:</b> East Baton Rouge Parish, LA. Project Manager. Responsible for design study to evaluate north-south connector and capacity and access management improvements. Alternatives considered restricted intersection types in addition to conventional treatments. Conducted <a href="#">signal warrant analysis</a> and developed signal timings and design plans, including cycle lengths, green times, and clearance intervals.

FIRM EMPLOYED BY		Arcadis	
NAME	<b>Ari Deitch, PE, PTOE, PTP, RSP</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	9
TITLE	<b>Senior Traffic Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	2
DEGREE(S) / YEARS / SPECIALIZATION	BS / 2012 / Biological Engineering, Louisiana State University		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	PE.0041842 / LA / Exp. 03/2024; PTOE #4346 / USA / Exp. 11/2023; PTP #690 / USA / Exp. 07/2025; RSP #37 / USA / Exp. 12/2024		
YEAR REGISTERED	2017	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES	Role on this Project: <b>Traffic Engineering</b>		
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).		
	<p>Mr. Deitch is a Senior Traffic Engineer and Project Manager specializing in traffic engineering studies and design, traffic safety, transportation management, and conceptual roadway design. Mr. Deitch has experience managing and working on a wide range of transportation projects for LADOTD, and other DOTs and municipalities across the country, pertaining to intersection and corridor studies, signal warrant analysis, access management, pedestrian and bicycle improvements, complete streets, transportation management plans, Stage 0 feasibility studies, NEPA studies, signal design, and signing and marking design. He has experience with traffic analysis software’s and methods and is proficient in Highway Capacity Software, Synchro, Vistro, Vissim, Sidra and MicroStation software. Mr. Deitch can support MPR #8 and has completed the LADOTD Traffic Engineering Process and Report Training.</p>		
12/16 – 02/20	<p><b>TRAFFIC SIGNAL ENGINEERING IDIQ, LADOTD:</b> Statewide, LA. Senior Traffic Engineer. Provided a range of traffic engineering services including traffic data collection, traffic modeling and analysis, <b>signal timing optimization</b>, <b>traffic signal inventory</b>, <b>traffic signal design plans</b>, construction cost estimates, and quantities. Served as engineer of record for <b>traffic signal plans</b> developed under this IDIQ.</p>		
11/20 – Ongoing	<p><b>I-10 CMAR – TRAFFIC ENGINEERING SERVICES, LADOTD:</b> East Baton Rouge Parish, LA. Senior Traffic Engineer. Providing QAQC for traffic engineering tasks including development of <b>permanent signing plans</b>, <b>signal design and timing plans</b>, <b>Interchange Modification Reports</b>, and <b>Transportation Management Plans</b> for the widening of Interstate-10 from LA 415 to Essen Lane and improvements to interchanges along this segment. One critical component of the project is maintaining traffic during the construction of new bridge structures. Multiple scenarios are being evaluated using a <b>calibrated mesoscopic model using Dynameq</b> to determine the impacts during construction and mitigations that will be necessary to minimize delay.</p>		
05/19 – 11/22	<p><b>I-20/I-220 INTERCHANGE IMPROVEMENTS AND BAFB ACCESS DESIGN-BUILD:</b> LADOTD, Bossier Parish, LA. Senior Traffic Engineer. Responsible for the development of addendum to <b>Interchange Modification Report</b>, <b>Transportation Management Plan</b>, temporary sign timing and design plans, Temporary Traffic Control Plans, and Permanent Signing Plans to accommodate the design and construction of the project. The design-build project includes the modification of the existing interchange at I-20/I-220 with additional ramps and extension of I-220 to provide access to Barksdale Air Force Base.</p>		
04/19 – 12/19	<p><b>EBR SIGNAL UPGRADES AND DESIGN PLANS, LADOTD:</b> East Baton Rouge Parish, LA. Senior Traffic Engineer. Responsible for supervisory tasks and oversight of this project involving <b>field signal inventory</b> and the creation of updated <b>signal design</b> plans and quantities for 39 intersections in East Baton Rouge Parish.</p>		
04/19 – 06/19	<p><b>US 90 TRAFFIC SIGNAL TIMING UPGRADES, LADOTD:</b> Lafayette Parish, LA. Traffic Engineer. Project tasks involved traffic data collection and analysis, <b>traffic signal inventory</b>, peak period determination and observations, <b>warrant analysis</b>, travel time runs, <b>traffic signal timing</b> analysis using Synchro 10 software, and development of updated TSI forms following latest LADOTD standards</p>		
01/16 – 12/18	<p><b>US 90 BUSINESS SIGNING UPGRADES, LADOTD:</b> Orleans Parish, LA. Traffic Engineer. Developed <b>permanent signing plans</b> and <b>Transportation Management Plans</b> for segments of US 90 Business and I-10 in the Central Business District of New Orleans. The project was divided into 4 separate plan packages. Separate <b>Transportation Management Plans</b> were developed and submitted for each segment.</p>		

FIRM EMPLOYED BY <b>Arcadis</b>	
NAME	<b>Ari Deitch, PE, PTOE, PTP, RSP</b> <span style="float: right;"><i>Continued Resume</i></span>
02/15 – 09/18	<b>US 71 CORRIDOR - PHASE II AND III TRAFFIC AND SAFETY CORRIDOR STUDY, LADOTD:</b> Rapides Parish, LA. Project Manager. Responsible for overseeing and managing project tasks including traffic data collection, <b>signal warrant analysis</b> , <b>traffic analysis</b> , crash analysis, alternative and countermeasure development, predictive safety analysis, and conceptual drawings.
08/19 – 02/20	<b>US 61 ACCESS MANAGEMENT AND CORRIDOR STUDY, LADOTD:</b> East Baton Rouge Parish, LA. Senior Traffic Engineer. Project purpose was to evaluate the effectiveness of proposed access management improvements along US 61 and identify feasible alternatives to maximize operational and safety benefits. Provided technical oversight for <b>traffic analysis</b> using Highway Capacity Software 7, <b>signal warrant analysis</b> , and predictive safety analysis. Assisted with the development of construction cost estimates and benefit-cost analysis.
02/15-01/18	<b>LA 3105 (GREEN ACRES TO LA 72) CORRIDOR STUDY, LADOTD:</b> Bossier Parish, LA. Traffic Engineer. Responsible for development/evaluation of existing and future year conditions using a calibrated microsimulation model (Vissim). Designed alternatives for phased implementation based on identified needs and input from local stakeholders including medians, restricted intersections, roundabouts, roadway widening, and signal timing enhancements.
04/16 – 09/18	<b>NEW ORLEANS PEDESTRIAN STAGE 0 SAFETY FEASIBILITY STUDY, LADOTD:</b> Orleans Parish, LA. Project Manager. Responsible for assessing existing and future safety deficiencies related to pedestrian and bicycle modes and selecting safety countermeasures for 20 high-risk locations. Developed design drawings for proposed short-term and long-term improvement phases and conducted benefit-cost analysis to inform project prioritization. Conducted <b>signal warrant analysis</b> and preliminary <b>signal design and timing plans</b> . Conducted safety analysis using Highway Safety Manual predictive methods. Organized and lead project stakeholder meetings to review alternatives, obtain feedback, and develop context sensitive solutions. Completed Stage 0 documentation including Preliminary Scope and Budget and Environmental Checklists for all 20 intersections.
07/14 – Ongoing	<b>PETE'S HIGHWAY TRAFFIC STUDY AND ENVIRONMENTAL ASSESSMENT, LADOTD:</b> Denham Springs, LA. Traffic Engineer. Responsible for <b>traffic analysis</b> of proposed alternatives using Vissim software. Played a key role in the development of preliminary roadway design drawings, incorporation LADOTD's <b>Complete Streets Policy</b> , and implementing enhanced pedestrian safety measures such as high visibility crosswalks. Work involves completing an Environmental Assessment and providing traffic engineering services related to improving operations and safety along Range Avenue at the I-12 interchange. Conducted <b>signal warrant analysis</b> and developed <b>optimized timing plans</b> for proposed improvements.

FIRM EMPLOYED BY		Arcadis	
NAME	<b>Kester Hollier, PE, PTOE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	3
TITLE	<b>Senior Traffic Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	16
DEGREE(S) / YEARS / SPECIALIZATION		BS / 2004 / Civil Engineering, Louisiana Tech University	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE.034304 / LA / Exp. 03/2025; PTOE #3928 / USA / Exp. 11/2024	
YEAR REGISTERED	2009	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Traffic Engineering</b>	
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).		
	<p><i>Mr. Hollier possesses a wide breadth of experience in traffic engineering studies and design including feasibility studies, intersection and corridor traffic studies, signal timing and design, roadway design, complete street improvement projects, transportation management plans, traffic modeling and analysis, transportation safety, and construction management and inspection. Working on a wide variety of projects from the planning and conceptual phases to the design and construction phases, has given him the experience to help identify the needs and requirements for projects. This experience allows him to understand stakeholders ranging from local public agencies to state DOTs and helps provide expertise in achieving successful solutions for a variety of projects. Mr. Hollier can support MPR #8 and has completed LADOTD Traffic Engineering Process and Report Training.</i></p>		
11/20 – Ongoing	<p><b>I-10 CMAR – TRAFFIC ENGINEERING SERVICES, LADOTD:</b> East Baton Rouge Parish, LA. Project Manager. Responsible for traffic engineering tasks including development of <b>permanent signing plans, traffic signal plans, interchange modification reports,</b> and <b>Transportation Management Plans</b> for the widening of I-10 from LA 415 to Essen Lane and improvements to interchanges along this segment. Extensive historical crash and safety analysis is being performed in support of the IMR and TMP. One critical component of the project is maintaining traffic during the construction of new bridge structures. Multiple scenarios are being evaluated using a calibrated mesoscopic model to determine the impacts during construction and mitigations that will be necessary to minimize delay.</p>		
01/10 – 04/11, 07/13 – 01/14	<p><b>STUMBERG LANE EXTENSION, CITY OF BATON ROUGE GREEN LIGHT PLAN:</b> East Baton Rouge Parish, LA. Traffic Engineer. Responsible for the <b>design of new traffic signals</b> at US 61 (Airline Highway) and LA 73 (Jefferson Highway) for the extension of Stumberg Lane in Baton Rouge, LA. Also, responsible for the design and layout of the <b>fiber optic interconnect</b> along the proposed extension.</p>		
05/09 – 07/13	<p><b>LA 23 WIDENING (LAPALCO BLVD. – ENGINEERS RD.), LADOTD:</b> Jefferson and Plaquemines Parishes, LA. Traffic/Civil Engineer. Responsible for the road design and geometrics for the widening of LA 23 in Jefferson and Plaquemines Parishes between Lapalco Blvd. (LA 428) and Engineers Rd. (LA 3017). Developed <b>traffic analysis</b> for the <b>traffic signal timing</b> and required turn bay lengths at intersections. Developed traffic signing plans, <b>pavement marking layouts</b> and temporary traffic control plans.</p>		
05/14 – 08/20	<p><b>CAUSEWAY BLVD. AT EARHART EXPWY. INTERCHANGE, LADOTD:</b> Jefferson Parish, LA. Senior Traffic Engineer. Responsible for the design of traffic control and construction sequencing, pavement marking layout, quantity analysis, cost estimates, and quality control for a new interchange at LA 3139 (Earhart Expwy.) and LA 3046 (Causeway Blvd.) in Jefferson Parish, LA. Provided review for the interchange traffic sign and <b>traffic signal timings</b> and design. Identified all necessary design waivers and design exceptions required for LADOTD approval. Provided geometric layout design, typical section design and review, and joint layout design for several interchange ramps and underpasses.</p>		
10/18 – 01/19	<p><b>LA 22 TRAFFIC CIRCULATION AND CORRIDOR ANALYSIS, NORPC:</b> St. Tammany Parish, LA. Senior Traffic Engineer. Responsible for the development of three future alternatives along Northshore Boulevard between I-12 and US 190 in Slidell, LA. Managed the data collection process and peak period observations to determine existing traffic patterns as well as the safety analysis along the corridor. Developed three alternatives that used a combination of <b>traffic signal retiming,</b> J-turns, and roundabouts to provide better access management along Northshore Boulevard as well as improve traffic flow in the corridor for current and proposed future conditions with consideration given to proposed future developments using trip generation and land use analysis.</p>		

FIRM EMPLOYED BY <b>Arcadis</b>	
NAME	<b>Kester Hollier, PE, PTOE</b> <span style="float: right;"><i>Continued Resume</i></span>
09/12 – 02/16	<b>TRAFFIC STUDY AND STAGE 1 EA FOR REPLACING BELLE CHASSE TUNNEL AND BRIDGE, LADOTD:</b> Plaquemines Parish, LA. Lead Traffic Engineer. Responsible for the feasibility study and <b>traffic analysis</b> along LA 23 (Belle Chasse Highway) between LA 428 (Behrman Highway) and LA 406 (Woodland Highway) for multiple 6-lane bridge alternatives that will be proposed to replace the existing Belle Chasse Tunnel and lift bridge over the Intercoastal Waterway. These alternatives included 3%, 4%, and 5% bridge grades that modified roadway geometry and intersection location. Responsible for the review of the roadway portion and costs for the Line and Grade Study along with the review of the construction sequencing and <b>traffic maintenance</b> of the constructability review.
11/17 – 07/20	<b>LA 466 (5TH STREET) IMPROVEMENTS TRAFFIC STUDY, CITY OF GRETNA:</b> Jefferson Parish, LA. Project Manager / Senior Traffic Engineer. Responsible for the traffic study and impacts for the proposed complete streets improvements along the LA 466 corridor between LA 23 and Richard St. in Gretna, Louisiana. Tasks included data collection along the corridor and at designated intersections, safety and crash analysis along the corridor, trip generation/land use and performing existing <b>traffic analysis</b> and future <b>traffic analysis</b> for proposed final alternative. The traffic study was prepared to follow the Louisiana Department of Transportation and Development's <b>Traffic Engineering Process and Report Guidelines</b> . The project also included a stand alone pedestrian study along the corridor at designated intersection and the design of traffic signals and <b>accessible pedestrian signals</b> at signalized intersections.
12/17 – 11/19	<b>CAUSEWAY BOULEVARD WIDENING TRAFFIC STUDY:</b> Jefferson Parish, LA. Project Manager / Senior Traffic Engineer. Responsible for the traffic and safety study for the proposed widening of Causeway Boulevard between Metairie Rd. and West Esplanade Blvd. in Jefferson Parish, LA. Tasks included data collection, traffic volume redistribution, left-turn placement and turn bay storage length, and existing <b>traffic analysis</b> and future <b>traffic analysis</b> of a preferred alternative.
06/13– 04/14	<b>US 190 STAGE 0 FEASIBILITY STUDY, LADOTD:</b> St. Tammany, LA. Traffic Engineer. Responsible for roundabout geometric design and pedestrian and bike path design along the US 190 corridor in the City of Slidell and St. Tammany Parish to <b>improve safety</b> for motorized and non-motorized roadway users.
10/10 – 07/15	<b>BARRIERE ROAD TRAFFIC STUDY, US DEPARTMENT OF DEFENSE:</b> Plaquemines Parish, LA. Civil/Traffic Engineer. Responsible for the geometric layout and design of the realignment alternatives of Barriere Rd. between LA 23 to the US Naval Air Station. Developed and reviewed <b>traffic analysis</b> for arrival and departure patterns for the South US Naval Air Station entrance gates.

FIRM EMPLOYED BY		Arcadis	
NAME	<b>Skyler Waaso, PE, PTOE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	3
TITLE	<b>Senior Traffic Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	11
DEGREE(S) / YEARS / SPECIALIZATION		BS / 2009 / Civil Engineering, University of Louisiana at Lafayette	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE.0039070 / LA / Exp. 09/2024; PTOE #4600 / USA / Exp. 03/2025	
YEAR REGISTERED	2017	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Traffic Engineering</b>	
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).		
	<p><i>Mr. Waaso is a Senior Traffic Engineer with 13 years of experience in traffic modeling and studies. He is experienced with a range of traffic modeling software including Highway Capacity Software, Vissim (microsimulation), Synchro, Vistro, and Sidra. Mr. Waaso has experience managing and delivering a wide range of traffic projects for LADOTD, and other DOTs across the country, pertaining to intersection and corridor studies, transportation management plans, access management studies, signal warrant studies, signing timing plans, Stage 0 feasibility studies, NEPA studies, and safety studies. Mr. Waaso meets MPR #8 and has completed the LADOTD Traffic Engineering Process and Report Training.</i></p>		
01/18 – 06/19	<p><b>I-20 Transportation Management Plan, LADOTD:</b> Bossier Parish, LA. Traffic Engineer. Assisted with the development of mesoscopic traffic model using Dynameq to predict queueing, delay and alternate travel patterns due to planned construction on I-20 to replace pavement. The project is anticipated to disrupt traffic in this critical portion of I-20. The project scope includes development and calibration of mesoscopic model, analysis of alternative routes, safety analysis, operational analysis, assistance with public outreach, development of a Level 4 <b>Transportation Management Plan</b>, and development of work zone mitigation strategies.</p>		
04/19 – 06/19	<p><b>US 90 TRAFFIC SIGNAL TIMING UPGRADES/LADOTD:</b> Lafayette Parish, LA. Senior Traffic Engineer. Project tasks involved traffic data collection and analysis, <b>traffic signal inventory</b>, peak period determination and observations, <b>warrant analysis</b>, travel time runs, <b>traffic signal timing</b> analysis using Synchro 10 software, and development of updated TSI forms following latest LADOTD standards</p>		
11/20 – Ongoing	<p><b>I-10 CMAR – TRAFFIC ENGINEERING SERVICES, LADOTD:</b> East Baton Rouge Parish, LA. Senior Traffic Engineer. Assisting with traffic engineering tasks including development of <b>permanent signing plans</b>, <b>signal design and timing plans</b>, <b>Interchange Modification Reports</b>, and <b>Transportation Management Plans</b> for the widening of Interstate-10 from LA 415 to Essen Lane and improvements to interchanges along this segment. One critical component of the project is maintaining traffic during the construction of new bridge structures. Multiple scenarios are being evaluated using a <b>calibrated mesoscopic model using Dynameq</b> to determine the impacts during construction and mitigations that will be necessary to minimize delay.</p>		
02/17 – 09/18	<p><b>US 71 CORRIDOR - PHASE III TRAFFIC AND SAFETY CORRIDOR STUDY, LADOTD:</b> Rapides Parish, LA. Traffic Engineer. Responsible for conducting traffic study tasks including traffic data collection, <b>signal warrant analysis</b>, <b>traffic analysis</b>, crash analysis, alternative and countermeasure development, predictive safety analysis, and conceptual drawings.</p>		
02/17 – 02/18	<p><b>US 165 TRAFFIC AND CORRIDOR STUDY, LADOTD:</b> Ouachita Parish, LA. Traffic Engineer. Responsible for traffic study tasks including traffic data collection and volume development, microsimulation modeling (Vissim) of existing and future conditions, developing capacity, access management and safety improvements, and study documentation.</p>		
06/15 – 02/17	<p><b>LA 59 ROUNDABOUT CORRIDOR TRAFFIC STUDY, LADOTD:</b> St. Tammany Parish, LA. Traffic Engineer. Performed <b>traffic analysis</b> for a segment along the LA 59 corridor in Covington, Louisiana. Main tasks included analyzing the corridor's existing conditions and developing alternatives that would <b>improve safety</b> and capacity needs of the corridor. Performed the <b>traffic analysis</b> in Synchro and Sidra as well as review crash reports and summary the crash history. Developed alternatives for the corridor and presented our concept to the DOTD district office and parish representatives. Completed a stamped and signed roundabout report.</p>		

FIRM EMPLOYED BY <b>Arcadis</b>	
NAME	<b>Skyler Waaso, PE, PTOE</b> <span style="float: right;"><i>Continued Resume</i></span>
09/19 – Ongoing	<b>INNOVATE MOUND PROJECT, MDOT:</b> Macomb County, MI. Senior Traffic Engineer. Responsible for traffic engineering tasks including conducting a corridor traffic study of Mound Road from I-696 to M-59. Traffic modeling and analysis was performed to develop proposed improvements including capacity, access management, safety, multi-modal and traffic signal improvements. Developed traffic study documentation and provided transportation management plans during construction.
04/16 – 02/17	<b>I-110 TO TERRACE AVENUE Interchange Modification Report, LADOTD:</b> East Baton Rouge Parish, LA. Traffic Engineer. Prepared an <b>Interchange Modification Report</b> for FHWA on a future connection along I-110 SB in downtown Baton Rouge. Main tasks included modeling of the existing, no build, and build alternative in Vissim and completing the written <b>Interchange Modification Report</b> that was submitted to FHWA.
02/17 – 02/18	<b>SAFETY STUDIES IDIQ - I-49 INTERCHANGE STAGE 0 TRAFFIC AND SAFETY FEASIBILITY STUDY, LADOTD:</b> Lafayette Parish, LA. Traffic Engineer. Responsible for conducting traffic study and associated tasks including data collection and analysis, traffic and safety analysis, and conceptual design drawings. Purpose of the project was to identify feasible improvement alternatives to address historical safety issues along the I-49 corridor and at 3 interchanges. Participated with meetings with LADOTD HQ and District 03 team members to understand project needs and develop context sensitive solutions.
02/17 – 06/19	<b>PETE'S HIGHWAY TRAFFIC STUDY AND ENVIRONMENTAL ASSESSMENT, LADOTD:</b> Denham Springs, LA. Traffic Engineer. Responsible for <b>traffic analysis</b> of proposed alternatives using Vissim software. Work involves completing an Environmental Assessment and providing traffic engineering services related to improving operations and safety along Range Avenue at the I-12 interchange. Conducted <b>signal warrant analysis</b> and developed <b>optimized timing plans</b> for proposed improvements. An <b>Interchange Modification Report</b> was prepared to document results of the traffic study and proposed improvements.
02/20 – Ongoing	<b>U-23 FLEX ROUTE TRAFFIC STUDY, MDOT:</b> Livingston County, MI. Senior Traffic Engineer. Responsible for traffic modeling and alternative analysis for US-23 between M-36 and I-96. Work includes analysis of build alternatives, including developing and calibrating existing Vissim models to FHWA/MDOT standards and using the models to compare the projected future traffic operations of build alternatives, including the extension of the existing US-23 Flex Route north of I-96. The US-23 Flex Route is a part-time dynamic hard shoulder use facility north of Ann Arbor. This study will evaluate if and how the Flex Route can be extended approximately five miles from 8 Mile Road to I-96. The study will include conducting traffic and geometric analyses, road and bridge scoping, conducting environmental surveys with appropriate reports and preparing National Environmental Policy Act (NEPA) documentation. The study will include traffic, road, bridge, ITS components, safety and drainage. There is also a public engagement aspect to the project that will involve two stakeholder meetings and two public meetings.

FIRM EMPLOYED BY <b>A P S Engineering and Testing, LLC</b>			
NAME	<b>Sergio Aviles, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>12</b>
TITLE	<b>President</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>10</b>
DEGREE(S) / YEARS / SPECIALIZATION		<b>B.S. / 2001 / Civil Engineering</b>	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		<b>33571 / Louisiana / 03-31-2024</b>	
YEAR REGISTERED	<b>2007</b>	DISCIPLINE	<b>Professional Engineer, Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		<b>Role on this Project: Design Guidance/Field Crew and Lab Management</b>	
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).		
11/19–06/22	<b>PROJECT NO. H.001352 AND H.002273:</b> Comite River Diversion Bridge at LA-67, LA-19 and LA-19 Railroad Bridge LA-67 and LA- 19- A P S was selected with the winning team for the design of the diversion CMAR project. A P S will be the Geotechnical Designers for the project. Mr. Aviles was the Project Manager for the Project Design team.		
09/19–05/23	<b>PROJECT NO. H.004100:</b> I-10 Widening LA 415 to Essen LN- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of 52 deep borings starting at the Washington Exit and ending at the LSU Lakes. A P S drilled a total of eight (8) over the water borings and 44 land borings. Along with this drilling and sampling, A P S tested for strength and engineering characteristics of the soils with approximately 1000 Triaxial Compression, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits. Mr. Aviles was the Project Manager to the Geotechnical Investigations.		
11/19 – 3/20	<b>PROJECT NO. H.010155:</b> US 90 Railroad Overpass SE of LA 85- A P S was selected with the winning team for the Geotechnical Investigation and Design for the proposed new overpass. A total of six (6) deep borings were drilled and tested for Geotechnical recommendation. Mr. Aviles was the Project Manager for the Project Design team.		
3/19 – 5/19	<b>PROJECT NO. H.001344:</b> US 190 over Bogue Falaya River- A P S was selected with the winning team for the Geotechnical Investigation and Design of the proposed new bridge. A total of 19 deep borings were drilled and tested for the foundation recommendation. Mr. Aviles was the Project Manager for the Project Design team.		
8/16 – 10/19	<b>PROJECT NO. H.012422:</b> I-110 Interchange Modification at Terrace Ave- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of six (6) deep borings for the design of the Terrace Ave Exit. A P S tested for strength and engineering characteristics of the soils with approximately 100 Triaxial Compression, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits performed by A P S Laboratory. Mr. Aviles was the Project Manager to the Geotechnical Investigations.		
11/17–2/18	<b>PROJECT NO. H.013193:</b> US 61 Thompson Creek Bridge Replacement- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of eight (8) deep borings for the replacement bridge at US 61 over Thompson Creek. A P S tested for strength and engineering characteristics of the soils. Mr. Aviles was the Project Manager to the Geotechnical Investigations and Analysis assigned for roads and bridges.		
07/14–08/14	<b>PROJECT NO. 700-51-0110:</b> US 90 elevated portion for the future I-49 corridor- A P S performed all the preliminary drilling, testing, and CPTs for US 90 and Highway 318 Intersection. A total of 46 borings and 11 CPTs along with all the testing required by LADOTD was completed. Mr. Aviles was the Project Manager to the Geotechnical Investigations and Analysis assigned for roads and bridges design.		
03/01 – 05/05	The following list consists of projects that Mr. Aviles did the design or assisted on the design while at LADOTD. These projects include pile design, slope stability, settlement analysis, and construction services (PDA, CAPWAP, and WEAP). ONSYSTEM PROJECTS LIST: Mr. Aviles served as the staff geotechnical engineer while at the Pavement and Geotechnical Section for the following projects below. Projects include Embank Design, Pile Design, Drilled Shaft Design, MSE Wall Design, and Construction Supervision. Major project costs estimated over one million dollars: 015-04-0037 LA524-LA123 Route US165, 015-05-0035 LaSalle, 015-07-0044 (Route 165 Cadwell, 276-03-0016 Tangipahoa River Bridge, 3132 Innerloop 427-01-0029, 362-01-0009 Rat Bois, 452-01-0039 I-55 CrossOvers, 742-07- 0098 Susek Drive, Bayou Perrie and Sand Beach Bayou 103-01-0025, Broadway Ave.700-40-0127, Cameron Route La. 27 193-02-0042, Causeway Boulevard interchange Route I-10 450-15-0098,Clayton-Greenville 026-03-0025, Crescent City Connection 283-08-0143(46), Cross Bayou Bridge 090-01-0020, Flannery at Florida 742-17-0008.		

FIRM EMPLOYED BY		A P S Engineering and Testing, LLC	
NAME	Sairam Eddanapudi, M.E., P.E.	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	12
TITLE	Chief Engineer	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	9
DEGREE(S) / YEARS / SPECIALIZATION		ME / 2002 / Civil Engineering; BE / 1999 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		35129 / Louisiana / 03-31-2024	
YEAR REGISTERED	2008	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Laboratory QA Manager/Design Engineer</b>	
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).		
11/19–06/22	<b>PROJECT NO. H.001352 AND H.002273:</b> Comite River Diversion Bridge at LA-67, LA-19 and LA-19 Railroad Bridge LA-67 and LA- 19- A P S was selected with the winning team for the design of the diversion CMAR project. A P S will be the Geotechnical designers for the project. Mr. Sai was the Senior Design Engineer for the Project Design team.		
09/19–05/23	<b>PROJECT NO. H.004100:</b> I-10 Widening LA 415 to Essen LN- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of 52 deep borings starting at the Washington Exit and ending at the LSU Lakes. A P S drilled a total of eight (8) over the water borings and 44 land borings. Along with this drilling and sampling, A P S tested for strength and engineering characteristics of the soils with approximately 1000 Triaxial Compression, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits. Mr. Sai was the project QA to the Geotechnical Investigations.		
03/19–05/19	<b>PROJECT NO. H.001344:</b> US 190 over Bogue Falaya River- A P S was selected with the winning team for the Geotechnical Investigation and Design of the proposed new bridge. A total of 19 deep borings were drilled and tested for the foundation recommendation. Mr. Sai was the Senior Design Engineer for the Project Design team.		
08/16–10/19	<b>PROJECT NO. H.012422:</b> I-110 Interchange Modification at Terrace Ave- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of six (6) deep borings for the design of the Terrace Ave Exit. A P S tested for strength and engineering characteristics of the soils with approximately 100 Triaxial Compression, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits performed by A P S Laboratory. Mr. Sai was QA to the Geotechnical Investigations.		
11/17–2/18	<b>PROJECT NO. H.013193:</b> US 61 Thompson Creek Bridge Replacement- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of eight (8) deep borings for the replacement bridge at US 61 over Thompson Creek. A P S tested for strength and engineering characteristics of the soils. Mr. Sai was QA to the Geotechnical Investigations.		

FIRM EMPLOYED BY		A P S Engineering and Testing, LLC	
NAME	Surendra Pathak, P.E.	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	10
TITLE	Staff Engineer	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	11
DEGREE(S) / YEARS / SPECIALIZATION		MSCE / 2013 / Civil Engineering; BE / 2007 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		43487 / Louisiana / 09-30-2025	
YEAR REGISTERED	2019	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Design Engineer</b>	
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).		
11/19–06/22	<b>PROJECT NO. H.001352 AND H.002273:</b> Comite River Diversion Bridge at LA-67, LA-19 and LA-19 Railroad Bridge LA-67 and LA- 19- A P S was selected with the winning team for the design of the diversion CMAR project. A P S will be the Geotechnical designers for the project. Mr. Surendra was a Design Engineer for the Project Design team.		
09/19–05/23	<b>PROJECT NO. H.004100:</b> I-10 Widening LA 415 to Essen LN- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of 52 deep borings starting at the Washington Exit and ending at the LSU Lakes. A P S drilled a total of eight (8) over the water borings and 44 land borings. Along with this drilling and sampling, A P S tested for strength and engineering characteristics of the soils with approximately 1000 Triaxial Compression, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits. Mr. Surendra was a staff engineer to the Geotechnical Investigations.		
03/19–05/19	<b>PROJECT NO. H.001344:</b> US 190 over Bogue Falaya River- A P S was selected with the winning team for the Geotechnical Investigation and Design of the proposed new bridge. A total of 19 deep borings were drilled and tested for the foundation recommendation. Mr. Surendra was a Design Engineer for the Project Design team.		
08/16–10/19	<b>PROJECT NO. H.012422:</b> I-110 Interchange Modification at Terrace Ave- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of six (6) deep borings for the design of the Terrace Ave Exit. A P S tested for strength and engineering characteristics of the soils with approximately 100 Triaxial Compression, Unconsolidated Drained Or Undrained (UU) and Atterberg Limits performed by A P S Laboratory. Mr. Surendra was a staff engineer to the Geotechnical Investigations.		
11/17–2/18	<b>PROJECT NO. H.013193:</b> US 61 Thompson Creek Bridge Replacement- A P S was tasked thru our DOTD Geotechnical retainer to drill and sample a total of eight (8) deep borings for the replacement bridge at US 61 over Thompson Creek. A P S tested for strength and engineering characteristics of the soils. Mr. Surendra was a staff engineer to the Geotechnical Investigations.		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Brian Buckel, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	10
TITLE	<b>Senior Vice President, Construction Division</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	31
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 1981 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		21816 / Louisiana / 09-30-2025	
YEAR REGISTERED	1985	DISCIPLINE	Professional Engineer, Civil
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Construction, Constructability Review</b>	
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).		
	<p>Mr. Buckel joined GEC as Senior Vice President of Construction after 31 years of service with LADOTD, where he served as Chief Construction Engineer from 2006 to 2012, managing the Construction Section as well as policy setting of construction projects including implementation for several Alternative Delivery projects. He served as Area Engineer throughout the State of Louisiana for seven years and as District Construction Engineer for seven years, managing the seven parishes under District 02 where he led the state into Superpave, warm mix, and other significant asphalt pavement innovations. Mr. Buckel’s portfolio of projects at LADOTD include the most complex construction projects in Louisiana with much of his work being performed in the high density populated and traveled Greater New Orleans area. He leads GEC’s Construction Division through the most complicated projects in Louisiana, managing OV for LADOTD DB projects and CEI on DBB projects for major highway and interstate projects, urban and rural, with complex sequence of construction and constructability. He has the following certifications: ATSSA TCT/TCS, ATSSA Flagger</p>		
07/19-Present	<p><b>H.011670 / I-10/LOYOLA INTERCHANGE IMPROVEMENTS: Jefferson Parish, Louisiana. Principal-in-Charge</b> - GEC, selected as the Owner Verification firm, is providing all necessary engineering &amp; related services for Design-Build Construction Support Services for the administration of the Design-Build contract on behalf of LADOTD, along with managing the implementation of the Project’s Construction Quality Assurance Program (CQAP). Mr. Buckel is providing assistance, support, and constructability review to the LADOTD Project Manager to verify requirements of the contract documents are met.</p>		
08/17-07/18	<p><b>H.004932 / US 90 (FUTURE I-49 SOUTH), LA 318 INTERCHANGE, ROUTE US 90: St. Mary Parish, LA. Principal-in-Charge</b> - GEC was the Owner Verification Firm (OVF) for this Design-Build project in District 03 which included CE&amp;I, Right-of-Way Acquisition and Utility Relocation. As LADOTD’s OVF representative, Mr. Buckel served as Principal-in-Charge. GEC provided CE&amp;I oversight of the Contractor’s QA firm for compliance with base course, embankment, asphalt paving, and Portland cement concrete paving.</p>		
05/17-Present	<p><b>H.003014 / I-10, LA 347 TO ATCHAFALAYA FLOODWAY BRIDGE ROUTE: St Martin Parish, LA. Principal-in-Charge</b> - Mr. Buckel served as Project Engineer until October 2018 and is currently Principal-in-Charge of this project in District 03 which includes full-depth replacement of the pavement within the existing lanes, widening the westbound pavement surface, widening the LA 347 WB overpass, construction of 2 roundabouts on LA 347, and installing concrete median protection. Pavement striping, raised markers, and rumble strips will also be installed. Post construction, eastbound I-10 will be striped with two 12-foot travel lanes, a 12-foot outside shoulder, and a 6-foot inside shoulder. The westbound pavement will be striped for three 12-foot travel lanes, a 12-foot outside shoulder, and a 16-foot inside shoulder. A 54-inch tall concrete median barrier will also be installed in portions of the project corridor. Openings in the barrier would be located at the LA 347 interchange, the Bayou Portage bridge crossing, in forested areas of the median, and at approved median crossings.</p>		
06/08-07/12	<p><b>H.005361 / I-10 AND I-12 WIDENING DESIGN-BUILD PROJECTS: East Baton Rouge, LA. LADOTD Chief Construction Engineer</b> - Mr. Buckel, while serving as Chief Construction Engineer for LADOTD, was heavily involved in developing LADOTD’s Design-Build specifications and worked on 3 D-B projects: I-12 Widening O’Neal Lane to the Amite River (James Construction), I-12 Widening Amite River to Denham Springs (Gilchrist Construction), and I-10 Widening Siegen to Highland Road (Boh Bros. Construction). He attended weekly and monthly meetings concerning QA and Contract Administration, along with providing administration of the D-B contracts and specifications.</p>		
05/15-09/21	<p><b>H.009479 / WEST LAROSE VERTICAL LIFT SPAN BRIDGE REHABILITATION: Larose, LA. Principal-in-Charge</b> - Mr. Buckel provided management and oversight for the GEC Project Engineer and inspectors for the rehabilitation of the West Larose Bridge. The project included a new fender system construction, removal of the existing paint system and repainting, structural repairs and bolt replacement, and rehabilitation of the electrical and mechanical systems.</p>		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Marc Dunn, PE</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>8</b>
TITLE	<b>Professional Civil Engineer</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>4</b>
DEGREE(S) / YEARS / SPECIALIZATION	<b>B.S. / 2015 / Civil Engineering</b>		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	<b>43705 / Louisiana / 03-31-2024</b>		
YEAR REGISTERED	<b>2019</b>	DISCIPLINE	<b>Civil</b>
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES	<b>Role on this Project: Construction Engineer</b>		
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).		
	<p><i>Mr. Dunn is an Engineer assisting the Project Engineer in field operations and office work on numerous projects. He has experience on asphalt paving, catch basins, drainage, sanitary sewer, and embankment and base course projects. He also has a vast understanding of Site Manager, developing LPA project plans and understanding of DOTD specifications. Mr. Dunn has experience with collection of street condition data utilizing the PASER rating method and QuickCapture program. Certifications: ATSSA Traffic Control Supervisor Refresher, ATSSA Flagger</i></p>		
07/19-Present	<p><b>H.011670 / I-10 LOYOLA INTERCHANGE IMPROVEMENT, DESIGN-BUILD PROJECT: Jefferson Parish, LA.</b> Assistant Project Engineer - GEC, selected as the Owner Verification firm, is providing all necessary engineering &amp; related services for Design-Build Construction Support Services for the administration of the Design-Build contract on behalf of LADOTD, along with managing the implementation of the Project's Construction Quality Assurance Program (CQAP). Mr. Dunn is overseeing the inspectors performing owner verification and the QC firm on the daily field operations. He assists the Project Engineer on design review meetings and field operations.</p>		
2014-2019	<p><b>EAST BATON ROUGE CITY PARISH STREET AND ROAD REHABILITATION PROGRAM: East Baton Rouge Parish, LA.</b> Engineer - Mr. Dunn was an engineer assisting the Project Engineer for this project which began in 1990. Mr. Dunn provided oversight of inspectors, developed plans and quantities for upcoming projects, handled partial estimates and change orders and assisted the project engineer on project administration for the past 5 years. GEC has been the prime consulting engineer, responsible for all aspects of construction inspection for all City of Baton Rouge Street Improvements. These projects include a variety of rehabilitations jobs; PPC paving patching, asphalt patching, asphaltic concrete overlay, crack sealing and full reconstruction including soil cement. Mr. Dunn has served as Engineer on the following projects: 14-09 Winbourne Ave, 14-15 Crack Sealing, 15-01 Carrington Place, 15-02 H.010648 Acadian Thruway Project, 15-03 Santa Maria, 15-04 Magnolia Trace &amp; Shadows of White Oak, 15-05 Brookstown, 15-06 H.010650 OLOL Project, 15-07 Old Perkins Barringer Foreman, 15-08 Woodale &amp; Lobdell, 15-09 Pearirs Road &amp; Comite Drive, 15-10 Crack Sealing, 15-11 PCC Partial Depth Patching, 15-12 Stumberg, 16-01 H.011364 Goodwood Blvd., 16-02 H.011363 Sherwood Blvd., 16-03 Sherwood Forest Streets, 16-04 Dalrymple, 16-05 Bluebonnet and Nicholson, 16-06 Arbor Walk, 16-07 Choctaw, Prescott and Airway, 16-09 Goodwood and Sherwood Forest, 16-10 H.011842 Chocktaw Drive Pavement Preservation. (DPW Project No. 15-CEST-0001)</p>		
05/15-Present	<p><b>H.009479 / WEST LAROSE VERTICAL LIFT SPAN BRIDGE REHABILITATION: Larose, LA.</b> Engineer - Mr. Dunn is an engineer assisting the Project Engineer with the rehabilitations of the West Larose Bridge. The project includes a new fender system construction, removal of the existing paint system and repainting, structural repairs and bolt replacement, and rehabilitation of the electrical and mechanical systems.</p>		
11/16	<p><b>BATON ROUGE ITS DEPLOYMENT (PHASE 3): Ascension, East Baton Rouge, Iberville, Livingston, Pointe Coupee, and West Baton Rouge Parishes, LA.</b> Engineer Intern - Mr. Dunn was the Engineer Intern assisting the Project Engineer with the Engineering and Inspection services for the Baton Rouge ITS Deployment Phase 3 Project. The project consisted of construction and integration of five (5) new DMS sites, ten (10) new CCTV sites, one (1) new hub site, thirty (30) Bluetooth Vehicle Detectors (combined with new and existing sites), and five (5) miles of new fiber optic build-out, conduit, and associated pullboxes.</p>		

FIRM EMPLOYED BY		G.E.C., Inc.	
NAME	<b>Zachary Boylan, EI</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	4
TITLE	<b>Construction Engineer Intern</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	1
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2019 / Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		34386 / Louisiana / 09-30-2024	
YEAR REGISTERED	2020	DISCIPLINE	Engineer Intern
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>Construction Support</b>	
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).		
	<p>Mr. Boylan is an Engineer Intern assisting the Project Engineer in field operations and office work on numerous projects. Mr. Boylan has experience on asphalt paving, catch basins, drainage, sanitary sewer, embankment and base course projects. He also has a vast understanding of Site Manager, developing LPA project plans and understanding of DOTD specifications. Mr. Boylan has experience with collection of street condition data utilizing the PASER rating method and QuickCapture program.</p>		
11/22-Present	<p><b>H.012022 / BREC GREENWOOD MULTI-USE TRAIL PHASE 2: East Baton Rouge Parish, LA. Engineer Intern</b> - Mr. Boylan is the Engineering Intern assisting the Project Engineer with this \$2.3 Million dollar 1.7 mile long multi-use trail including a Pedestrian Bridge, Precast Piles, clearing and grubbing, grading, base course, concrete work and landscaping. Mr. Boylan as been dealing with several change orders, estimates, headlight and site manager reports and managing the lead inspector as needed.</p>		
12/19-Present	<p><b>SALES TAX STREET AND ROAD REHABILITATION PROGRAM: East Baton Rouge Parish, LA. Engineer Intern</b> - Mr. Boylan is the Engineer Intern assisting the Project Engineer for this project which began in 1990. GEC has been the prime consulting engineer, responsible for all aspects of construction inspection for all City of Baton Rouge Street Improvements. These projects include a variety of rehabilitations jobs; PPC Paving Patching, Asphalt Patching, Asphaltic Concrete Overlay, Crack Sealing and Full Reconstruction including Soil Cement. Mr. Boylan is currently assisting Mr. Maurin with oversight of the inspectors and obtaining quantities for design of future projects. He has been developing partial estimates, change orders, tracking project with PASER and QuickCapture, along with other duties. Mr. Boylan has served as Engineer Intern on the following projects: 16-11 Parishwide Asphaltic Surface Treatment/ Crack Seal, 16-12 Pride Port Hudson - Milldale, 16-13 Streets in Windsor, Ashley, N. Sherwood Estates, La Belle Aire, Forest Oaks, Ponderosa, 16-14 Central, Jones, Monte Sano, N. Bourgeois, Sherwood, Beechwood, Victoria, Maribel, Lanier, Harry, 16-15 Myrtle Walk, Park, Westdale, Avondale, Fairway, Etta Streets, and Streets in Beau Pre', 16-16 Streets in Settlement, Mayfair North, Jefferson Terrace, Providence, and Roundhill Drive, 16-17 Corporate, Cedarcrest, and Foster, 16-18 Flanacher (US 61 - LA 964), Barnett (US 61 - Mt. Pleasant), Donnie St. (DPW Project No. 15-CEST-0001)</p>		
05/18-12/19	<p><b>SALES TAX STREET AND ROAD REHABILITATION PROGRAM: East Baton Rouge Parish, LA. Inspector</b> - Prior to joining GEC, Mr. Boylan performed inspection duties assisting the Project Engineer with the rehabilitations of the following projects: Sherwood (concrete patching, curb repairs, handicap ramps, sidewalks and drives and asphalt paving), Arbor Walks (soil cement, curb and gutter construction and asphalt paving) and Choctaw/Airway/Prescott (concrete patching, curb repairs, adjusting manholes, handicap ramps, and asphalt paving). (DPW Project No. 15-CEST-0001)</p>		
05/17-08/17	<p><b>BARBER BROTHERS CONTRACTING: Baton Rouge, LA. Quality Control Impactor</b> - Mr. Boylan performed quality control in asphalt plant lab in Geismar, Louisiana doing material sampling and testing. He was the assistant equipment manager using programs such as B2W and Excel to keep track of equipment locations and hours and schedule work orders when necessary. Work done prior to joining GEC.</p>		

FIRM EMPLOYED BY		Civil Design & Construction, Inc. (CD&C)	
NAME	<b>Ralph Burgess, PLS</b>	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	12
TITLE	<b>Principal Land Surveyor</b>	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	12
DEGREE(S) / YEARS / SPECIALIZATION		B.S. / 2004 / Industrial Design & Supervision	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		5040 / Louisiana / 09-30-2024	
YEAR REGISTERED	2010	DISCIPLINE	Professional Land Surveyor
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>SUE</b>	
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).		
03/23 – On-Going	<b>(PROJ# NOT AVAILABLE) W BROUSSARD ROAD @ DUHON ROAD ROUNDABOUT:</b> Mr. Burgess is the Survey and SUE Manager for this project. CD&C performed a QL-B Subsurface Utility Engineering (SUE) location including all applicable reports and exhibits in connection with the proposed West Broussard Road and Duhon Road Roundabout located in Lafayette Parish, Louisiana. QL-B utility designation was determined first with spot locations for QL-A to follow at a TBD date.		
03/23 – On-Going	<b>(PROJ# NOT AVAILABLE) MSY CAMPUS WIDE SEWER LOCATION:</b> Mr. Burgess is the Survey and SUE Manager for this project. CD&C is performing a combination of both a QL-B and QL-A for the Louis Armstrong Airport campus to locate it's sanitary sewer lines. This project encompasses the entire campus. All sewer manholes and gravity lines as well as sewer forcemains are to be located. Verification of pipe size and material is also required. CD&C is providing all SUE appropriate reports and data for this project.		
06/23 – On-Going	<b>(PROJ# NOT AVAILABLE) MSY GEOTECH BORE CLEARANCE:</b> Mr. Burgess is the Survey and SUE Manager for this project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B. CD&C SUE staff has cleared over 75 bore locations to QLD Level B and provided submittal data to the client.		
08/21 – On-Going	<b>H.011833.5 ST. MARY STREET SIDEWALKS; SCOTT, LA:</b> Mr. Burgess is the Survey and SUE Manager for this project. CD&C completed a topographic along this route. The survey utilized 3D Terrestrial Scanning of all hard surfaces and traditional methods for all other features. CD&C SUE personnel worked to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal will be in accordance with latest LADOTD Location and Survey standards.		
03/22 – 09/22	<b>H.010960.5-2 ROUNDABOUTS AT LA 182, LAFAYETTE, LA:</b> Mr. Burgess was the Survey and SUE Manager for this project. CD&C completed a topographic along this route. The survey utilized 3D Terrestrial Scanning of all hard surfaces and traditional methods for all other features. CD&C SUE personnel worked to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.		
09/22 – 01/23	<b>(PROJ# NOT AVAILABLE) BRMA NORTHWEST AVIATION DEVELOPMENT:</b> Mr. Burgess is the Survey and SUE Manager for this project. He is working in the field to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with standards set forth by City/ Parish government for East Baton Rouge.		
04/23 – On-Going	<b>H.012914 LA 3073: Ambassador @ Verot-Chemin-Bonin:</b> Mr. Burgess is the Survey and SUE Manager for this project. He is overseeing and working with CD&C Survey and SUE personnel to coordinate the collection of all topographic data as well as the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.		

FIRM EMPLOYED BY <b>Civil Design &amp; Construction, Inc. (CD&amp;C)</b>				
NAME	<b>Clarence J. Goodspeed</b>		YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	1+
TITLE	<b>Utility Coordinator</b>		YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	30
DEGREE(S) / YEARS / SPECIALIZATION		N/A		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		N/A		
YEAR REGISTERED	N/A	DISCIPLINE	N/A	
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>SUE</b>		
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).			
03/23 – On-Going	<b>(PROJ# NOT AVAILABLE) W BROUSSARD ROAD @ DUHON ROAD ROUNDABOUT:</b> Mr. Goodspeed serves as the firms SUE PM for the project. CD&C performed a QL-B Subsurface Utility Engineering (SUE) location including all applicable reports and exhibits in connection with the proposed West Broussard Road and Duhon Road Roundabout located in Lafayette Parish, Louisiana. QL-B utility designation was determined first with 6 spot locations for QL-A that followed after further analysis.			
03/23 – On-Going	<b>(PROJ# NOT AVAILABLE) MSY CAMPUS WIDE SEWER LOCATION:</b> Mr. Goodspeed serves as the firms SUE PM for the project. CD&C is performing a combination of both a QL-B and QL-A for the Louis Armstrong Airport campus to locate it's sanitary sewer lines. This project encompasses the entire campus. All sewer manholes and gravity lines as well as sewer forcemains are to be located. Verification of pipe size and material is also required. CD&C is providing all SUE appropriate reports and data for this project.			
06/23 – On-Going	<b>(PROJ# NOT AVAILABLE) MSY GEOTECH BORE CLEARANCE:</b> Mr. Goodspeed serves as the firms SUE PM for this project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B. CD&C SUE staff has cleared over 75 bore locations to QLD Level B and provided submittal data to the client.			
03/22 – On-Going	<b>H.011833.5 ST. MARY STREET SIDEWALKS; SCOTT, LA:</b> Mr. Goodspeed serves as the firms SUE PM for the project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.			
03/22 – 09/22	<b>H.010960.5-2 ROUNDABOUTS AT LA 182, LAFAYETTE, LA:</b> Mr. Goodspeed serves as the firms SUE PM for the project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.			
09/22 – 01/23	<b>(PROJ# NOT AVAILABLE) BRMA NORTHWEST AVIATION DEVELOPMENT:</b> Mr. Goodspeed serves as the firms SUE PM for the project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with standards set forth by City/Parish government for East Baton Rouge.			
04/23 – On-Going	<b>H.012914 LA 3073: Ambassador @ Verot-Chemin-Bonin:</b> Mr. Goodspeed serves as the firms SUE PM for the project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.			
03/23 – On-Going	<b>H.012027.5 I-20: UPRR:</b> Mr. Goodspeed serves as the firms SUE PM for the project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.			

FIRM EMPLOYED BY <b>Civil Design &amp; Construction, Inc. (CD&amp;C)</b>				
NAME	<b>Tracey Smith</b>		YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	<b>1+</b>
TITLE	<b>Utility Coordinator</b>		YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	<b>24</b>
DEGREE(S) / YEARS / SPECIALIZATION		N/A		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		N/A		
YEAR REGISTERED	N/A	DISCIPLINE	N/A	
CONTRACT ROLE(S) / BRIEF DESCRIPTION OF RESPONSIBILITIES		Role on this Project: <b>SUE</b>		
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).			
03/23 – On-Going	<b>(PROJ# NOT AVAILABLE) W BROUSSARD ROAD @ DUHON ROAD ROUNDABOUT:</b> Mr. Smith serves as the firms SUE field chief for the project. CD&C performed a QL-B Subsurface Utility Engineering (SUE) location including all applicable reports and exhibits in connection with the proposed West Broussard Road and Duhon Road Roundabout located in Lafayette Parish, Louisiana. QL-B utility designation was determined first with 6 spot locations for QL-A that followed after further analysis.			
03/23 – On-Going	<b>(PROJ# NOT AVAILABLE) MSY CAMPUS WIDE SEWER LOCATION:</b> Mr. Smith serves as the firms SUE field chief for the project. CD&C is performing a combination of both a QL-B and QL-A for the Louis Armstrong Airport campus to locate it's sanitary sewer lines. This project encompasses the entire campus. All sewer manholes and gravity lines as well as sewer forcemains are to be located. Verification of pipe size and material is also required. CD&C is providing all SUE appropriate reports and data for this project.			
06/23- On-Going	<b>(PROJ# NOT AVAILABLE) MSY GEOTECH BORE CLEARANCE:</b> Mr. Smith serves as the firms SUE field chief for this project. He is working to collect and locate all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B. CD&C SUE staff has cleared over 75 bore locations to QLD Level B and provided submittal data to the client.			
05/22 – On-Going	<b>H.011833.5 ST. MARY STREET SIDEWALKS; SCOTT, LA:</b> Mr. Smith serves as the firms SUE field chief for the project. He is working in the field to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.			
05/22 – 09/22	<b>H.010960.5-2 ROUNDABOUTS AT LA 182, LAFAYETTE, LA:</b> Mr. Smith serves as the firms SUE field chief for the project. He is working in the field to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.			
09/22 – 01/23	<b>(PROJ# NOT AVAILABLE) BRMA NORTHWEST AVIATION DEVELOPMENT:</b> Mr. Smith serves as the firms SUE field chief for the project. He is working in the field to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with standards set forth by City/ Parish government for East Baton Rouge.			
04/23 – On-Going	<b>H.012914 LA 3073: Ambassador @ Verot-Chemin-Bonin</b> Mr. Smith serves as the firms SUE field chief for the project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal was in accordance with latest LADOTD Location and Survey standards.			
03-23 – On-Going	<b>H.012027.5 I-20: UPRR:</b> Mr. Smith serves as the firms SUE field chief for the project. He is overseeing and working with CD&C SUE personnel to coordinate the collection for all the utility information and location such that survey crews could collect data and incorporate for the submittal up to QLD Level B however an official SUE submittal was not required of this project. Final submittal will be in accordance with latest LADOTD Location and Survey standards.			

## 17. Firm Experience

FIRM NAME	G.E.C., Inc.		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	Road, Bridge	**
PROJECT NAME	I-10 & I-12 College Dr Flyover Ramp Design-Build			FIRM RESPONSIBILITY (PRIME OR SUB?)	Prime
PROJECT NUMBER	H.013897	OWNER'S NAME	LADOTD		
PROJECT LOCATION	Baton Rouge, Louisiana		OWNER'S PROJECT MANAGER	Peggy Jo Paine, PE	
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access Road, Baton Rouge, LA 70804, Peggy.paine@la.gov, (225) 379-1065				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	02/20	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	\$ 6,079		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	\$ 6,079		

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

The BOH/GEC Team was selected to provide road/bridge design, environmental, and engineering services for this **urban freeway interchange** Design-Build contract. GEC implemented an innovative **design on new alignment** that addressed impacts to surrounding areas that was unforeseen in previous studies and design, which simplified the traffic movement through a reduced footprint versus previous conceptual alternatives. This design further reduced the footprint established by NEPA documentation. The Team's design improves the flow of traffic and safety by improving the I-10/I-12 merge through the elimination of lane changes that must occur when I-10 WB traffic exits at College Drive. Our design achieves this by realigning the two existing I-12 WB through lanes to more closely follow the I-12 EB existing alignment, completely replacing the I-10 WB Overpass Bridge with a new structure at a bridge width which will accommodate both the I-10 WB through lanes and the I-10 WB College exit ramp, and utilizing the existing I-12 WB pavement for the I-12 WB College Drive exit ramp. Improvements to the I-12/I-10 exit lane with College Drive intersection are also included.

GEC provided environmental compliance plans and permitting services, including adhering to and updating NEPA Documentation, environmental mitigation, wetland mitigation, SWPPP, tree impact plan, and permit modification services. GEC also revised the existing network study and conceptual alternatives analysis (line and grade alternatives), ROW acquisition plan, hurricane preparedness and evacuation plan, safety plans, and the Interchange Modification Report (IMR). GEC also provided public/stakeholder outreach and conducted public meetings.

GEC is the task lead for road and bridge design, and designed the widening of the I-10 westbound bridge over Ward Creek. This bridge structure is comprised of three 55' long simple spans composed of rolled steel girders with a cast in place concrete deck. GEC's design services include the rehabilitation of the existing bridge and replacement of the deck joints. The project required that 5 lanes of traffic be maintained at all times though this heavily traveled corridor. GEC staff developed the bridge plans to construct the widening and rehabilitation in multiple phases in order to maintain the 5 lanes of traffic. GEC's design of the bridge also accommodates a sound barrier. GEC provided the roadway construction plans for this project and was responsible for the geometric layout for the entire project, ensuring conformance to DOTD and AASHTO standards. GEC provided hydraulic design which included the design of several subsurface drainage systems and cross drains. GEC also performed hydraulic channel analysis to ensure the project did not negatively impact the surrounding areas. An opinion of probable cost for the project were also calculated by the GEC team and provided to the contractor. In addition to bridge and roadway design, GEC completed a photometric report and lighting plans for the design-build project. The lighting design consists of both high mast and low mast lighting. This requires the review of engineering shop drawings and equipment submittals from the electrical contractor. Through the design-build process, GEC has also been tasked with construction engineering and inspection services for this project. Construction for this project has begun, with an estimated completion of summer 2024.

**For this urban freeway transportation project on new alignment, GEC designed new interstate roadway and bridges in an urban setting through innovative design concepts.**



Firm Members Involved: Cary Bourgeois, Sherri LeBas, Jerome Lohmann, Christopher Nipper, Logan Michel, Keith Rebello, Varaprasad Venkata, Jeff Robinson, Mickey Prattini, Tom Coerver, Nick Montegut, Thomas Swanson, Hector Zuiniga, Rachel Breaux

FIRM NAME	G.E.C., Inc.		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	Road, Bridge	**
PROJECT NAME	I-10: LA 415 to Essen Lane on I-10 and I-12			FIRM RESPONSIBILITY (PRIME OR SUB?)	Sub
PROJECT NUMBER	H.004100	OWNER'S NAME	LADOTD		
PROJECT LOCATION	East and West Baton Rouge Parishes, Louisiana		OWNER'S PROJECT MANAGER	Nicholas Olivier	
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access Road, Baton Rouge, LA 70804, 225-379-1133, nicholas.olivier@la.gov				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	09/20	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	Unknown		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	\$ 3,860		

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

As a sub-consultant to Huval, GEC is providing **project management, engineering and related design services** to develop the construction plans for the Construction Management at Risk (CMAR) project for the improvements to I-10, including frontage roads, through the urban area of Baton Rouge, LA. LADOTD is in the process of widening I-10 from the LA 415 interchange (west side of Mississippi River) to just east of the I-10/I-12 split (east side of the Mississippi River). CMAR Phase 1 of the Project extends from W. of Washington Street to just east of the I-10/I-12 interchange (east side of the Mississippi River). CMAR Phase 2 is the remainder of the corridor from LA 415 to just W. of Washington Street (Lorri Burgess Avenue) (work in this area will exclude the existing Mississippi River Bridge). GEC assisted with the design and development of the Roadway Corridor Preservation (RCP) Plans for Phase 1. GEC is currently providing project management and design services for CMAR Segment 1.

GEC's **structures and bridge teams** are responsible for design of all retaining walls for the project which includes cast-in-place concrete walls and mechanically stabilized earth (MSE) walls and noisewalls at locations identified in the environmental document. GEC designed a two-span truss spanning a future widened I-10 near Dalrymple Drive to support multiple Dynamic Message Signs as part of the ITS portion of this project. GEC is also providing the engineering design for the new bridge at the westbound exit at the Washington Street off ramp.

GEC **electrical staff** is designing the roadway lighting for the I-10 improvements and the enhancement lighting which includes lighting of the new City Park Lake Bridge. This work included coordinating with the designer of the bridge for strategically placed blockouts in the bridge structure to accommodate the enhancement lighting equipment as well as the placement of electrical conduit in order to provide electrical equipment and conduit that would blend in with or be hidden within the structure. GEC staff is also developing the enhancement lighting for the main cross streets that traverse under I-10 such as Louise Street, East Washington Street and others. Additionally, GEC is developing the lighting plans for the multiuse path that will traverse under I-10 from the I-110/I-10 Interchange to Dalrymple Drive.

GEC's **road design team** is providing the design for the parking and extension of Greenwood Drive within the Perkins Road Overpass area. This includes providing parking layout in the area where the Perkins Road On/Off Ramps will be removed, drainage and the new roadway alignment of Greenwood Drive. GEC's electrical staff will provide the design for the lighting of Greenwood Drive, the parking areas, multi-use path and the enhancement lighting for this area.

Since this is a CMAR project, the GEC team has engaged in numerous TF meetings discussing design, constructability issues, and ideas for reducing cost and/or schedule. The GEC team is working collaboratively with the other design team members and contractor. The team has been nimble throughout the CMAR process to assist and accommodate vetting ideas, modify designs, and develop strategies to deliver this complex project on schedule for the citizens that live within the corridor, use the interstate for travel to and from work and/or pleasure and travel through Baton Rouge.

**FIRM MEMBERS INVOLVED:** Sherri LeBas, Cary Bourgeois, Keith Rebello, Varapasad Venkata, Christopher Nipper, Thomas Coerver Jr., Mickey Prattini Jr., Thomas Swanson, Hector Zuniga, Rachel Breaux, Nicholas Montegut, Chelsea Crawford, Logan Michel, Bliss Bernard, Jeff Robinson, Carlos Perez, Jeff Robinson

G.E.C., INC.

For this urban freeway transportation project, GEC is providing project management, document control, ramp design, retaining walls design, and roadway and enhancement lighting design.

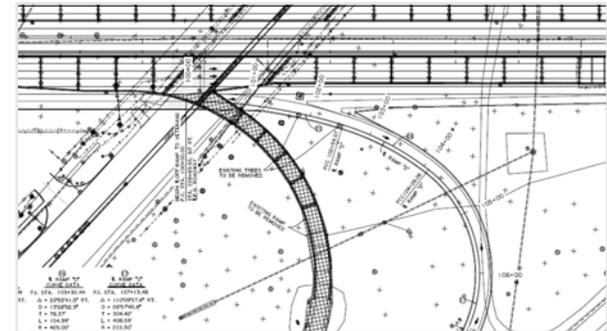


FIRM NAME	G.E.C., Inc.		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	Road, Bridge	**
PROJECT NAME	I-10 Widening, Williams to Veterans			FIRM RESPONSIBILITY (PRIME OR SUB?)	Prime
PROJECT NUMBER	H.003074	OWNER'S NAME	LADOTD		
PROJECT LOCATION	Jefferson Parish, Louisiana		OWNER'S PROJECT MANAGER	Timothy Nickel	
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access Road, Baton Rouge, LA 70804, (225) 379-1110, Timothy.nickel@la.gov				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	07/12	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)			\$ 7,981
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)			\$ 5,088

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

GEC is currently designing the **roadway widening, new bridges, and interchanges** of I-10 between Williams Boulevard and Veterans Boulevard in Jefferson Parish. Final design plans are 95% complete and all comments have been addressed. The total project length is 2.58 miles and consists of the construction of one 12' additional lane with a 10' shoulder inside along the I-10 eastbound and westbound roadways. Included in the project is the replacement and widening of the bridges over Canal No. 3 and Veterans Blvd. Sound Barriers, both ground-mounted and structure-mounted on the north side of I-10, and the design of a diamond interchange (WB) and partial cloverleaf interchange (EB). GEC provided feasibility studies, road design, bridge design, electrical design, and environmental analyses for this project. The bridges over Canal No. 3 and Veterans Blvd. will be replaced with a combination of concrete slab spans, PPC girder spans, and steel plate girder spans. Design has also been performed on the replacement of portions of the concrete lining of Canal No. 3 that will be impacted by the new bridge design. The new GEC-designed bridges over Canal No. 3 and Veterans Blvd. will be constructed in 3 phases to maintain 3 lanes of traffic on I-10 in each direction at all times. **This project included a level 2 Transportation Management Plan (TMP).**

**GEC recently finalized final bridge plans and is currently completing final roadway plans for this highly congested urban freeway with phased sequence of construction in order to maintain a minimum of 3 lanes of traffic during construction in peak travel hours for Jefferson Parish commuters.**



PHASE I: a section of the new westbound bridge will be built in the existing median and designed to carry 3 lanes of traffic. The eastbound traffic will be diverted from the existing eastbound bridge to the new Phase I bridge in the median.

PHASE II: the existing eastbound bridge will be demolished and replaced with a new bridge designed to carry 4 lanes of traffic and one auxiliary lane. Once completed, the eastbound traffic will be re-routed from the Phase I bridge onto the new eastbound bridge. The westbound traffic will be diverted from the existing westbound bridge onto the Phase I bridge in the median.

PHASE III: the existing westbound bridge will be demolished and the second half of the new westbound bridge will be constructed. Once completed, the entire new westbound bridge will be opened to traffic and will be designed to carry 4 lanes of traffic. Sound barriers are included on the north side of the I-10 westbound bridges.

GEC performed an initial **extensive load rating of the existing bridges on this stretch of I-10, resulting in LADOTD making an informed decision to replace the bridges.** GEC submitted final plans for the replacement bridges and ramps for this highly congested 2.58 mile urban interstate project and completed a detailed as-designed bridge rating for this project in accordance with Bridge Design Technical Memorandum 40.1. In addition, GEC's structural staff is replacing the existing cantilever truss with a full truss and relocating the existing sign. GEC's lighting design department has been tasked with performing lighting design on the interchanges within the project limits - namely, Williams Blvd., Power Blvd., and Veterans Blvd. The lighting design included photometric analyses of the existing lighting system with the proposed roadway geometry and analyzes the design issues found during GEC's review.

**FIRM MEMBERS INVOLVED:** Cary Bourgeois, Keith Rebello, Varaprasad Venkata, Jerome Lohmann, Christopher Nipper, Logan Michel, Thomas Coerver Jr., Mickey Prattini Jr., Thomas Swanson, Hector Zuiniga, Rachel Breaux, Nicholas Montegut

FIRM NAME	<b>G.E.C., Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Road, Bridge</b>	<b>**</b>
PROJECT NAME	<b>Causeway Blvd. – 17th Street Canal, Route I-10</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Prime</b>
PROJECT NUMBER	700-30-0287, 450-15-0089	OWNER'S NAME	LADOTD		
PROJECT LOCATION	Jefferson Parish, Louisiana	OWNER'S PROJECT MANAGER	David Miller, PE		
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access Road, Baton Rouge, LA 70804, (225) 379-1534				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	03/95	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	\$ 5,260		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	06/10	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	\$ 4,305		

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

For this \$66M LADOTD project completed in 2008, GEC implemented acceleration lanes, and deceleration lanes to create an **8- to 12-lane Urban Freeway Section**, including soundwalls, over the entire length of interstate in Jefferson Parish, Louisiana. GEC's design also updated ramp and frontage road alignments to improve the flow of traffic. GEC also designed a new subsurface drainage system for drainage of the entire project.

GEC's design widened two major overpasses due to the additions of new lanes at Bonnabel Blvd. and Oaklawn Dr. GEC structural engineers designed these overpasses which have steel and prestressed concrete girder spans, pile bents, and column bents. GEC designed a new flyover bridge (Ramp 3) to convey the North Frontage Road traffic over the exit ramp from I-10 Westbound to Northbound Causeway Blvd. GEC's design of Ramp 3 included two span (440-ft) continuous covered steel plate girder unit supported by an integral steel bent cap. GEC also designed the soundwalls and final signing layout along the corridor.

GEC's roadway lighting design services consisted of 120-ft high mast poles with lowering devices, 40-ft and 55-ft barrier mount poles with lowering devices, and underpass lighting. The power distribution system included three new electrical service points, each with pedestal mount lighting controller and associated appurtenances. The project design conformed to LADOTD design and detail standards, as well as industry codes and standards.

In addition, GEC provided construction support for this project and developed sequence of construction to maintain three lanes of traffic in each direction, including maintaining a temporary signing plan for the ever changing interchange configurations.

Firm Members Involved: Cary Bourgeois, Keith Rebello, Thomas Coerver, Jr.

**GEC's design alleviated congestion and resulted in the construction of a wider urban freeway, accomplished through the maintenance of a minimum of 3 lanes in each direction throughout construction.**



FIRM NAME		G.E.C., Inc.		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*		Environmental, Road, Bridge		**	
PROJECT NAME		US 71/165 Fort Buhlow Bridge, KCS Railroad Overpass and Approaches				FIRM RESPONSIBILITY (PRIME OR SUB?)		Prime	
PROJECT NUMBER		700-28-0004		OWNER'S NAME		LADOTD			
PROJECT LOCATION		Alexandria/Pineville, Louisiana				OWNER'S PROJECT MANAGER		Joechim Umeozulu, PE	
OWNER'S ADDRESS, PHONE, EMAIL		1201 Capital Access Road, Baton Rouge, LA 70804, (225) 379-1386, umeozulu@la.gov							
SERVICES COMMENCED BY THIS FIRM (MM/YY)		09/95		TOTAL CONSULTANT CONTRACT COST (\$1,000'S)				\$ 9,400	
SERVICES COMPLETED BY THIS FIRM (MM/YY)		06/13		COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)				\$ 9,000	

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

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

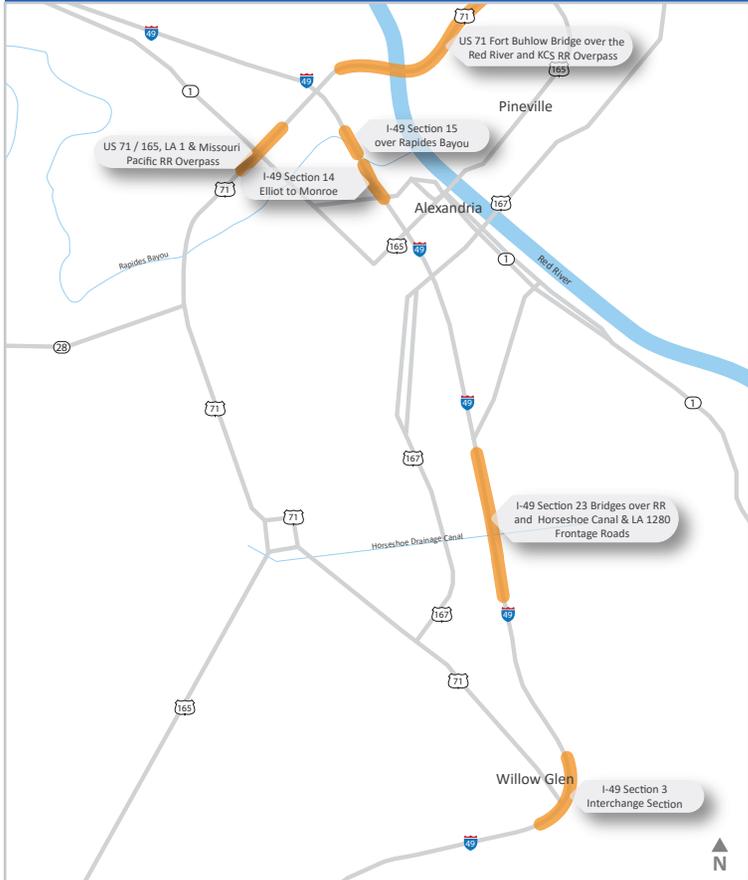
GEC prepared solicitation of views, purpose and need, environmental surveys, conducted public and stakeholder meetings, wetlands delineation and findings report, and prepared all permit drawings and applications including for USACE, The RRWC, USCG, and railroads. GEC also was responsible for scenic rivers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

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

In addition to the Fort Buhlow Bridge over the Red River, GEC was responsible for the design of five additional bridge and road projects on I-49 and US 71 in Alexandria. **I-49 Section 23 included the reconstruction of LA 1280 Frontage Road which included a crossing of Horseshoe Canal and a railroad spur.**

Firm Members Involved: Cary Bourgeois, Keith Rebello, Varaprasad Venkata, Jeffrey Robinson, Barry McCoy, Carlos Perez

In addition to the Fort Buhlow Bridge over the Red River, GEC was responsible for the design of five additional bridge and road projects on I-49 and US 71 in Alexandria.



FIRM NAME	<b>Michael Baker International, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Road, Environmental</b>	<b>**</b>
PROJECT NAME	<b>Barksdale Air Force Base Entrance Roads (Design-Build)</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Prime</b>
PROJECT NUMBER	<b>N69450-16-D-0100</b>	OWNER'S NAME	<b>NAVFAC SE</b>		
PROJECT LOCATION	<b>Bossier Parish, Louisiana</b>	OWNER'S PROJECT MANAGER	<b>Sarah Reed</b>		
OWNER'S ADDRESS, PHONE, EMAIL	<b>334 Davis Avenue West, Suite 105, Barksdale AFB, LA 71110   318-243-3902   sarah.m.reed16.civ@us.navy.mil</b>				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>08/22</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>\$2,031</b>		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>Ongoing</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$1,918</b>		

*Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).*

Michael Baker International provided Roadway Design Services for the new BAFB Road for RQ Construction as a member of the design-build team for the construction of new entrance roads to Barksdale Air Force Base. Project was finished and delivered in May 2023 and is currently under construction.

Michael Baker design team developed construction plans per DOTD Design Guidelines and Standard Specifications. The beginning of the project was a direct tie to LA 1267 where it terminates after the KCS railroad crossing bridge that was constructed under the DOTD I-20/I-220 Design Build project. BAFB Road ("LA 1267 extension") will continue as a 4-Lane Divided Highway as it enters the base property where it will transition to a new multi-lane roundabout. The roundabout is placed before the new base entrance gates and will allow for motorist that inadvertently exited onto LA 1267 make a U-turn and return back towards the I-20/I-220 interchange without having to enter the Air Force Base. The new BAFB Road is being built on the base property where a Corporate Endeavor Agreement was developed under the DOTD Design-Build project to allow for the completion of the roadway before entering the gates of the Airforce Base.

Michael Baker design team has coordinated directly with DOTD I-20/220 Project Manager, Corey Landry, and with DOTD I-20/220 Owner Verification Consultant Project Manager, Gordon Nelson. Additional requirements by Design Team were to develop Temporary Traffic Control Plans since the I-20/220 Project was completed before this project was able to be construction. The TTC plans identified one construction entry point along Ramp "EB-SB" and two construction exit points along Ramp "NB-EB" and "C-D Road". Additionally, a project permit will be prepared and submitted to DOTD for approval once the Design Plans and TTC plans have been approved.

**The project, performed in neighboring Bossier Parish, includes roadway design, roadway drainage/hydraulics, street lighting design, and development of construction plans that meet DOTD Guidelines and Specifications.**



Firm Members Involved: Daniel Thornhill, Brandon Pitre, Alexis Harrouch

FIRM NAME	<b>Michael Baker International, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Bridge</b>	<b>**</b>
PROJECT NAME	<b>Pecue Lane/I-10 Interchange</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>
PROJECT NUMBER	S.P. 700-17-0221, CP 09-CS-US-0041	OWNER'S NAME	City of Baton Rouge   East Baton Rouge Parish Department of Public Works   Engineering Division		
PROJECT LOCATION	East Baton Rouge Parish, Louisiana		OWNER'S PROJECT MANAGER	Fred Raiford	
OWNER'S ADDRESS, PHONE, EMAIL	222 Saint Louis St., Baton Rouge, LA 70802, 225-389-3158, fraiford@br.gov				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	03/16	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	\$825		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	\$825		

*Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).*

Michael Baker is a sub-consultant to the Prime Consultant, Shread – Kuyrkendall & Associates for design of twin bridges over Interstate 10 constructed in conjunction with a Diverging Diamond Interchange. Scope of work includes design of girder span bridges including substructure and super structure. Michael Baker's responsibilities include the development of preliminary and final engineering plans for the construction of the bridge structures and retaining walls needed for the new I-10 interchange with multiple through and turn lanes on Pecue Lane, an entrance ramp and exit ramp on eastbound I-10, an entrance ramp and exit ramp on westbound I-10, replacing the current two lane overpass bridge, replacing the Pecue Lane/Wards Creek Bridge, and other work within the limits of the project. An extension to Reiger Road with a new intersection with Pecue Lane is included. Pecue Lane is the first Diverging Diamond Interchange along Louisiana Interstate System limits.

Design for the project wrapped up in late 2019. Michael Baker services were retained by East Baton Rouge Parish to provide construction support in regards to reviewing RFIs and Shop Drawings for the Phase II Construction. Construction for Phase II was wrapped up in 2022 and Phase III Construction was let in November of 2022. Michael Baker is currently providing the same construction support services as in the Phase II Construction.

The project was done as part of the original Green Light Plan roadway improvement program. Project followed the NEPA process in order to qualify for Federal and State funds. Project was designed under the direction of the Green Light Plan with DOTD coordination to make sure the project followed DOTD specifications and standard plans. DOTD was responsible for letting the construction for Phase II and Phase III.

**The project features bridge design following DOTD Design Guidelines and Specifications and Construction Plans w/Compressed Schedule.**



Firm Members Involved: Daniel Thornhill, Brandon Pitre

FIRM NAME	<b>Michael Baker International, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Road, Bridge</b>	<b>**</b>
PROJECT NAME	<b>Reconstruction of I-55 from North of Old Agency Road to South of S.R. 463</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>
PROJECT NUMBER	<b>N/A</b>	OWNER'S NAME	<b>Mississippi Department of Transportation</b>		
PROJECT LOCATION	<b>Madison County, Mississippi</b>		OWNER'S PROJECT MANAGER	<b>Chris Nail, PE, PLS</b>	
OWNER'S ADDRESS, PHONE, EMAIL	<b>401 North West Street, P.O. Box 1850, Jackson, Mississippi 39201   601-359-7258   cnail@mdot.ms.gov</b>				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>04/06</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>\$5,140</b>		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>08/11</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$5,140</b>		

*Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).*

Michael Baker provided engineering services for the reconstruction of three miles of I-55 from Old Agency Road to S.R. 463. The reconstruction created a split-diamond interchange with frontage roads and several bridges and retaining walls. A new four-lane boulevard was constructed as the southern leg of the interchange, and an existing two-lane road was reconstructed into a four-lane boulevard as the northern leg. Additional bridges and retaining walls were also constructed along these roads.

**Project features bridge design, interstate reconstruction, roadway drainage, and traffic engineering.**

Michael Baker provided field surveys, digital orthophotography mapping, preliminary and final roadway, bridge, and retaining wall design; hydraulics and hydrology; maps and deeds; signalization, intelligent transportation system (ITS), and lighting design; construction phase services; and quality control/quality assurance. Surveys were accomplished by the use of total stations with electronic data collectors and GPS units and included control traverses and property lines.



The split-diamond interchange required several innovative solutions to complex design and construction challenges. The interchange included one-way frontage roads on the east and west sides of I-55 running as little as 70 feet away from existing businesses along the corridor. Michael Baker considered a variety of retaining walls concepts and developed a creative solution consisting of a tangential shaft wall with drilled shafts and precast panels that produced minimal impact to the nearby businesses.

Another challenge was how to take a new east-west corridor, Colony Park Boulevard, under the existing interstate where there were no bridge structures. The solution was to place traffic head-to-head on the southbound lanes and build the northbound bridge on top of the existing ground using drilled shafts and temporary casings. Once all of the bridges and roadway were complete on the northbound side, traffic was switched so the same procedure could be accomplished on the southbound side. After completion of both bridges, the remaining excavation under these bridges could be completed for the new east-west route. This method of construction was highly successful.

In areas where the grade of the interstate had to be raised to provide proper vertical clearances to local roads underneath, Michael Baker designed temporary mechanically stabilized earth walls along the median of the highway to allow safe, efficient, head-to-head traffic during alternating construction of the northbound and southbound lanes.

The split-diamond Interchange doubled the capacity of the interstate and eliminated the gridlock that was a daily frustration to the drivers of more than 78,000 daily vehicles. Throughout the design and construction stages, Michael Baker and the client collaborated with local business, landowners, and the public to ensure information was communicated promptly and precisely. Michael Baker used an intelligent work zone approach during the construction phase to communicate traffic conditions, and the public also followed progress through the client website, <http://www.gomdot.com>, and media publications.

As one of the largest construction projects in Mississippi, this massive effort benefitted not only the image of the engineering profession, but everyone involved. The ease of access and the benefits to existing and future development established by this new interchange will greatly improve the quality of life of residents and businesses of these communities. This noteworthy project preserves and enhances the character of the communities it serves while saving time and frustration for commuters.

*Firm Members Involved: Jeff McRae*

FIRM NAME	<b>Lazenby &amp; Associates, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Survey</b>	<b>**</b>
PROJECT NAME	<b>Topographic Survey I-12 (LA 21-US 190) &amp; I-12 (US 190-LA 59)</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>
PROJECT NUMBER	<b>4400005020</b>	OWNER'S NAME	<b>Louisiana Department of Transportation &amp; Development</b>		
PROJECT LOCATION	<b>St. Tammany Parish I-12 (LA 21-LA 59)</b>	OWNER'S PROJECT MANAGER	<b>Nicholas Olivier, P.E.</b>		
OWNER'S ADDRESS, PHONE, EMAIL	<b>1201 Capitol Access Road, Baton Rouge, Louisiana 70802-4438, 225-379-1133, Nicholas.Olivier@La.gov</b>				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>02/15</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>\$ 1,189.3</b>		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>02/16</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$ 513.2</b>		

*Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).*

This project consisted of conducting a topographic survey and location of subsurface utilities along a 8.89 mile section of Interstate Highway I-12 in St. Tammany Parish. This section of interstate highway through Covington, Louisiana, is heavily traveled and the LADOTD is widening the corridor from a four-lane divided roadway to a six-lane divided roadway. The section of I-12 surveyed in this project extended from west of LA 21 to east of LA 59 for a distance of 8.89 miles. Lazenby & Associates, Inc. served as a subconsultant to SJB Group, L.L.C. and performed approximately 48% of the total survey project, including a hydrographic survey across the Tchefuncte River at the I-12 bridge crossing.

The topographic survey was performed within a heavily traffic section of I-12 by equipping the survey crew with three Trimble robots so that crew members could advance down both sides of the right-of-way and the grass median simultaneously. Safety of the survey crew members and the traveling public was of the utmost importance.

All survey crew members used on this project had received LADOTD Work Zone Training certifications for Flagger, Traffic Control Technician and Traffic Control Supervisor after completing ATSSA approved Traffic Control courses.

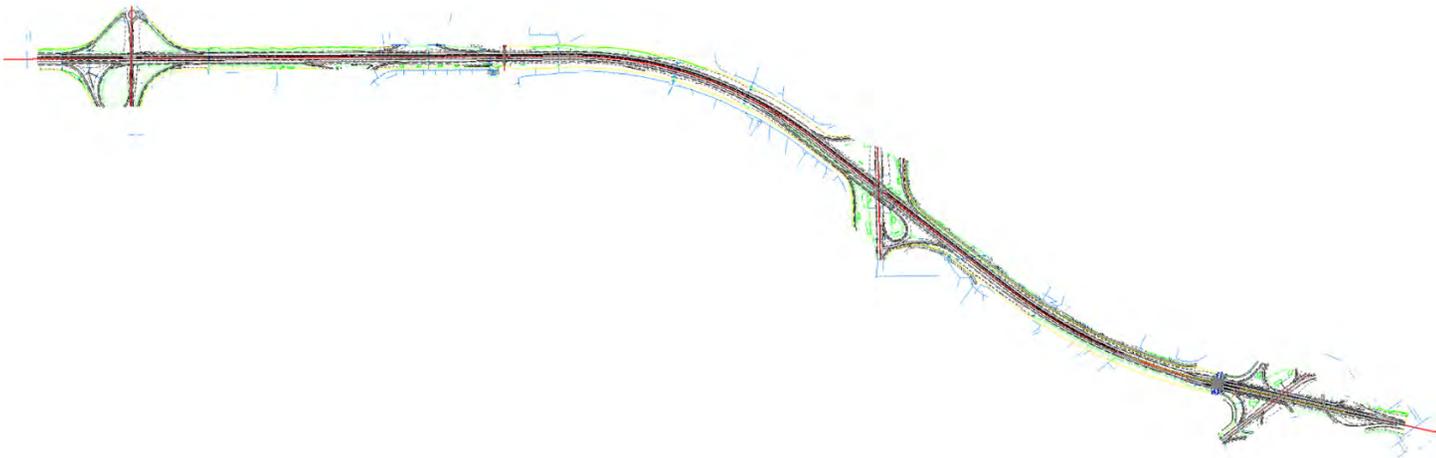
*Firm Members Involved: Jerry G. Lazenby, Paul D. Fryer, Randy C. Hammons, Ronald J. Riggin, II, James S. Ellingburg*

FIRM NAME		<b>Lazenby &amp; Associates, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*		<b>Survey</b>		<b>**</b>	
PROJECT NAME		<b>I-20 Widening/Overlay (Vancil Rd to LA 34)</b>				FIRM RESPONSIBILITY (PRIME OR SUB?)		<b>Prime</b>	
PROJECT NUMBER		H.015052		OWNER'S NAME		Louisiana Department of Transportation and Development			
PROJECT LOCATION		Ouachita Parish, Louisiana		OWNER'S PROJECT MANAGER		Steve A. LeBlanc, P.L.S.			
OWNER'S ADDRESS, PHONE, EMAIL		P.O. Box 94245, Baton Rouge, LA 70804-9245, (225) 379-1292, Steve.LeBlanc2@la.gov							
SERVICES COMMENCED BY THIS FIRM (MM/YY)		05/22		TOTAL CONSULTANT CONTRACT COST (\$1,000'S)				\$ 393.9	
SERVICES COMPLETED BY THIS FIRM (MM/YY)		01/23		COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)				\$ 393.9	

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

Lazenby & Associates, Inc. is the prime consultant on this project, performing topographic surveying services within the existing I-20 ROW for existing interstate widening & overlay. Approximately 20,815 feet (3.94 mi) along I-20 (urban interstate) thru West Monroe, LA is included in the topographic survey limits, including portions of 3 urban principal arterial and 1 urban major collector interchanges/overpasses.

Static/RTK GPS survey methods were used to establish horizontal and vertical control for the field survey. Conventional survey methods using total stations and digital levels were used to collect the topographic survey data for the project. In addition, 3D LIDAR point clouds were collected using both stationary terrestrial tripod mounted scanner and mobile scanning. Topographic features were extracted from the 3D point cloud such as hard surface pavement, bridge structures, traffic signs, overhead truss sign supports, guardrails, and existing traffic lighting. 360 camera images collected with the mobile LIDAR and georeferenced aerial imagery were used to assist with the QA/QC validation of the topographic survey. In addition to the collection of topographic survey features, other surveying services include the establishment of referenced iron rods along the project to define the GPS control, locating and research of ownership of all utilities within the limits of the topographic survey using LA One Call and preparation of an existing drainage map of the project area. An existing DTM was developed using surface elevations collected and existing alignments were calculated along the I-20 corridor, interchanges and overpasses.



Firm Members Involved: Ronald J. Riggan, Randy C. Hammons, James S. Ellingburg, Noah J. Sampognaro

FIRM NAME		<b>Lazenby &amp; Associates, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*		<b>Survey</b>		<b>**</b>	
PROJECT NAME		<b>US 371: KCS RR Overpasses (HBI)</b>				FIRM RESPONSIBILITY (PRIME OR SUB?)		<b>Prime</b>	
PROJECT NUMBER		H.012030		OWNER'S NAME		Louisiana Department of Transportation and Development			
PROJECT LOCATION		Webster Parish, Louisiana		OWNER'S PROJECT MANAGER		Steve A. LeBlanc, P.L.S.			
OWNER'S ADDRESS, PHONE, EMAIL		P.O. Box 94245, Baton Rouge, LA 70804-9245, (225) 379-1292, Steve.LeBlanc2@la.gov							
SERVICES COMMENCED BY THIS FIRM (MM/YY)		12/22		TOTAL CONSULTANT CONTRACT COST (\$1,000'S)		\$ 222.3			
SERVICES COMPLETED BY THIS FIRM (MM/YY)		03/23		COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)		\$ 222.3			

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

Lazenby & Associates, Inc. is the prime consultant on this project, performing topographic surveying services within the existing US 371/I-20 interchange ROW for existing roadway lighting improvements. Approximately 3,800 feet along US 371 (urban minor arterial) and 5,600 feet along I-20 (urban interstate) located in Minden, LA is included in the topographic survey limits.

Static/RTK GPS survey methods were used to establish horizontal and vertical control for the field survey. Conventional survey methods using total stations and digital levels were used to collect the topographic survey data for the project. In addition, 3D LIDAR point clouds were collected using both stationary terrestrial tripod mounted scanner and UAV scanner payload. Topographic features were extracted from the 3D point cloud such as hard surface pavement, bridge structures, traffic signs, overhead truss sign supports, guardrails, and existing traffic lighting. UAV photogrammetry was collected to assist with the QA/QC validation of the topographic survey. In addition to the collection of topographic survey features, other surveying services include the establishment of referenced iron rods along the project to define the GPS control, locating and research of ownership of all utilities within the limits of the topographic survey using LA One Call and preparation of an existing drainage map of the project area. An existing DTM was developed using surface elevations collected and existing alignments were calculated along the US 371/I-20 corridors, including all interchange ramps.



Firm Members Involved: Ronald J. Riggan, Randy C. Hammons, James S. Ellingburg, Noah J. Sampognaro



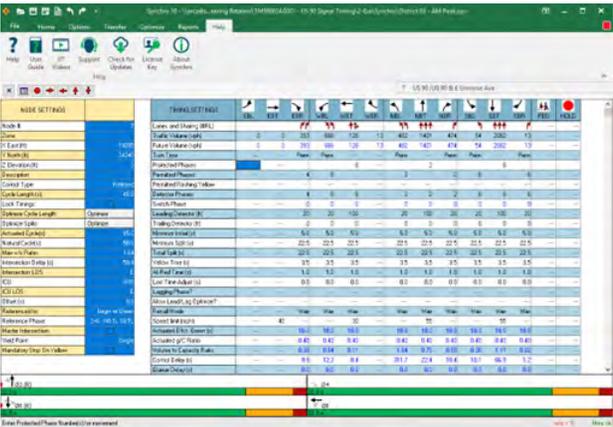
<b>FIRM NAME</b> Arcadis		<b>PAST PERFORMANCE EVALUATION DISCIPLINE(S)*</b> Traffic		<b>**</b>
<b>PROJECT NAME</b>	Traffic Signal Design IDIQ		<b>FIRM RESPONSIBILITY (PRIME OR SUB?)</b>	Prime
<b>PROJECT NUMBER</b>	4400008852	<b>OWNER'S NAME</b>	LADOTD	
<b>PROJECT LOCATION</b>	Statewide, Louisiana		<b>OWNER'S PROJECT MANAGER</b>	Andre Fillastre
<b>OWNER'S ADDRESS, PHONE, EMAIL</b>		1201 Capitol Access Road, Baton Rouge, LA 70802, 225 242 4646, andre.fillastre@la.gov		
<b>SERVICES COMMENCED BY THIS FIRM (MM/YY)</b>	12/16	<b>TOTAL CONSULTANT CONTRACT COST (\$1,000'S)</b>		\$2,000
<b>SERVICES COMPLETED BY THIS FIRM (MM/YY)</b>	02/20	<b>COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)</b>		\$216

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

Arcadis was selected to provide traffic engineering services including traffic data collection, signal warrant analysis, intersection/corridor analysis, traffic signal inventory (TSI), and traffic signal design plans. Example task orders delivered under this IDIQ are described below:

**US-90 Signal Timing Upgrades; Lafayette Parish**

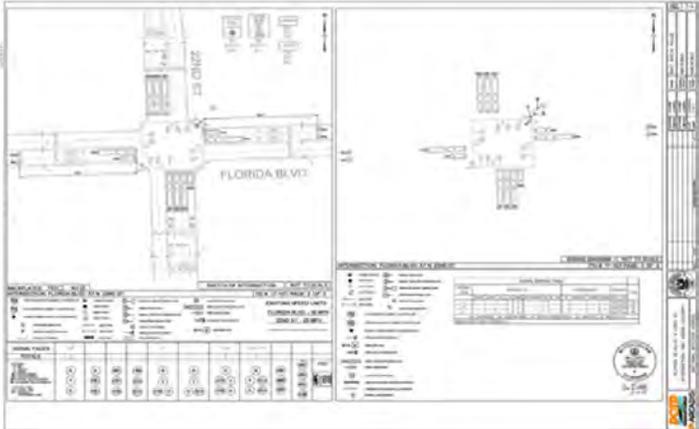
- Collected traffic data including classification tube counts, turning movement counts, peak period observations, and travel time information.
- Conducted traffic signal inventory for all signalized intersections.
- Performed corridor traffic analysis using Synchro Software.
- Developed optimized signal timing plans to maximize the performance of the existing network.
- All study tasks and documentation were completed in accordance with TEPR guidelines.



Optimized signal timing plan created using Synchro Software – US-90 Signal Timing Upgrades

**East Baton Rouge Signal Design and Detection Upgrades; EBR Parish**

- Conducted traffic signal inventory for 39 signalized intersections in EBR Parish.
- Developed signal design plans showing equipment and detection layout, wiring diagram, timing plans, and quantities.
- Coordinated with product manufacturers to understand capabilities, specifications, and limitations of magnetometer detection systems.
- Designed signal equipment and detection to support signal performance measures for signals along critical corridors within EBR Parish.
- Construction plans and quantities were completed for all 39 signalized intersections. Plans were developed and finalized within an expedited 6-month schedule.



Signal Design Plans showing equipment layout and wiring diagram at Florida Blvd and 2nd Street – EBR Signal Design and Detection Upgrades

Firm Members Involved: Akhil Chauhan, Ari Deitch, Skyler Waaso

FIRM NAME <b>Arcadis</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)* <b>Traffic, Planning, ITS</b>		<b>**</b>
PROJECT NAME	<b>I-10 CMAR - Traffic Engineering Services</b>		FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>
PROJECT NUMBER	<b>H.004100</b>	OWNER'S NAME	<b>LADOTD</b>	
PROJECT LOCATION	<b>Baton Rouge, Louisiana</b>	OWNER'S PROJECT MANAGER	<b>Nicholas Olivier</b>	
OWNER'S ADDRESS, PHONE, EMAIL	<b>P.O. Box 94245, Baton Rouge, Louisiana 70804-9245, 225 379 1133, Nicholas.Oliver@la.gov</b>			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>10/20</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>\$2,500</b>	
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>Ongoing</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$2,500</b>	

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

Arcadis is providing all traffic engineering services for this high-profile project to widen I-10 through Baton Rouge, including traffic data collection, traffic modeling and studies, interchange modification report, mesoscopic modeling, TMP, traffic signal timing, signal design, and permanent signing design.

**Traffic Signal Design and Inventory**

Arcadis is developing signal design plans for permanent and temporary conditions. Traffic signal inventory was conducted for all traffic signals. Design plans include signal equipment and detection layouts, wiring diagrams, timing plans, and quantities. Permanent signing plans are also being developed for interstate and arterial segments of the project.

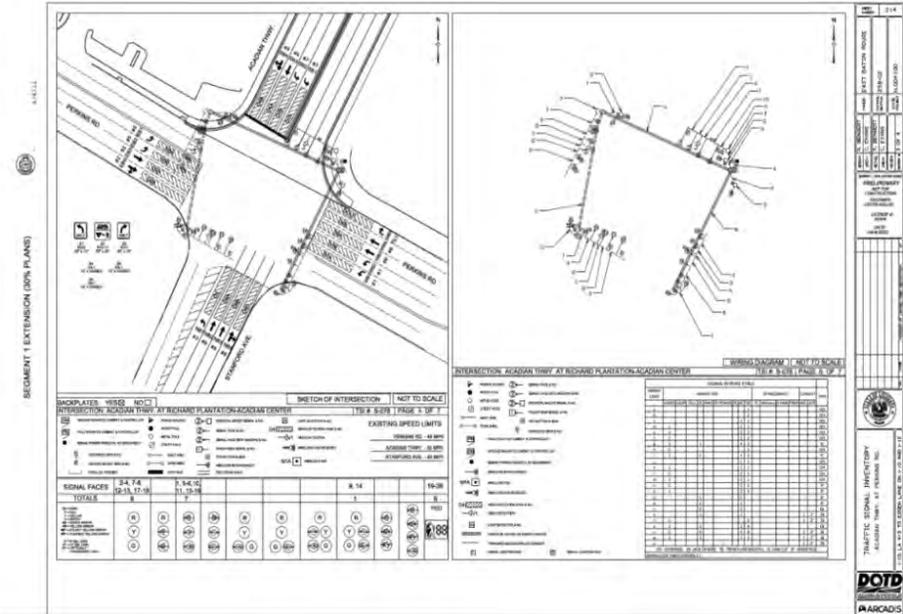
**Transportation Management Plan**

Based on mesoscopic modeling results, Arcadis is developing mitigation strategies to address operations impacts of construction sequencing. Mitigation strategies include identifying critical alternative routes that will be utilized during construction, and determining improvements to the broader transportation network that will be necessary to support construction activities.

**Traffic Modeling / Studies / Interchange Modification Reports**

Traffic analysis and modeling is being performed to determine freeway, interchange and corridor improvements being implements as part of the project. Analysis tools include Highway Capacity Software, Sidra, and Synchro. Traffic data collection and volume development is also being performed to establish existing and future year conditions. Interchange Modification Reports are being developed to document results. All study tasks are performed in accordance with TEPR Requirements. Additionally, mesoscopic models (using Dynameq) are being utilized to assess the impacts of construction sequencing within the broader transportation network.

Firm Members Involved: Akhil Chauhan, Ari Deitch, Skyler Waaso, Kester Hollier



Traffic Signal Plans – Equipment Layout and Wiring Diagram

FIRM NAME	<b>A P S Engineering and Testing, LLC</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Geotech</b>	<b>**</b>
PROJECT NAME	<b>I-10 Widening LA 415 to Essen LN</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>
PROJECT NUMBER	<b>H.004100</b>	OWNER'S NAME	<b>DOTD</b>		
PROJECT LOCATION	<b>Baton Rouge, Louisiana</b>		OWNER'S PROJECT MANAGER	<b>Kristy Smith, P.E.</b>	
OWNER'S ADDRESS, PHONE, EMAIL	<b>1201 Capital Access Rd., Baton Rouge, LA. 70802-4438, (225) 379-1016, Kristy.Smith2@LA.GOV</b>				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>09/19</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>N/A</b>		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>05/23</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$ 400</b>		

*Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).*

This project involved geotechnical investigation to provide the client with the necessary information for planning and design of City Park Lake Bridge and retaining walls as part of the I-10 Widening project. APS was tasked through our DOTD Geotechnical Retainer to drill and sample a total of 52 deep borings (80-140 ft) starting at the Washington Exit and ending at the LSU Lakes. Along with this drilling and sampling, APS tested for strength and engineering characteristics of the soils. A total of eight over the water borings and 44 land borings with approximately 1000 triaxial compression, unconsolidated drained or undrained (UU) and atterberg limits performed.

*Firm Members Involved: Sergio Aviles, Sai Eddanapudi, Surendra Raj Pathak*

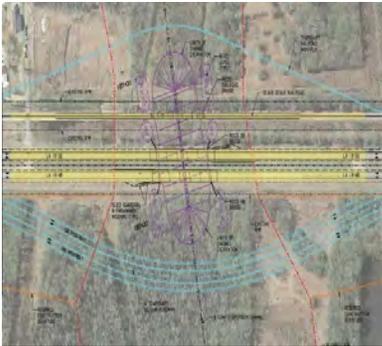


FIRM NAME	<b>A P S Engineering and Testing, LLC</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Geotech</b>	<b>**</b>
PROJECT NAME	<b>Comite River Diversion Bridge at LA-67, LA-19 AND LA-19 Railroad Bridge</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>
PROJECT NUMBER	H.001352 and H.002273	OWNER'S NAME	Huval & Associates, Inc.		
PROJECT LOCATION	East Baton Rouge, Louisiana		OWNER'S PROJECT MANAGER	Thomas M. Gattles, III, P.E.	
OWNER'S ADDRESS, PHONE, EMAIL	922 West Pont des Mouton Road, Lafayette, LA 70507, Wk: (337) 234-3798 Fax: (337) 234-2475, tgattle@huvalassoc.com				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	05/20	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	N/A		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	06/22	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	\$150K		

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

This project involved geotechnical engineering to provide the client with the necessary information for planning and building of LA 19 RR Bridge - Slope Stability (Embankment), LA 19 RR Bridge - Embankment / MSE Wall Settlement / Retaining Wall, LA 19 Twin Bridges - PPC Piles, LA-67 Bridge - Drilled Shafts. All the necessary design will be performed by APS. Task order issued as of today. APS drilled and sampled a total of 19 borings ranging between 50 ft and 110 ft in depth. Testing of collected soil samples was performed in house by APS Laboratory. The testing schedule included visual classification as well as standard methods for determining moisture content, liquid limit, plastic limit and plasticity, unconsolidated-undrained triaxial compression, and one-dimensional consolidation.

Firm Members Involved: Sergio Aviles, Sai Eddanapudi, Surendra Raj Pathak



FIRM NAME	<b>A P S Engineering and Testing, LLC</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Geotech</b>	<b>**</b>
PROJECT NAME	<b>I-20: Missouri Pacific RR Overpass</b>		FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>	
PROJECT NUMBER	<b>H.012027</b>	OWNER'S NAME	<b>Huval &amp; Associates, Inc.</b>		
PROJECT LOCATION	<b>Caddo Parish , Louisiana</b>	OWNER'S PROJECT MANAGER	<b>Reid Romero, P.E.</b>		
OWNER'S ADDRESS, PHONE, EMAIL	<b>922 West Pont des Mouton Road, Lafayette, LA 70507, (337) 234-3798, rromero@huvalassoc.com</b>				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>05/23</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>N/A</b>		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>On-going</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$122K</b>		

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

This project involves geotechnical investigation and design in preparation for the placement of an I-20 Bridge crossing the Missouri Pacific RR. APS drilled and sampled four deep borings and tested the soils for strength and engineering characteristics. All laboratory testing was performed in-house. APS will provide the client with settlement analysis, slope stability analysis, pile embedment, and sheet pile wall recommendations as well as design and general construction recommendations in the final geotechnical report.

Firm Members Involved: Sergio Aviles, Sai Eddanapudi, Surendra Raj Pathak



FIRM NAME	<b>Civil Design &amp; Construction, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Other (SUE)</b>	<b>**</b>
PROJECT NAME	<b>MSY Campus Wide Sewer Location</b>		FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>	
PROJECT NUMBER	<b>N/A</b>	OWNER'S NAME	<b>Louis Armstrong Airport</b>		
PROJECT LOCATION	<b>Kenner, Louisiana</b>	OWNER'S PROJECT MANAGER	<b>Jessica Smith</b>		
OWNER'S ADDRESS, PHONE, EMAIL	<b>(Prime: Gresham Smith); 813.769.8957; 3615 Bromley Grand Avenue, Suite 320 Tampa, FL 33607; jessica.smith@greshamsmith.com</b>				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>03/2023</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>N/A</b>		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>Ongoing</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$91k</b>		

*Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).*

This project is located in Kenner, Louisiana, at Louis Armstrong Airport. CD&C is performing a combination of both a QL-B and QL-A for the Louis Armstrong Airport campus to locate its sanitary sewer lines. This project encompasses the entire campus. All sewer manholes and gravity lines as well as sewer forcemains are to be located. Verification of pipe size and material is also required. CD&C is providing all SUE appropriate reports and data for this project.

CD&C's Role: CD&C is completing a campus wide SUE on the sanitary sewer lines for Louis Armstrong airport.



Firm Members Involved: Karla E. Weston, Clarence Goodspeed, Tray Smith

FIRM NAME	<b>Civil Design &amp; Construction, Inc.</b>		PAST PERFORMANCE EVALUATION DISCIPLINE(S)*	<b>Other (SUE)</b>	<b>**</b>
PROJECT NAME	<b>W Broussard Road @ Duhon Road Roundabout</b>			FIRM RESPONSIBILITY (PRIME OR SUB?)	<b>Sub</b>
PROJECT NUMBER	<b>N/A</b>	OWNER'S NAME	<b>Lafayette Consolidated Government</b>		
PROJECT LOCATION	<b>Lafayette, Louisiana</b>	OWNER'S PROJECT MANAGER	<b>Scott Andrepont, P.E.</b>		
OWNER'S ADDRESS, PHONE, EMAIL	<b>(Prime: Neel-Schaffer, Inc.) ; 1018 Harding Street, Suite 103; Lafayette, LA 70503</b>				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	<b>04/2023</b>	TOTAL CONSULTANT CONTRACT COST (\$1,000'S)	<b>N/A</b>		
SERVICES COMPLETED BY THIS FIRM (MM/YY)	<b>On-Going</b>	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000'S)	<b>\$36k</b>		

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) \*If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent. \*\*This field cannot be left blank and N/A is not acceptable. The only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

This project located in Lafayette, Louisiana is a QL-B Subsurface Utility Engineering (SUE) location job. This project includes all applicable reports and exhibits in connection with the proposed West Broussard Road and Duhon Road Roundabout located in Lafayette Parish, Louisiana. A complete QL-B utility designation was completed and evaluated first. Following the analysis of that submittal, it was determined that 6 spot locations for QL-A were needed to verify utility location, depth, and size more precisely.

CD&C's Role: CD&C completed a QL-B utility designation on this project and currently working to complete QL-A in 6 locations.



Firm Members Involved: Karla E. Weston, Clarence Goodspeed, Tray Smith

## 18. Approach and Methodology

### I-69 Frontage Road

#### Summary of Experience

**G.E.C., Inc. (GEC)** is pleased to present LADOTD with a strategically selected, experienced team of recognized experts in each of the elements of work (project management, surveying, traffic, geotechnical engineering, roadway and bridge design services, and construction support) required to complete the I-69 Frontage Road Project in Caddo and DeSoto Parishes. **The GEC Team will provide all required services, resulting in a quality and successful project to advance to construction completion.**

GEC, in collaboration with **Michael Baker, Lazenby & Associates, Arcadis, APS, (a DBE firm), and CD&C (a DBE firm)**, offer a comprehensive range of services to fulfill the requirements of this contract.

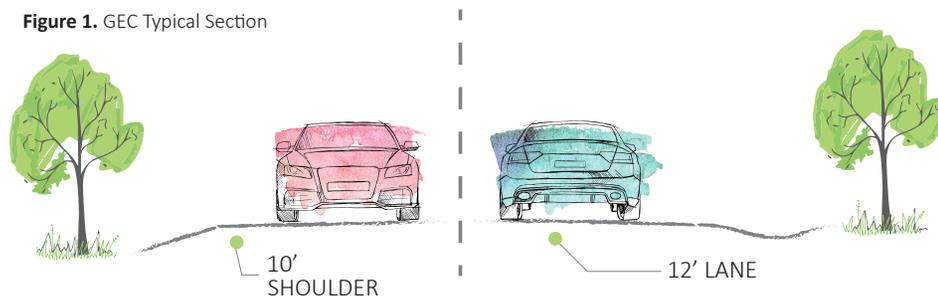
#### Project Understanding

The GEC Team has gained a comprehensive understanding of the I-69 Frontage Road Project's scope of work, encompassing the replacement and upgrade of existing roadway, the development of a new two-lane roadway, and associated new and reconstructed bridges. This roadway will extend from the intersection of Stonewall Frierson Road (LA 3276)/Timberline Circle to the intersection of LA 1/Doug Attaway Blvd. The envisioned roadway will consist of two 12-ft. lanes, accompanied by 10-ft. shoulders (Figure 1).

This project is a part of the larger I-69 Corridor Project which, once fully constructed, will extend from the Mexican border in Texas to the Canadian border in Port Huron, Michigan. Section of Independent Utility 15 (SIU 15) refers to the I-69 segment connecting US 171 near Stonewall, LA to I-20 near Haughton, LA. This project, which is further broken down into 3 smaller segments is included in SIU 15 and proposes a frontage road from I-49 to LA 1. This project will provide direct access between the Port of Caddo-Bossier and I-49, while upgrading the existing roadways and constructing a portion of the proposed improvements from I-69 SIU 15.

**GEC sub, Michael Baker, completed the I-69 Environmental Impact Statement and ROD for the SIU 15. They have a wealth of knowledge and history with this project and an extensive arsenal of project design documents. This will reduce re-work and data gathering, expediting the project, and leading to cost savings.**

Figure 1. GEC Typical Section



G.E.C., INC.

By establishing a new corridor to connecting highways, the project seeks to improve connectivity, allow for the efficient flow of truck traffic, enhance commuter convenience and safety, reduce travel times, and alleviate traffic congestion on parallel routes. The project alignment traverses diverse terrains, including residential zones, farmland, undeveloped areas, industrial zones, and water bodies, signifying its impact on the local landscape. The 2045 NLCOG Metropolitan Transportation Plan designates this project as a top priority and anticipates that it will spur economic growth along the upcoming corridor in the form of retail outlets, hotels, and large-scale retail developments. (Reference Figure 2)

#### H.014056 / STONEWALL FRIERSON EXTENSION

The 3.1-mi. span of existing Stonewall Frierson Rd. consists of a 2-lane local roadway with 10-ft. travel lanes, and a posted speed of 45 mph. It will be reconstructed and widened to accommodate the new connecting road, which will span for approximately 1.1-mi. Based on the Stage 0 Report for this project, the ramps and intersections have high to moderate potential for safety improvements based on the crash analysis. Modifications to the I-49/Stonewall Frierson interchange may be required to address these safety issues and/or to accommodate the geometric changes. **GEC sub Arcadis will perform traffic engineering services to determine if further analysis is needed, and an Interchange Modification Report (IMR) will be prepared if interchange modifications are warranted.** Electric, telephone, water, fiber optic, and gas utilities are all present and run parallel to the corridor. If utility information is insufficient and conflicts arise, GEC DBE sub CD&C can conduct SUE surveys. GEC will design and implement a transportation management plan to minimize impacts to the 3.1-mi. span of roadway that will be reconstructed and widened so that the existing roadway and access to adjacent properties and roadways remain open. **This solution will allow for continued access to the existing roadway, resulting in minimal disruption to motorists.**

#### H.005184 / STONEWALL FRIERSON TO ELLERBE ROAD

This approximate 2.6-mi. portion of new roadway will span from Stonewall Frierson Extension to Ellerbe Rd., and has a new bridge proposed over Wallace Bayou. One residence will require relocation along this corridor segment; however, **GEC will consider alternate solutions to avoid the relocation and minimize impacts.**

#### H.014054 / ELLERBE ROAD TO LA 1

This approximate 2.8-mi. span of roadway includes a majority of new roadway; however, portions of the new roadway will be along the existing Robson Rd., which would be upgraded. The existing Robson Rd. consists of a 2-lane local roadway with 10-ft. travel lanes. There are two existing bridges requiring replacement along the corridor and one proposed new bridge crossing at Chico Bayou. The proposed project will realign Robson Rd. to intersect LA 1 at the existing Doug Attaway Blvd., having a new at-grade railroad (RR) crossing, and operating as a signalized full access intersection. The existing at-grade RR crossing at Harts Island Rd. would be closed. There are roughly 3,000 acres available for lease in the vicinity of the Port. Recently, the neighbors who were limiting the Port's expansion have been relocating away from it. The surge in population growth within a 5-mile radius of the port is drawing in more industrial activity and upscale residential construction.

**GEC has identified this segment to be the top priority among the 3 segments, primarily based on its strategic proximity to the Port of Caddo-Bossier, a critical hub for regional commerce and transportation. Recognizing the significance of maintaining efficient and alternate access to this vital Port, the project's schedule will be carefully planned to facilitate the construction of this segment as a priority. Furthermore, this segment can serve as a local detour route since it will serve as a connective artery to other local roads such as Ellerbe Rd. and Robson Rd.**

Design activities will begin with this segment (Figure 4), and as each task is completed, will progress to other phases, with concurrent tasks. As design activities progress, the other segments will be integrated to provide seamless connectivity. By implementing this phased schedule, we can prioritize the Ellerbe Rd. to LA 1 segment for construction while still progressing on the overall project. **This approach maximizes efficiency, minimizes disruptions, and provides a functional road network in the region as much as possible throughout the construction process.**

**Drawing upon intimate familiarity with the EIS document and experience with similar projects, the GEC Team is poised to execute the necessary services with adeptness, using insights from previous projects to address potential challenges.** In alignment with LADOTD's project development sequence, the GEC Team will complete all tasks associated with each mandatory submittal, delivering comprehensive engineering services to fulfill LADOTD's Stage 3 requirements. The team's approach is rooted in a robust methodology, encompassing rigorous design and execution strategies.

## Approach

The GEC Team will first work to gain a clear understanding of LADOTD's needs and goals through effective communication to provide effective contract management. We will maintain this communication throughout the life of the project, providing contract management that includes on schedule delivery, while maintaining the budget and managing design staff. **GEC's approach to the project aligns seamlessly with the requirements set forth by LADOTD.**

Leveraging our 37+ years of diversified experience in road and bridge projects, GEC's approach is rooted in a combination of precision engineering and proactive problem-solving. Our team of skilled professional engineers, alongside dedicated support staff, employs an intricate understanding of LADOTD's guidelines and specifications and has significant experience in the design of roadways within all AASHTO highway classifications. With a proven track record of successfully completing similar projects along corridors ranging from local roadways to major highways, we will approach the design of this new roadway with attention to detail. Utilizing this collaborative and transparent approach, the project will be executed in accordance with LADOTD standards while identifying and mitigating potential challenges that may arise during the design process. Through this approach, GEC will work to deliver the project on time and within budget.

GEC's PM, Jerome Lohmann, PE, has dedicated his 39-year career to the preparation, development, and management of design projects throughout Louisiana. His project management expertise aligns with the scope of work for this project. He has current experience working with the proposed LADOTD PM for this project and will serve as

primary contact. He will submit deliverables in adherence to the approved schedule. He has managed and designed numerous road projects to LADOTD Standards.

**GEC's org chart identifies a Project Management Team (PMT) dedicated to and responsible for development and continual updating of the MS Project Schedule, identifying and mitigating risks, document control, and cost estimation.** They will efficiently allocate resources, define task dependencies, and establish timelines, keeping the project on track and meeting deadlines. Through monthly schedule updates, the LADOTD PM will be informed of project progress to promptly address potential delays or issues. The schedule presented in Figure 4 represents the conceptual schedule for the project. While the contractual timeline spans 5 years, the project will be expedited and modified as necessary. The schedule will be structured in phases, with sequencing determined by the priority of the roadway segments.

## Methodology

The GEC Team understands LADOTD's typical sequence of project development and will complete all tasks that are a part of each required submittal, including all engineering services necessary to complete design and construction support. The GEC Team is prepared and has the capacity to provide all services to achieve project completion through Stage 6, Operation, as defined by LADOTD's Project Development Process. The following is an overview of the methodology GEC will follow for this project:

### Project Kickoff, Field Visit, Project Management

Once the Notice to Proceed (NTP) is issued, GEC will hold a kickoff meeting with LADOTD staff to define the scope, determine areas of concern and establish procedures for the project. The GEC Team will perform a site visit to assess conditions and identify constraints. GEC will share a comprehensive list of expected deliverables, organized according to submittal stages (summarized in Figure 3) with all attendees. Steps include:

1. Pre-design criteria, LADOTD Minimum Design Guidelines, QA/QC Procedures, and a project schedule will be established before the kickoff meeting and reviewed at the meeting.
2. Traffic data, as-built data, inspection/rating reports, survey data and other relevant available data will be requested and reviewed at this meeting.
3. Project points of contact, schedule, budget, invoicing procedures, & other project management tasks will be discussed and established.
4. Minutes from this meeting will be prepared and distributed to all attendees and will become a part of the official project record.

After data is gathered and reviewed, the PMT and engineers will provide a conceptual project construction cost estimate within 30 calendar days of the issuance of the NTP. The design team will develop preliminary cross sections and preliminary pavement design to determine early costs. The PMT will identify potential risks to costs and schedule. This cost estimate will be updated as the project progresses.

### Surveying Services

**Lazenby staff have been surveying in Northern Louisiana for over 30 years** and will perform all topographic survey services necessary for the design and development of plans as a sub to GEC. Surveys will adhere to all modern survey theory, practice, and

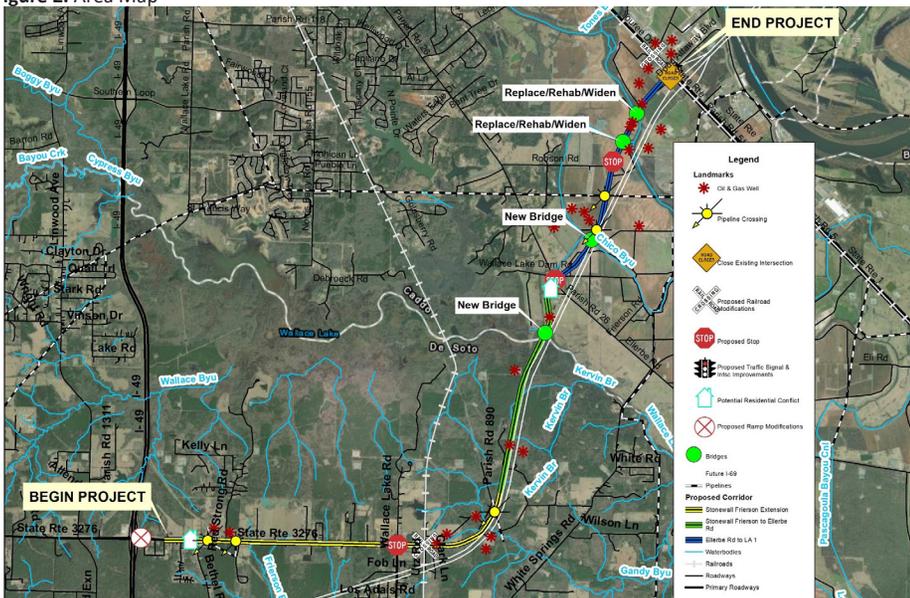
procedures and will follow the latest version of the LADOTD Location Survey Manual & Procedures. This includes all accepted horizontal and vertical control standards as stated in the manual. The LADOTD feature table code list and symbols shall be utilized and met with those included in the latest edition of the survey feature code guidebook produced by the LADOTD Location & Survey Section & Automation. Lazenby has the capability to utilize terrestrial, mobile, or aerial LIDAR scanning, as well as traditional survey methods, to generate a complete and accurate topographic survey.

Lazenby will identify survey limits and determine the best approach to complete the project in the most efficient timeframe and will initiate topographic surveying by setting GPS control points and submitting the control sketch to LADOTD Location and Survey Section for review and approval prior to performing the detailed topographic survey. Primary control and TBM's will be established and permissions from landowners will be acquired before entering any property associated with the project. At the same time, the office will start accumulating record data and performing an LA One Call.

Existing utility owners will be identified via Louisiana One-Call. It is recognized that not all utilities are members of Louisiana One-Call. The GEC Team will contact local municipalities as necessary to determine the presence of any additional utilities, as well as contacting companies directly. It is understood that the site traverses several pipelines, and although the scope does not specify if SUE services will be required, CD&C is on the team to provide SUE services if such needs arise.

Lazenby will divide the segments into smaller sections to allow for a more efficient process. Each crew would be assigned its own point range in which to store shots and provided clear lines of separation so that overlap does not occur. 3D Terrestrial Scanning, mobile, and UAV scanning may be utilized in conjunction with traditional means & methods to capture topography as applicable for each site and will adhere to all LADOTD

Figure 2. Area Map



G.E.C., INC.

Standards as related to Terrestrial & Mobile Scanning. These methods may be utilized in certain regions of the corridor such as existing bridge structures or hard surface roadway and parking areas. Utilizing these lidar collection methods allows for less disruption to motorists along roadways with high operational speeds and heavy traffic volumes and increases safety of survey crews working there by staying clear of the roadway.

The surveyed alignment will be established for the existing roadway by performing regression analysis on existing topographic survey shots of roadways and bridges. The new frontage road alignment will be staked out for topo survey collection along the proposed corridor. A digital terrain model will be established using all surface features collected with the topo. Survey alignments and surface model will be delivered for design of corridor improvements. Existing drainage maps will be developed as part of the topographic surveying services. The data will be acquired with all LADOTD coding and attributes for points and linework. As data is received in the office, it will be processed in Bentley InRoads v8i or currently approved software. As data is processed, the DTM and survey is checked by the PM for completeness and adherence to the LADOTD electronic standards. Lazenby survey crew personnel have obtained the required ATSSA Flagger and TCT work zone certifications and the party chief of each crew has ATSSA TCS certification.

**Geotechnical Services**

GEC DBE sub APS will perform the Geotechnical Subsurface investigation according to the advertisement consisting of field investigations, soil borings, laboratory testing, soil classification, site characterization, geotechnical design, foundation design, and soil boring logs per ASTM and FHWA Geotechnical Engineering Circular No. 5 (GEC 5) and evaluation of bridge foundation types in conformance with LADOTD design procedures. APS will also provide the following geotechnical design elements for this project: driven pile design, LRFD design, scour, drilled shaft design, load test program, slope stability, embankment settlement, earth retaining structures, and any other relevant services.

Within 30 days of the NTP, APS will submit a Geotechnical Design Criteria Document including the list of all geotechnical elements, methodology, target design metrics, and software. Once approved, and prior to the field work, APS will submit a site layout, boring/CPT plan for review and approval. APS will perform geotechnical field investigation and laboratory testing and the results will be summarized in the Geotechnical Data Report (GDR). Finally, APS will submit the Geotechnical Interpretation Report (GIR) detailing design assumptions, design methodologies, and final recommendations.

**Traffic Services**

GEC sub Arcadis will perform all necessary traffic tasks to complete the project. Arcadis has held the last two traffic engineering IDIQs with LADOTD and has successfully completed over 50 traffic engineering studies and signal design projects in Louisiana. Arcadis will provide a TMP Level 2 for each segment in accordance with EDSM VI.1.1.8. Data from the EIS, Stage 0s, and traffic studies will be reviewed to assist in the development of the TMP. Based on traffic analyses, Arcadis will develop mitigation strategies to address operations impacts of construction sequencing. Documentation will include TTC details and plans, mitigation strategies, signal information, and public information releases. Arcadis will also create TSI's, signal timings, and signal plans per the DOTD Traffic Signal Manual. Railroad preemption timings will be developed and submitted to the DTOE.

Arcadis will also perform a traffic analysis at the I-69 Frontage Road/LA 1 intersection to determine immediate traffic control impacts and needs in accordance with TEPR. If it is determined that any improvements at the I-49/LA 3276 interchange shall be required, or any additional traffic studies are needed, Arcadis is equipped to offer a full suite of traffic engineering services to cover any needs that may arise.

**Preliminary/Final Design, Plan Development & Cost Estimates**

The GEC Team is very familiar with the LADOTD Road Design Manual, Bridge Design Manual, EDSMs, Standard Specifications for Roads and Bridges, Minimum Design Guidelines, and other LADOTD related guidelines, specifications, and standards and will follow the steps outlined in Figure 3. The team will prepare all plans in accordance with the most current LADOTD CAD standards. In addition to resumes in Section 16, GEC support staff includes highly knowledgeable and skilled CAD personnel, experienced in utilizing Bentley’s Microstation, InRoads, & CADConform programs. The GEC Team is aware of the LADOTD transition to OpenRoads and, if such transition shall occur during this project, the GEC Team is prepared to transition appropriately. GEC will upload e-deliverables into the LADOTD ProjectWise repository at any necessary milestone as required by the Task Order. Plan submittals will generally adhere to LADOTD Road Design & Bridge Design requirements (Figure 3). For each required LADOTD submittal, the GEC Team will perform stringent quality reviews to submit all required items which meet QA criteria.

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

**previous conceptual alternatives.** Additionally, GEC’s staff had the opportunity to review the first Diverging Diamond Interchange (DDI) with reduced crossover spacing in the State for the I-10/Loyola Interchange Improvement Project. The reduced crossover spacing minimized the ROW impacts typically associated with other interchange types.

**Bridge Design/Evaluation Criteria.** Bridge design will adhere to AASHTO LRFD Bridge Design Specifications and LADOTD Roadway Plan Preparation Manual, Bridge Design Manual, General Guide for Bridge Plan Preparation, and Hydraulics Manual. The GEC Team will prepare design criteria and submit to LADOTD for approval prior to proceeding with design. GEC will prepare a preliminary report including the cost analysis and synopsis. Bridge scour calculations will be performed in accordance with the FHWA Evaluating Scour at Bridges Manual. The GEC Team will provide a complete “as-designed” Load and Resistance Factor Rating of all superstructure and substructure (where-required by LADOTD) components of the bridges in accordance with the latest edition of the AASHTO Bridge Evaluation Manual and the LADOTD Bridge Design Manual.

GEC’s Keith Rebello will supervise the “as-designed” load rating analyses. His experience includes the entire Lake Pontchartrain Causeway Bridge, for which he has performed superstructure ratings for double-leaf steel bascule spans, pre-stressed concrete box girder spans, pre-stressed concrete monolithic girder and slab spans, and composite steel girder and concrete deck spans in accordance with the AASHTO Bridge Evaluation Manual.

**Hydraulic Analysis.** GEC will provide all bridge hydraulics, drainage, and storm water design as needed. LADOTD’s requirements, which shall govern hydraulic analysis and design, are specified in the current edition of LADOTD’s Hydraulics Manual. GEC will perform any necessary hydraulic analyses to provide adequate drainage design along the roadway and surrounding areas to effectively manage stormwater. GEC will perform

**Figure 3.** Summary of Submittal Stages

**30% PRELIMINARY PLANS**

- a. Field reviews, develop pre-design criteria and minimum design guidelines
- b. Topographic survey, including apparent right-of-way and traffic data
- c. Plan Sheets to include: plan and profile sheets with existing topo, establishing horizontal and vertical alignment, typical sections, title sheet

**60% PRELIMINARY PLANS**

- a. Revise based upon comments received in 30% Preliminary Plan review
- b. Existing and proposed hydraulics calculations and map
- c. Plan Sheets to include: plan and profile sheets including revised horizontal and vertical alignments, geometric details, cross sections, typical sections, existing and proposed drainage, utility and railroad recommendations, earthwork

computations, preliminary right-of-way taking, and sequence of construction and signing

**95% PRELIMINARY PLANS (PLAN-IN-HAND)**

- a. Revise based upon comments received in 60% Preliminary Plan Review
- b. A preliminary QA/QC will be performed and then a pre-plan-in-hand review will take place before the plan-in-hand is distributed
- c. Plan sheets to include: title sheet, typical sections, plan and profile, including right-of-way taking lines, existing and proposed drainage, geometric details, sequence of construction, construction signing, summary of estimated quantities, and cross sections
- d. Once the plans are distributed, a plan-in-hand meeting will be scheduled. Attendees typically include LADOTD, municipal/parish representatives, LADOTD district personnel,

and members of the design team. The GEC Team will assist in scheduling and conducting the meeting and documenting comments received.

**100% PRELIMINARY PLANS**

- a. Revise based upon comments received in 95% Plan-In-Hand Review
- b. Final right-of-way taking lines transmitted to location and survey
- c. Permit sketches, if needed; at this time environmental clearance may be necessary. The GEC Team has staff to provide for any required environmental tasks.
- d. Preliminary cost estimate

**60% FINAL PLANS**

- a. Revise based upon comments received in 100% Preliminary Plan Review
- b. Final typical sections and hydraulic design
- c. Plan sheets to include: summary sheets and tables, joint layouts, graphical grades, right-of-way maps, horizontal and

vertical geometry, traffic signal design, construction notes

**95% FINAL PLANS (ADVANCE CHECK PRINTS)**

- a. Revise based upon comments received in 60% Final Plan Review
- b. Revise preliminary cost estimates and summary tables
- c. Final QA/QC Check, Constructability review form, Special Provisions
- d. Assemble Plans and perform pre-advance check prints review (90% Final)

**98% FINAL/100% FINAL PLANS**

- a. Advance check print comments addressed, revise plans and cost estimates as necessary
- b. Develop final cost estimate, specifications, and any necessary special provisions
- c. Other items may include SWPPP, final design report, etc.
- d. Signed and sealed plans, specifications, and general files are transmitted

any necessary bridge drainage analysis for the two replacement bridges and the two new bridges, in accordance with the LADOTD Hydraulics Manual. Bridge backwater and water surface profiles will be calculated according to the FHWA WSPRO Water Surface Profile.

**GEC will perform a comprehensive hydraulic analysis throughout the corridor, with particular attention to the areas that intersect various channels/bridges. It should be noted that the corridor is intersected by multiple channels, and the plan includes the construction or replacement of four bridges, as indicated in Figure 2. Roadway grade selection will be thoroughly studied and resolved early in the preliminary design process to provide proper drainage. GEC recognizes that the preferred drainage solution for the corridor is open ditch drainage. However, in instances where this approach conflicts with residential or commercial properties, especially in the I-69 Frontage Road Connector segment, it may become essential to consider subsurface drainage enhancements to mitigate adverse effects. GEC will thoroughly evaluate all viable drainage improvement options, carefully weighing factors such as cost, environmental impact, and overall effectiveness.**

*Environmental Services.* GEC will prepare and submit all permit drawings necessary for incorporation into the LADOTD application for a permit to cross navigable waterways and wetlands, in accordance with USCG and USACE standards. GEC will develop engineering drawings and details, which illustrate proposed work with the purpose of obtaining required permit(s). In addition to performing the required environmental services, GEC also has experience preparing exhibits, setting up, providing displays, technical presentations, and attending/managing public meetings and hearings. Environmental will be cleared before proceeding to final plans.

The LADOTD PM has indicated that NEPA evaluations may be necessary. GEC anticipates that this includes two categorical exclusions and a reevaluation of the EIS. GEC stands ready to assist LADOTD or prepare in whole in these NEPA studies.

GEC Team environmental staff have completed the NHI Course *NEPA and the Transportation Decision-Making Process* and have authored numerous LADOTD NEPA documents including: EAs, EISs, categorical exclusions, FONSI, and Section 4f Net Benefit Statements, in addition to providing project management. The GEC Team will also prepare the required Storm Water Pollution Prevention Plans (SWPPP), having prepared numerous SWPPPs in accordance with General Permit for Storm Water Discharges Related to LADOTD's Statewide Construction & Maintenance Activities Resulting in Land Disturbance.

### Stage 5: Construction Support

In Stage 5 of the Project Delivery process, GEC provides construction support and construction related engineering for projects we have designed. GEC stands ready to provide shop drawing reviews, signal acceptance testing, and plan revisions to adjust for unforeseen conditions. Construction Support will consist of all services required to review and address Requests for Information (RFIs) from LADOTD's Construction Contractor. GEC will respond to all RFIs within 48 hours. Cost recovery for all RFIs due to plan/specification clarity or plan/specification error will be as noted in the Errors & Omissions clause as established in the original contract. GEC will review all shop drawings and equipment submittals to provide conformity with the construction contract document,

and the distribution of approved submittals. GEC will prepare a full set of construction documents in accordance with the plan preparation procedures in the LADOTD Road and Bridge Manuals. For the last 8 years, GEC's Brian Buckel has successfully managed 3 retainer contracts for District 03, which have included more than 9 task orders with up to 20 inspectors. He will lead all construction support services for this contract. GEC has in-depth experience in developing Special Provisions, which will be contained in the project's contract documents and describe any required work that amends the Standard Specifications and Supplemental Specifications in the LADOTD's Standard Specifications for Roads and Bridges. GEC will author and provide these documents, if necessary.

*Quality Plan Reviews.* GEC's written QA/QC procedures meet LADOTD's requirements and serve as the basis for our work on all contracts, requiring that each member of the team follows the procedures so that work is performed correctly and delivered on time and within budget. Deliverables must comply with current standards and sound practices and reflect current technology. An independent professional checks the deliverables and the originator corrects any errors. The Team will review both Roadway and Bridge plans according to GEC's quality control plan for the project. The Team will provide written comments and marked up plans, as needed, both at Preliminary Plan and Final Plan submittal milestones as described in the Roadway Design Manual.

### Potential Challenges and Proposed Solutions

**Two railroads (RR) intersect the project corridor (Figure 2). The first is a KCS RR located along Stonewall Frierson Rd at Bloxom Rd near Utz Rd. The second is a Union Pacific RR located at the end of the project at the Harts Island/LA 1 intersection. The KCS RR will require modifications and the existing UP RR crossing will be closed and relocated to the new intersection with LA 1.** The new crossing will be designed to optimize traffic flow and reduce congestion. The GEC Team will collaborate closely with the relevant RR authorities and engage them early in the planning process. A comprehensive site assessment will be performed to identify potential impacts on the existing RR and its operations. The GEC Team will consider factors such as train schedules, speed limits, visibility, and needs of the RR companies. A traffic analysis will be performed including the consideration of the RR crossing and safety measures will be implemented (warning signs, gates, flashing lights, pedestrian safety features). Proper traffic signal timing and lane design will improve efficiency of this intersection and minimize delays. A TMP will be developed to minimize impacts to this intersection, maintain emergency services access, and phase construction to reduce disruptions to the existing RR operations. GEC recommends early coordination with RR companies for approval of improvements and LADOTD Rail Section agreements for reviews of plans in place in the early stages of the project to avoid delays in plan delivery and ultimately letting of the project.

**Gas transmission pipelines and oil and gas wells intersect the project corridor several times as shown in Figure 2. Electric, telephone, water, fiber optic, and gas utilities are all present and run parallel to the existing segments.** GEC will establish early communication with utility owners to maintain required clearances. Utilities are often a critical path item in similar projects. The GEC Team will perform an LA One Call to identify utilities present and owner information. All surveyed utilities will be confirmed and accounted for. Data will be gathered from all available sources and open

communication will be maintained with the project team, client, and utility companies to mitigate any such conflicts. Where possible, utility avoidance measures will be implemented. In addition, CD&C stands prepared as a member of the GEC Team to conduct any SUE surveys, if necessary. GEC recommends having all pipeline crossings probed for determination of both horizontal and vertical location of pipelines that will be used in allowing the pipeline companies to provide the necessary mitigation requirements.

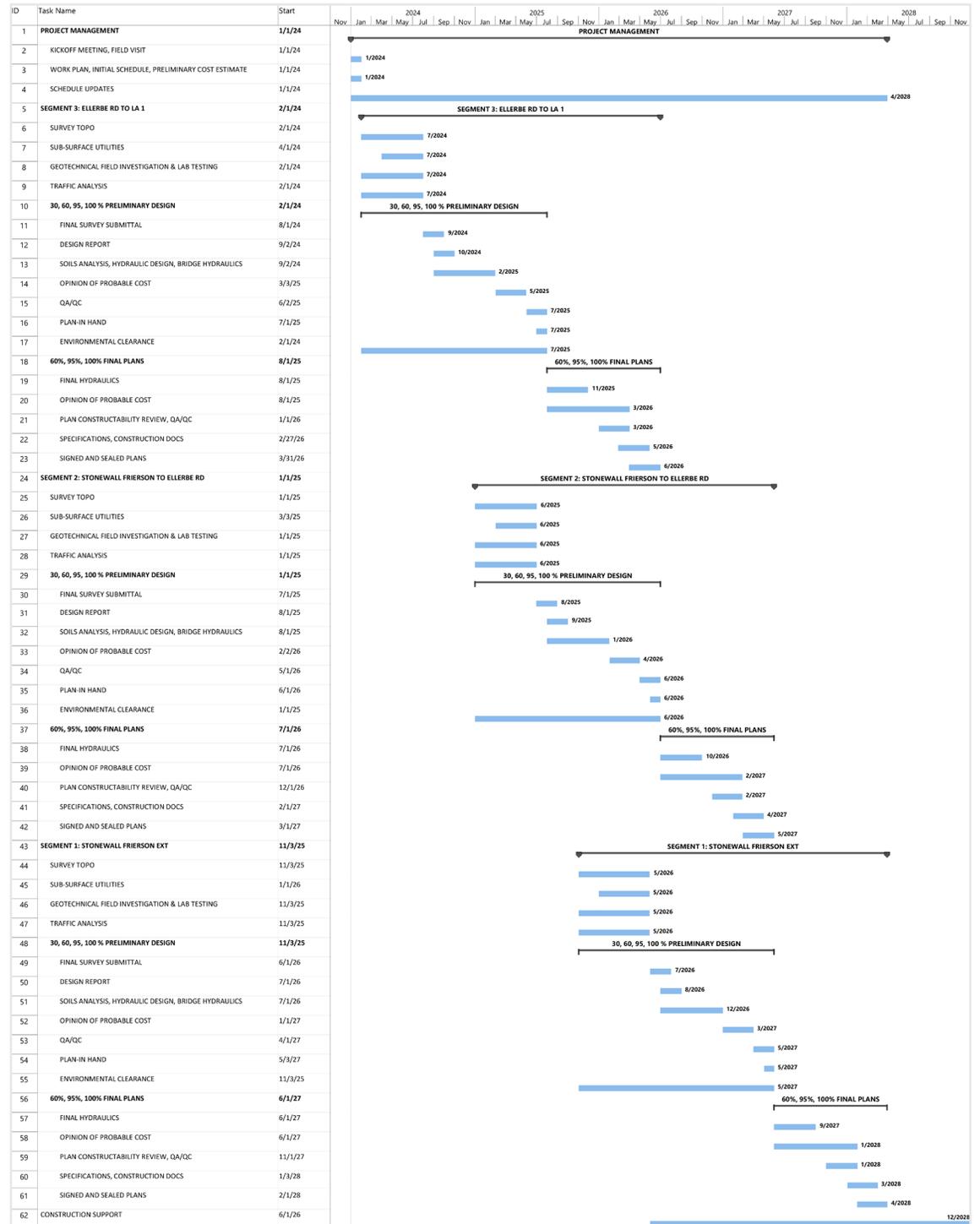
**A critical challenge to any engineering project often revolves around maintaining a tight schedule. GEC also understands that it is LADOTD’s intent to treat each segment as a different project.**

GEC has identified a PMT who will employ a range of strategies to achieve project success within schedule and budget constraints. First, meticulous planning and an MS Project schedule will be developed, creating manageable phases with defined milestones. This will enable the team to allocate resources effectively and track progress accurately. Additionally, the GEC team will implement robust communication and collaboration mechanisms among all project stakeholders to facilitate quick decision-making and issue resolution. Regular progress assessments and risk analysis will also be conducted to proactively identify potential schedule disruptions, allowing for timely adjustments. By closely adhering to these project management principles, the GEC team will work diligently to mitigate schedule challenges, ultimately resulting in project completion on time and within budget.

**End of project connection with LA 1 & Port Truck traffic.** An HCS7 intersection analysis, tiered analysis, signal warrant analysis, and a tier 1 alternative analysis using CAP-X was completed for the future corridor/Doug Attaway Blvd./LA 1 (Gate C) intersection. The GEC Team will review these analyses and determine if additional analyses are needed or if the existing analyses need to be updated. The Stage 0 recommends realigning Robson Rd. to intersect LA 1 at the existing Doug Attaway Blvd., operating as a full-access signalized intersection. This type of intersection provides the most direct routing option for heavy vehicles to the Port. The realignment will require a new at-grade rail crossing at this intersection and will close the existing rail crossing at Harts Island Rd. Other improvements at this intersection include modifying gate entrances and re-routing, lane modifications, turning lane storage extensions, advance detection and warning devices, active railroad warning devices and gates, and railroad preemption.

***The GEC Team has the expertise to successfully deliver the I-69 Frontage Road project with knowledge of LADOTD standards and project delivery processes. Our dedicated staff is prepared to serve LADOTD to deliver this project within budget and on time.***

Figure 4. MS Project Schedule



## 19. Workload

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s) *	Contract Number and State project number	Project name	Remaining unpaid balance**
G.E.C., Inc.	Road	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	70,810
		44-25040, H.015342	IIJA, Off-System Bridge Program, District 61 Less EBR, S.A.#1 (Note: Work will be performed over 4 years)	800,000
		H.013897	I-10 & I-12 College Drive Flyover Ramp Design-Build Project (Sub to Boh Bros.)	49,360
	Bridge	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	94,149
		44-18646, H.004100	I-10 Baton Rouge Widening CMAR Segment 1 (Bridge & Sound Walls) (Sub to Huval)	300,000
		S.P. # H.013897	I-10 & I-12 College Drive Flyover Ramp Design-Build Project (Sub to Boh Bros.)	99,800
		44-04900, H.004540.5	Leeville to Golden Meadow, Route LA 1 Relocated, Const. Engineering Services (Sub to HNTB)	219,878
		44-25040, H.015342	IIJA, Off-System Bridge Program, District 61 Less EBR, S.A.#1 (Note: Work will be performed over 4 years)	802,000
		44-05267, H.003074.5	Williams Blvd – Veterans Blvd., Route I-10, Jefferson Parish, LA	148,795
	Environmental	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	25,170
		44-25040, H.015342	IIJA, Off-System Bridge Program, District 61 Less EBR, S.A.#1 (Note: Work will be performed over 4 years)	200,000
	ITS	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	19,447
		44-18646, H.004100	I-10 Baton Rouge Widening CMAR Segment 1 (Sub to Huval)	150,000
	CE&I/OV	44-23074, H.010724.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - Pecan Island Road Over the Chenal	0
		44-23074, H.012465.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - Flashing Yellow Arrow Part 3	385,986
		44-23074, H.010960.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - LA 30 Roundabouts at Tanger Mall and I-10	656,478
		44-23074, H.015022.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - LA 976: LA 81 - US 190	0
		44-23074, H.014694.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - LA 426: LA 73 - Sherwood Forest	159,501
		44-23074, H.014930.6	IDIQ for CE&I Services and Staff Augmentation, District 61 - Rumble Strips: District 61 - Area C	81,693
		44-19950, H.002735.6	IDIQ for CE&I, Statewide, with Majority of Work in District 03 - Bayou Vermillion Bridge	31,498
		44-19950, H.003003.6	IDIQ for CE&I, Statewide, with Majority of Work in District 03 - I-10: I-49 - LA 328	0
		44-19950, H.002868.6	IDIQ for CE&I, Statewide, with Majority of Work in District 03 - I-49 S: Amb Caffery / US 90 Interchange	576,802
		44-19950, H.013265.6	IDIQ for CE&I, Statewide, with Majority of Work in District 03 - US 90: LA 14 to LA 83	476,262
44-14315, H.003370.6	IDIQ for Painting Inspection & Environ. Monitoring with CE&I, Statewide - I-220/I-20 Interchange IMP & BAFB Access	0		
44-14315, H.010000.6	IDIQ for Painting Inspection & Environ. Monitoring with CE&I, Statewide - US 171: Calcasieu River Bridge Repairs	49,121		

G.E.C., Inc.	CE&I/OV	44-17006, H.011670.6	I-10/Loyola Interchange Improvements, Jefferson Parish	36,409	
		44-23897, H.011965.6	LA 47: IWGO Bridge Rehabilitation (HBI) (CE&I) (sub to GPI)	1,657,898	
		44-24438, H.010673.6	US 90: Harvey Canal Tunnel Rehab (CE&I), Jefferson Parish	1,722,850	
	Other (Electrical)	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	301,419	
		44-18646, H.004100	I-10 Baton Rouge Widening CMAR Segment 1 (Sub to Huval)	200,000	
		H.013897	I-10 & I-12 College Drive Flyover Ramp Design-Build Project (Sub to Boh Bros.)	45,000	
		44-05267, H.003074.5	Williams Blvd – Veterans Blvd., Route I-10, Jefferson Parish, LA	54,012	
		44-11354, H.013442.6	IDIQ Contract for Electrical Statewide-I-10: Crowder Boulevard Interstate Lighting (Exp 7/3/24)	43,000	
		44-11354, H.013617.6	IDIQ Contract for Electrical Statewide-I-10: I-610E Interchange Lighting, T.O. #1 (Exp 7/3/24)	134,242	
		44-11354, H.014552.5	IDIQ Contract for Electrical Statewide-I-49: LA 31 Interchange Lighting (Opelousas), T.O. #2 (Exp 7/3/24)	155,433	
		44-11354, H.014556.5	IDIQ Contract for Electrical Statewide-I-49: US 190 Interchange Lighting (Opelousas), T.O. #3 (Expires 7/3/24)	231,259	
		44-11354, H.014557.5	IDIQ Contract for Electrical Statewide-I-49: Judson Walsh Drive Interchange Lighting (Opelousas), T.O. #4 (Exp 7/3/24)	218,951	
		44-11354, H.014553.5	IDIQ Contract for Electrical Statewide-I-49: LA 3233 Interchange Lighting (Opelousas), T.O. #5 (Exp 7/3/24)	376,863	
		44-11354, H.015598.5	IDIQ Contract for Electrical Statewide-I-210: Hurricane Laura Lighting Repairs, T.O. #6 (Exp 7/3/24)	55,570	
		44-05660, H.012874.6	Retainer Contract for Electrical Services - I-55: LA 22 Interstate Lighting (Sub to Bucharth-Horn)	20,153	
		Other (DOTD Support Services)	44-17329	Retainer Contracts for Innovative Procurement and Alternative Delivery Support Services (Sub to HNTB Corporation) (No Task Orders Issued) (NOTE: No work expected for GEC under this Contract.)	0
		Other (Program Management)	44-16958	Road Transfer Program Management, Statewide (NOTE: The Average Annual billing is approx. \$290,000/ year. We are in year 3 of 6. This billing represents 1 person stationed at DOTD. Thus, unlikely to bill this entire remaining balance. (Program Management ONLY – NO Planning, Road or Bridge Design work).	1,374,722
	44-25040, H.015342		IIJA, Off-System Bridge Program, District 61 Less EBR, S.A. #1 (Note: Work will be performed over 4 years)	154,500	
	44-04128, H.004273.5		I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	144,976	
	44-18646, H.004100		I-10 Baton Rouge Widening CMAR Segment 1 (Sub to Huval)	197,369	
A P S Engineering and Testing, LLC	Geotech	H.013127	Retainer Contract for Geotechnical Services	288,547	
		H.012027	I-20: Union Pacific RR Overpass	71,338	
Michael Baker	CE&I/OV	44-25536, H.01399	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Loc Rd. over Borrow Pit (Blind RV BT LNCH), St. James Parish	\$363,114	

G.E.C., Inc.	CE&I/OV	44-17006, H.011670.6	I-10/Loyola Interchange Improvements, Jefferson Parish	36,409	
		44-23897, H.011965.6	LA 47: IWGO Bridge Rehabilitation (HBI) (CE&I) (sub to GPI)	1,657,898	
		44-24438, H.010673.6	US 90: Harvey Canal Tunnel Rehab (CE&I), Jefferson Parish	1,722,850	
	Other (Electrical)	44-04128, H.004273.5	I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	301,419	
		44-18646, H.004100	I-10 Baton Rouge Widening CMAR Segment 1 (Sub to Huval)	200,000	
		H.013897	I-10 & I-12 College Drive Flyover Ramp Design-Build Project (Sub to Boh Bros.)	45,000	
		44-05267, H.003074.5	Williams Blvd – Veterans Blvd., Route I-10, Jefferson Parish, LA	54,012	
		44-11354, H.013442.6	IDIQ Contract for Electrical Statewide-I-10: Crowder Boulevard Interstate Lighting (Exp 7/3/24)	43,000	
		44-11354, H.013617.6	IDIQ Contract for Electrical Statewide-I-10: I-610E Interchange Lighting, T.O. #1 (Exp 7/3/24)	134,242	
		44-11354, H.014552.5	IDIQ Contract for Electrical Statewide-I-49: LA 31 Interchange Lighting (Opelousas), T.O. #2 (Exp 7/3/24)	155,433	
		44-11354, H.014556.5	IDIQ Contract for Electrical Statewide-I-49: US 190 Interchange Lighting (Opelousas), T.O. #3 (Expires 7/3/24)	231,259	
		44-11354, H.014557.5	IDIQ Contract for Electrical Statewide-I-49: Judson Walsh Drive Interchange Lighting (Opelousas), T.O. #4 (Exp 7/3/24)	218,951	
		44-11354, H.014553.5	IDIQ Contract for Electrical Statewide-I-49: LA 3233 Interchange Lighting (Opelousas), T.O. #5 (Exp 7/3/24)	376,863	
		44-11354, H.015598.5	IDIQ Contract for Electrical Statewide-I-210: Hurricane Laura Lighting Repairs, T.O. #6 (Exp 7/3/24)	55,570	
		44-05660, H.012874.6	Retainer Contract for Electrical Services - I-55: LA 22 Interstate Lighting (Sub to Buchart-Horn)	20,153	
		Other (DOTD Support Services)	44-17329	Retainer Contracts for Innovative Procurement and Alternative Delivery Support Services (Sub to HNTB Corporation) (No Task Orders Issued) (NOTE: No work expected for GEC under this Contract.)	0
		Other (Program Management)	44-16958	Road Transfer Program Management, Statewide (NOTE: The Average Annual billing is approx. \$290,000/ year. We are in year 3 of 6. This billing represents 1 person stationed at DOTD. Thus, unlikely to bill this entire remaining balance. (Program Management ONLY – NO Planning, Road or Bridge Design work).	1,374,722
	44-25040, H.015342		IIJA, Off-System Bridge Program, District 61 Less EBR, S.A. #1 (Note: Work will be performed over 4 years)	154,500	
	44-04128, H.004273.5		I-49 Connector (Lafayette Regional Airport to I-10/I-49/US 167 Interchange) (Sub to Stantec)	144,976	
	44-18646, H.004100		I-10 Baton Rouge Widening CMAR Segment 1 (Sub to Huval)	197,369	
A P S Engineering and Testing, LLC	Geotech	H.013127	Retainer Contract for Geotechnical Services	288,547	
		H.012027	I-20: Union Pacific RR Overpass	71,338	
Michael Baker	CE&I/OV	44-25536, H.01399	IDIQ Contract for Construction Engineering and Inspection Services in District 61, Loc Rd. over Borrow Pit (Blind RV BT LNCH), St. James Parish	\$363,114	

Michael Baker	CE&I/OV	44-14845, H.012018.6	IDIQ Contract for Construction Engineering and Inspection Services with majority of work in District 07 Statewide; Adaptive Traffic Signal and Implementation, Lafayette Parish	\$231,573
		44-1485, H.0003184.6	IDIQ Contract for Construction Engineering and Inspection Services with majority of work in District 07 Statewide, I-10: Texas State Line - E. of Coone Gully, Calcasieu Parish	\$434,492
		44-1485, H.013959.6	IDIQ Contract for Construction Engineering and Inspection Services (CE&I) with Majority of Work in District 07 Statewide Reeds Bridge Road over Calcasieu River Relief, Calcasieu Parish	\$304,327
		44-13851, H.013271.6	IDIQ Contract for Construction Engineering and Inspection Services for Safety Projects (CE&I), Statewide, Tangipahoa PH Local Road Safety Upgrade, Tangipahoa Parish	\$5
		44-13841, H.012473.6	IDIQ Contract for Construction Engineering and Inspection Services for Safety Projects (CE&I), Statewide, Marconi Dr. Shared-Use Path	\$5
		44-13851, H.009308.6	IDIQ Contract for Construction Engineering and Inspection Services for Safety Projects (CE&I), Statewide New Orleans DPW SRTS Sidewalk Project	\$28,608
		44-13851, H.012527.6	Local Road Safety Upgrade (W. Feliciana), West Feliciana Parish	\$60,084
		44-13851, H.013082.6	Bootlegger Road Sidewalks, St. Tammany Parish	\$45,880
	ITS	44-11253, H.011500.6	Retainer Contract for Intelligent Transportation Systems (ITS), Lake Charles, ITS Phase 3	\$60,473
		44-14845, H.012381.6	IDIQ Contract for Construction Engineering and Inspection Services with majority of work in District 07 Statewide, Fiber Optic Mapping and Management Statewide, Calcasieu Parish	\$24,673
		44-24424, H.013256	I-10 ITS Scott to Lake Charles	\$69,824
	Road/Bridge	44-25026, H.015338	Infrastructure Investment and Jobs Act (IIJA) Off-System Bridge Program –District 07, Supplemental Agreement No. 1	\$1,200,000
		44-21519, H.012030.5	US 371: KCS RR Overpasses HBI	\$279,995
	Road / Bridge / Environmental	44-19379, H.013797	LA 30: EBR PL-I-10	\$107,285 \$51,325 \$199,243
	Environmental	44-05484, H.005168	NORG EIS, New Orleans, Louisiana	\$651,241
	Environmental/Road	44-05484, H.005168	NORG – Avondale PEL Study, New Orleans, Louisiana Supplemental Agreement	\$732,824 \$36,618
	Other (Water Resource)	44-17092, T.O. No. 2	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 6	\$345,715
		44-17092, T.O. No. 3	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 6	\$1,316,892
		44-17090, T.O. No. 2	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 4	\$666,577
		44-17090, T.O. No. 3	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 4	\$187,388
		44-17067, T.O. No. 1	Collection of Existing Watershed Datasets, Models, and Studies; and Proposition of Modeling Design Approach, Schedule and Costs, Region 1	\$1,888,807

Michael Baker	Other (Water Resource)	44-23101, T.O. No. 1, H.015040.1& H.015041.1	IDIQ Contract for Louisiana Watershed Initiative/ State Projects Program, (LWI-SPP) – Group 1, Beauregard, Vernon, and St. Landry Parishes	\$393,909
		44-23101, T.O. No. 2, H.015044.1	IDIQ Contract for Louisiana Watershed Initiative/ State Projects Program (LWI-SPP) – Group 1, Beauregard, Vernon, and St. Landry Parishes	\$218,411
	Other (Aviation)	44-19130, T.O. No. 1	IDIQ Contract for Statewide Aviation Program Update – Phase II Statewide	\$4,980
Lazenby & Associates, Inc	Bridge	4400025025 (L&A, Inc. 22E048.00)	Infrastructure Investing & Jobs Act (IIJA) Off-System Bridge Program – District 05 (13 Off-System Bridge Structures) (12% Complete)	\$1,245,537
	Road	4400010428; H.004774.5 (L&A, Inc. 17E051.00)	Kansas Lane-Garrett Road Connector & I-20 Improvements, Ouachita Parish (Road Design-Urban & Road Design-Controlled) (98% Complete)	\$64,158
	Survey	4400015236 (L&A, Inc. 18S053.00)	IDIQ Contract for Topographic Surveys – Statewide (District 04, 05, 08 & 58) No Active Task Orders At This Time	
		4400017710 (L&A, Inc. 19S056.00)	IDIQ Contract for Topographic Surveys – Statewide No Active Task Orders At This Time	
		4400019714 (L&A, Inc. 20S038.00)	IDIQ Contract for Hydrographic Surveys - Statewide (Districts 04, 05, 08 & 58)	
		T.O. #2 – Hydrographic Surveying Services – Statewide (Districts 04, 05, 08 & 58) (69% Complete)	\$13,325	
Civil Design & Construction, Inc.	Survey	H.011833.5	St. Mary Street Sidewalks	\$3,236
		H.011235.5	I-49 South @ Verot School Rd	\$155,840
		H.011235.5	I-20: UPRR Overpass	\$243,302
		H.015619.5	LA 106: US 167 to Avoyelles P/L	\$44,101
Arcadis	Environmental	44-09703 / H.000688.2	US 11 Norfolk Southern Railroad	\$3,008
		44-07175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$926,361
		44-19338 / Multiple State Project Numbers	Rural Bridge Replacement Initiative Phase II – Multiple State Project Numbers – Districts 02, 03, 07, 61, and 62	\$116,335
		44-09281 / H.009932	US 80 Widening: Vancil Road to Well Road EA	\$5,343
		44-24307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$83,913
		44-25022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$35,000
		44-25022 / H.015500.5 Recall 103011	Adema Lane Over Drainage Canal	\$41,762
		44-25022 / H.015499.5 Recall 000023	Charles Drive Over 20 Arpent Canal	\$58,503
		44-25022 / H.015334.5 Recall 200851	9th Street Over St. Louis Canal	\$58,681

Michael Baker	Other (Water Resource)	44-23101, T.O. No. 1, H.015040.1& H.015041.1	IDIQ Contract for Louisiana Watershed Initiative/ State Projects Program, (LWI-SPP) – Group 1, Beauregard, Vernon, and St. Landry Parishes	\$393,909
		44-23101, T.O. No. 2, H.015044.1	IDIQ Contract for Louisiana Watershed Initiative/ State Projects Program (LWI-SPP) – Group 1, Beauregard, Vernon, and St. Landry Parishes	\$218,411
	Other (Aviation)	44-19130, T.O. No. 1	IDIQ Contract for Statewide Aviation Program Update – Phase II Statewide	\$4,980
Lazenby & Associates, Inc	Bridge	4400025025 (L&A, Inc. 22E048.00)	Infrastructure Investing & Jobs Act (IIJA) Off-System Bridge Program – District 05 (13 Off-System Bridge Structures) (12% Complete)	\$1,245,537
	Roadway	4400010428; H.004774.5 (L&A, Inc. 17E051.00)	Kansas Lane-Garrett Road Connector & I-20 Improvements, Ouachita Parish (Road Design-Urban & Road Design-Controlled) (98% Complete)	\$64,158
	Survey	4400015236 (L&A, Inc. 18S053.00)	IDIQ Contract for Topographic Surveys – Statewide (District 04, 05, 08 & 58) No Active Task Orders At This Time	
		4400017710 (L&A, Inc. 19S056.00)	IDIQ Contract for Topographic Surveys – Statewide No Active Task Orders At This Time	
		4400019714 (L&A, Inc. 20S038.00)	IDIQ Contract for Hydrographic Surveys - Statewide (Districts 04, 05, 08 & 58)	
		T.O. #2 – Hydrographic Surveying Services – Statewide (Districts 04, 05, 08 & 58) (69% Complete)	\$13,325	
Civil Design & Construction, Inc.	Surveying	H.011833.5	St. Mary Street Sidewalks	\$3,236
		H.011235.5	I-49 South @ Verot School Rd	\$155,840
		H.011235.5	I-20: UPRR Overpass	\$243,302
		H.015619.5	LA 106: US 167 to Avoyelles P/L	\$44,101
Arcadis	Environmental	44-09703 / H.000688.2	US 11 Norfolk Southern Railroad	\$3,008
		44-07175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$926,361
		44-19338 / Multiple State Project Numbers	Rural Bridge Replacement Initiative Phase II – Multiple State Project Numbers – Districts 02, 03, 07, 61, and 62	\$116,335
		44-09281 / H.009932	US 80 Widening: Vancil Road to Well Road EA	\$5,343
		44-24307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$83,913
		44-25022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$35,000
		44-25022 / H.015500.5 Recall 103011	Adema Lane Over Drainage Canal	\$41,762
		44-25022 / H.015499.5 Recall 000023	Charles Drive Over 20 Arpent Canal	\$58,503
		44-25022 / H.015334.5 Recall 200851	9th Street Over St. Louis Canal	\$58,681

Arcadis	Bridge	4400025022 / H.015496.5 Recall 100019	Sauvage Avenue And Caddy Drive Bridges	\$62,540
		44-25022 / H.015496.5 Recall 100020	Sauvage Avenue And Caddy Drive Bridges	\$62,466
		44-18646 / H.004100.5	I-10: LA 415 to Essen Lane on I-10 and I-12	\$158,545
		44-21325 / H.015193.1	LA 22: Tchefuncte Bridge Feasibility	\$180,866
	CE&I/OV	44-25046 / H.013710.6	I-10: US 61 to LaPlace ITS Deployment (CE&I)	\$178,821
		44-25665 / H.013482.6	I-10 WBR Queue Warning System	\$460,200
	Data Collection	44-21325 / H.012837.5	I-10 New Orleans Master Plan	\$74,007
	ITS	44-16811 / H.013868.5	ITS Program Management and Operations (2023)	\$617,258
		44-16811 / H.013868.6 (A)	ITS Routine Maintenance Engineering and Inspection (ME&I) (2023)	\$595,331
		44-16811 / H.013868.6 (B)	ITS Responsive/Emergency Maintenance Engineering and Inspection (ME&I)	\$149,453

## 20. Certifications/Licenses

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

**Bliss Bernard**



*Certificate of Completion*  
presented to  
*Bliss Bernard*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 1**

Date: January 29, 2020  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 2.5

  
Authorized Instructor

  
Authorized Instructor

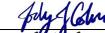
  
Authorized instructor



*Certificate of Completion*  
presented to  
*Bliss Bernard*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 2**

Date: January 29, 2020  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3.5

  
Authorized Instructor

  
Authorized Instructor

  
Authorized instructor



*Certificate of Completion*  
presented to  
*Bliss Bernard*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 3**

Date: January 30, 2020  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3.5

  
Authorized Instructor

  
Authorized Instructor

  
Authorized instructor



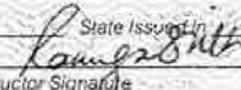


**AMERICAN TRAFFIC  
SAFETY SERVICES  
ASSOCIATION**

*This is to affirm that  
Bliss Bernard*

*has satisfied the requirements to be designated as a  
CERTIFIED FLAGGER*

Expiration Date: 2/17/2025 State Issued In: LA

  
Instructor Signature

Verification available by calling 1-877-642-4637 or at <http://www.flagger.com>

Brian Buckel



Marc Dunn



**Jerome Lohmann**



**Roland Maurin**



**LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.**

666 North Street – Baton Rouge, LA 70802  
Phone: 225/344-0432 \* Fax: 225/344-0458  
[www.lagc.org](http://www.lagc.org)

July 13, 2023

To Whom It May Concern,

This is to verify that the below listed employees of G.E.C., Inc. have successfully completed LADOTD required ATSSA Traffic Control Training.

**ATSSA Traffic Control Supervisor Refresher Training – July 12, 2023: Dan Venable  
Roland Maurin and Jason Corkern**

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Judy Brousseau at the above captioned address.

Best Regards,

Ken Naquin, LAGC Chief Executive Officer

**Logan Michel**

*Certificate of Completion*  
presented to  
*Logan Michel*  
for completing the

**Traffic Engineering Analysis Process & Report  
Module 1**

Date: March 29, 2022  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3

  
\_\_\_\_\_  
*Authorized Instructor*

  
\_\_\_\_\_  
*Authorized Instructor*

  
\_\_\_\_\_  
*Authorized instructor*

*Certificate of Completion*  
presented to  
*Logan Michel*  
for completing the

**Traffic Engineering Analysis Process & Report  
Module 2**

Date: March 29, 2022  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3

  
\_\_\_\_\_  
*Authorized Instructor*

  
\_\_\_\_\_  
*Authorized Instructor*

  
\_\_\_\_\_  
*Authorized instructor*

*Certificate of Completion*  
presented to  
*Logan Michel*  
for completing the

**Traffic Engineering Analysis Process & Report  
Module 3**

Date: March 30, 2022  
Location: Baton Rouge, Louisiana

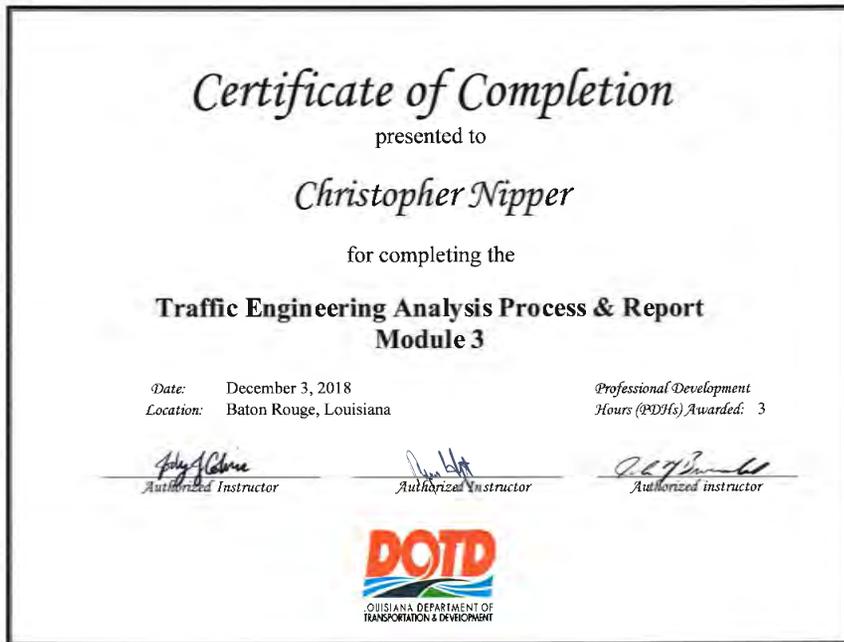
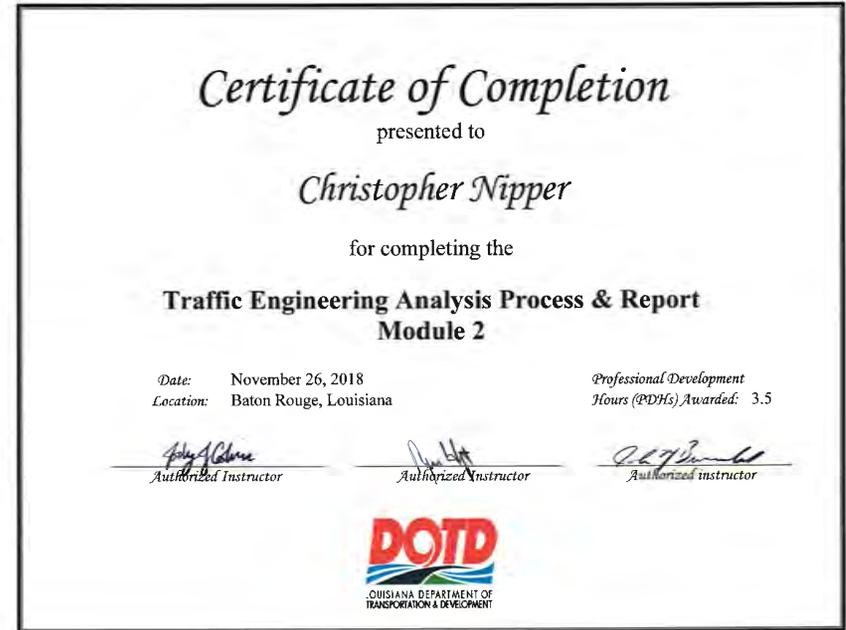
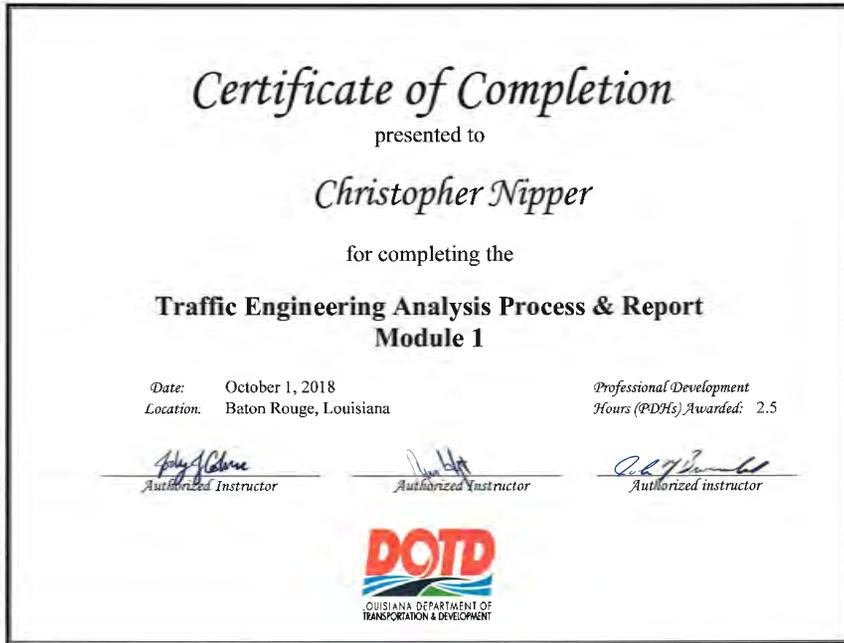
Professional Development  
Hours (PDHs) Awarded: 3

  
\_\_\_\_\_  
*Authorized Instructor*

  
\_\_\_\_\_  
*Authorized Instructor*

  
\_\_\_\_\_  
*Authorized instructor*

**Christopher Nipper**



**Thomas Swanson**

*Certificate of Completion*  
presented to  
*Thomas Swanson*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 1**

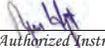
Date: January 17, 2019      Professional Development  
Location: Baton Rouge, Louisiana      Hours (PDHs) Awarded: 2

  
 Authorized Instructor
     
   
 Authorized Instructor
     
   
 Authorized instructor

  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

*Certificate of Completion*  
presented to  
*Thomas Swanson*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 2**

Date: January 22, 2019      Professional Development  
Location: Baton Rouge, Louisiana      Hours (PDHs) Awarded: 3

  
 Authorized Instructor
     
   
 Authorized Instructor
     
   
 Authorized instructor

  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

*Certificate of Completion*  
presented to  
*Thomas Swanson*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 3**

Date: February 28, 2019      Professional Development  
Location: Baton Rouge, Louisiana      Hours (PDHs) Awarded: 3

  
 Authorized Instructor
     
   
 Authorized Instructor
     
   
 Authorized instructor

  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

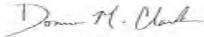
---

**Thomas Swanson**  
has attended  
**Traffic Control Supervisor Refresher-LA State Specific**  
Training Course

---

9/25/2020 to 9/25/2020  
Date

Baton Rouge, LA  
Location

  
Vice President of Member Services

  
President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



# LOUISIANA UNIFIED CERTIFICATION PROGRAM

## Disadvantaged Business Enterprise Program (DBE)

## Small Business Element (SBE)

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

### APS Engineering & Testing, LLC

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

**NC221310, NC221320, NC541330, NC541370, NC541380, NC541620, NC541690**

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

### **Certificate Eligibility: October 2022 to October 2023**

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

*Rhonda Wallace*

**Rhonda Wallace, DBE/SBE Programs Manager**

*Louisiana Department of Transportation & Development*

**Sergio Aviles**



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

---

**Sergio Aviles**

has attended

**Traffic Control Technician Virtual Training**

Training Course

---

1/24/2023 to 1/24/2027  
Training Valid Through

CEU: 0.75

*Ramona Smith*  
Director of Training

,  
Location

*Alexander Teixeira*  
President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*

*This certificate provides proof of training, not certification.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)

**Surendra Pathak**



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

---

**Surendra Pathak**

has attended

**Traffic Control Supervisor Virtual Training**

Training Course

---

12/28/2022 to

12/28/2026

Training Valid Through

Location

CEU: 1.50

Handwritten signature of Ramona Smith in black ink.

Director of Training

Handwritten signature of Alan Tetachuk in black ink.

President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*

*This certificate provides proof of training, not certification.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Jerry G Lazenby**

has attended

**Traffic Control Supervisor Refresher-LA State Specific**

Training Course

7/3/2020 to 7/3/2020  
Date

Baton Rouge, LA  
Location

Handwritten signature of Damon H. Clark in black ink.

Vice President of Education and Technical Services

Handwritten signature of Alex Testa in black ink.

President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Paul D Fryer**

has attended

**Traffic Control Supervisor Refresher-LA State Specific**

Training Course

7/3/2020 to 7/3/2020

Date

Handwritten signature of Damon H. Clark in black ink.

Vice President of Education and Technical Services

Baton Rouge, LA

Location

Handwritten signature of Alex Teichner in black ink.

President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Randy Hammons**

has attended

**Traffic Control Supervisor Refresher-LA State Specific**

Training Course

7/3/2020 to 7/3/2020  
Date

Baton Rouge, LA  
Location

A handwritten signature in black ink, appearing to read "Dawn H. Clark".

Vice President of Education and Technical Services

A handwritten signature in black ink, appearing to read "Alan T. Taylor".

President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

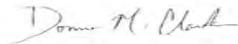
**Ronald J Riggan**

has attended

**Traffic Control Supervisor Refresher-LA State Specific**

Training Course

7/3/2020 to 7/3/2020  
Date

  
Vice President of Education and Technical Services

Baton Rouge, LA  
Location

  
President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)

# *Certificate of Completion*

presented to

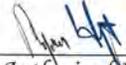
*James Ellingburg*

for completing the

## **Traffic Engineering Analysis Process & Report Class Module 1, 2 & 3**

*Date:* August 11 – 12, 2021  
*Location:* Baton Rouge, Louisiana

*Professional Development  
Hours (PDHs) Awarded:* 8.50

  
\_\_\_\_\_  
*Authorized Instructor*

  
\_\_\_\_\_  
*Authorized Instructor*





# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**James S Ellingburg**

has attended

**Traffic Control Supervisor Refresher-LA State Specific**

Training Course

7/3/2020 to 7/3/2020  
Date

Baton Rouge, LA  
Location

Handwritten signature of Damon H. Clark in black ink.

Vice President of Education and Technical Services

Handwritten signature of Alex Teichner in black ink.

President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Noah Sampognaro**

has attended

**Traffic Control Supervisor-LA State Specific**

Training Course

9/14/2022 to 9/14/2026  
Training Valid Through

Monroe, LA  
Location

*Ramona Smith*  
Director of Training

*Allen Testa*  
President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)

# Transportation Professional Certification Board Inc.

*certifies that*

## Akhilendra Singh Chauhan

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

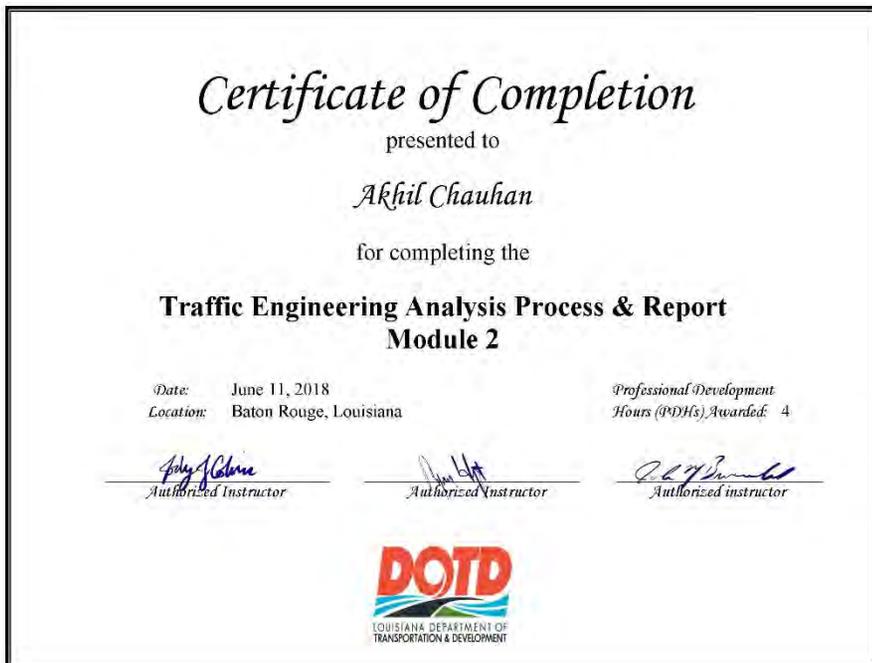
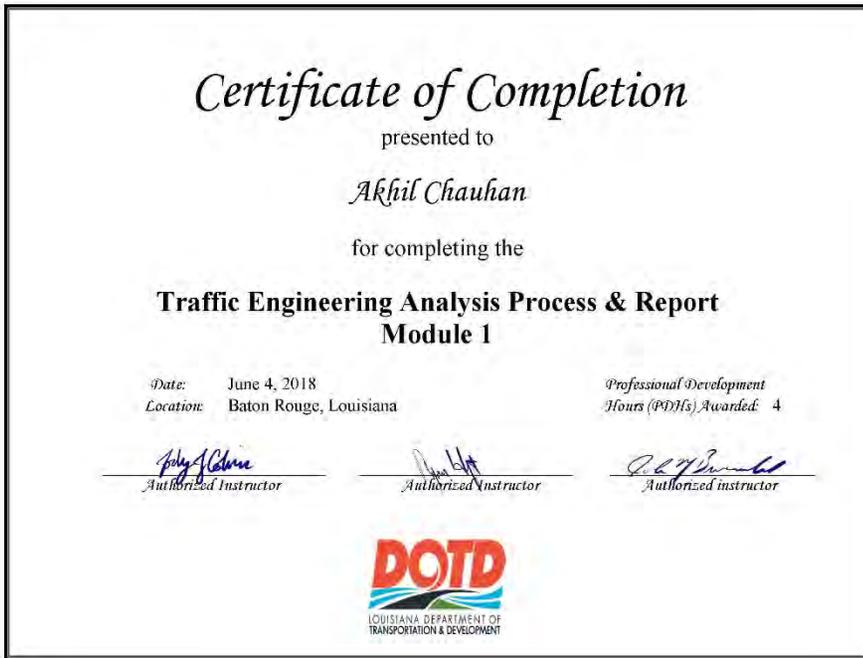
**PROFESSIONAL TRAFFIC OPERATIONS ENGINEER**

*Unless withdrawn by the Certification Board, this certificate number 2544  
issued in Washington, D.C. is subject to the provisions for renewal  
November 24, 2008*

*Steven D. Hofener*  
Chair



*[Signature]*  
Executive Director



*Certificate of Completion*  
presented to  
*Ari Deitch*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 1**

Date: July 16, 2018  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 2


---

 Authorized Instructor
     
   


---

 Authorized Instructor
     
   


---

 Authorized instructor

  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

*Certificate of Completion*  
presented to  
*Ari Deitch*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 3**

Date: October 15, 2018  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3


---

 Authorized Instructor
     
   


---

 Authorized Instructor
     
   


---

 Authorized instructor

  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT

*Certificate of Completion*  
presented to  
*Ari Deitch*  
for completing the  
**Traffic Engineering Analysis Process & Report  
Module 2**

Date: July 23, 2018  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3


---

 Authorized Instructor
     
   

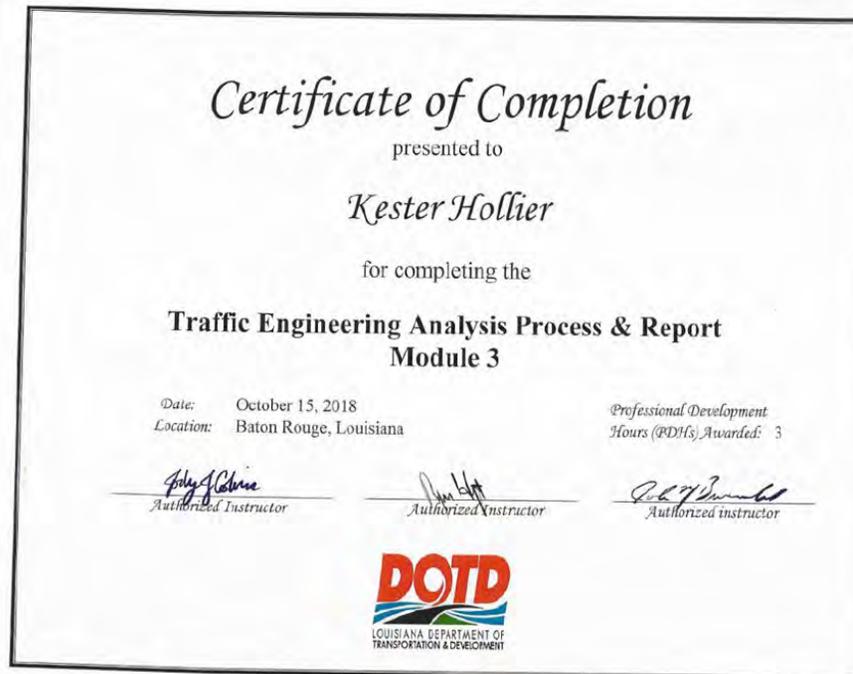
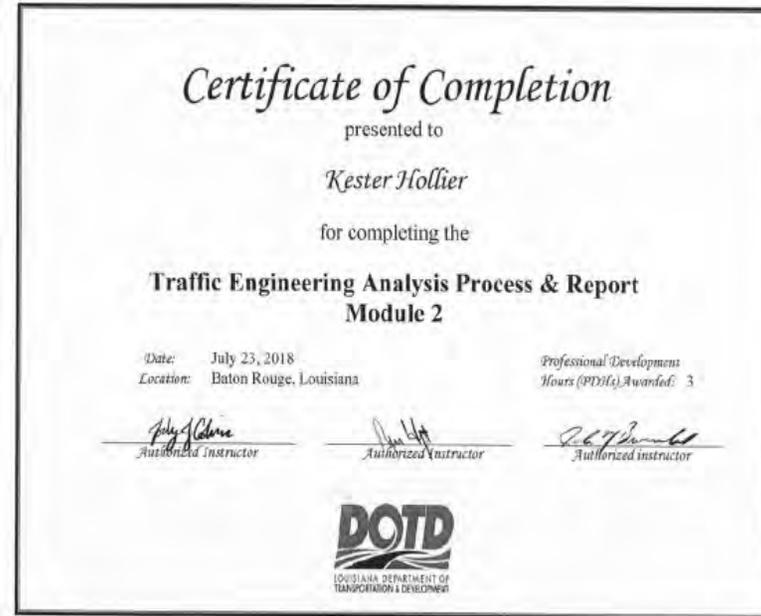
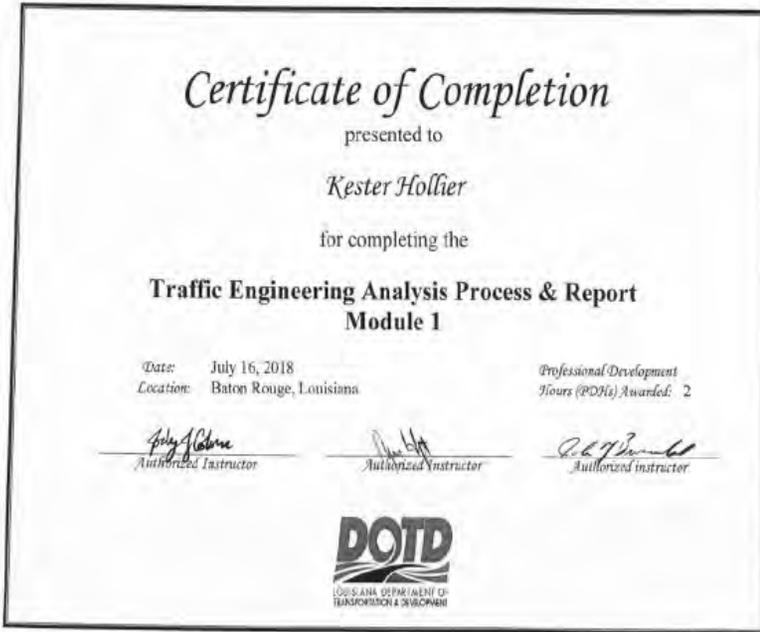

---

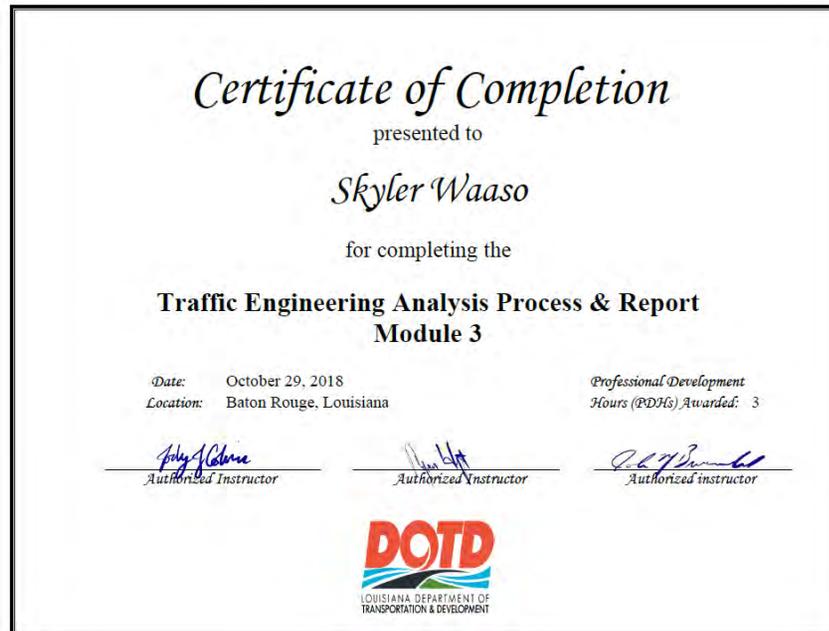
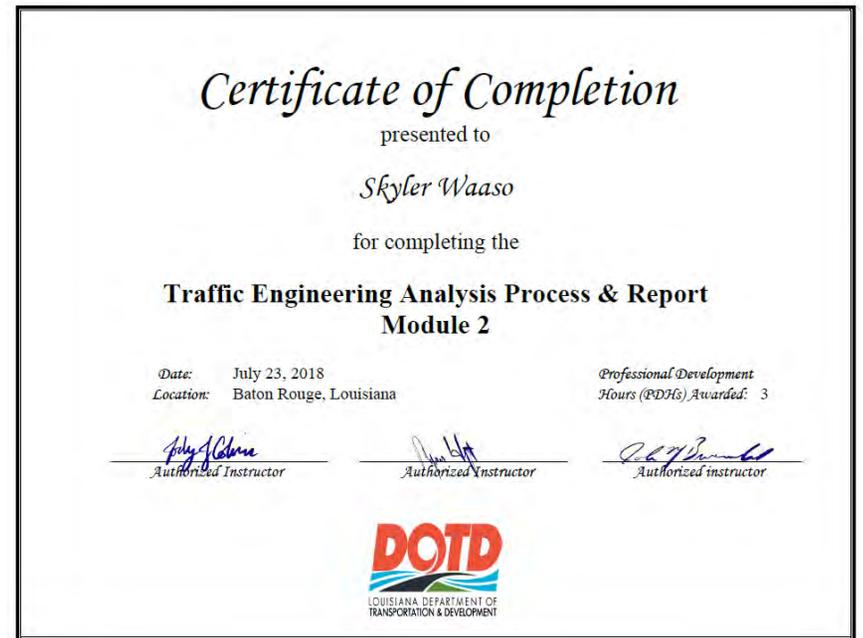
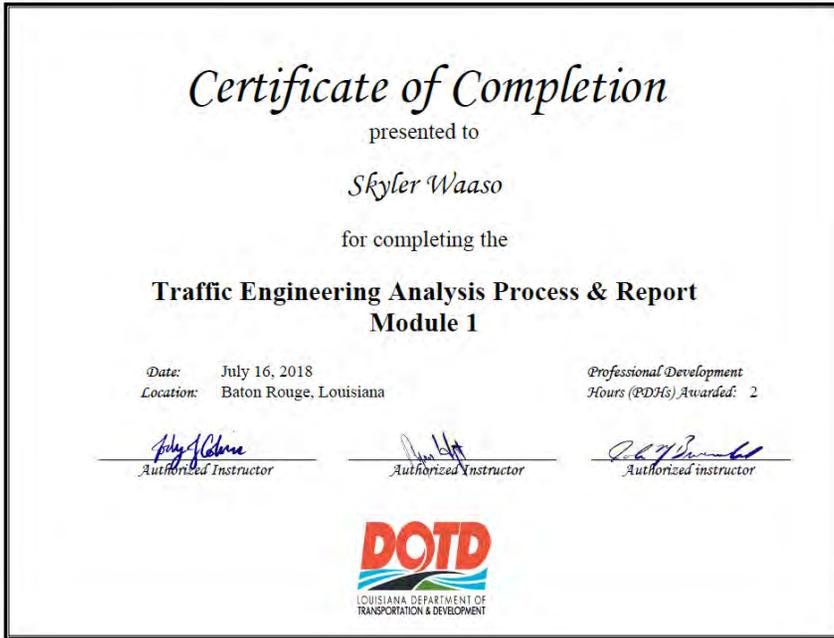
 Authorized Instructor
     
   


---

 Authorized instructor

  
LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT





**Pitre, Brandon**

**From:** info@ite.org  
**Sent:** Monday, December 19, 2022 11:24 AM  
**To:** Pitre, Brandon  
**Subject:** EXTERNAL: TPCB Renewal Approval Notice

## Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 550 • Washington, DC 20006 USA • Tel: 202-785-0060 • [www.tpcb.org](http://www.tpcb.org)

Brandon T. Pitre, RSP1:

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

1. Your certification is renewed through 12/9/2025.
2. You will not be receiving a new certificate as the one sent to your originally does not indicate an expiration date and can be displayed as long as you are a RSP1. Your certificate does indicate your original certification date.
3. At the end of the three-year period, your certification will need to be renewed again. This can be done without examination provided you have met the continuing education requirements and submitted the necessary [PDHs/CMs](#).
4. Just a reminder that you can use the free [Record-keeping System](#) if you are an ITE member, but if you are a non-member, you may use this template to keep track of your credits.  
<https://www.tpcb.org/TPCB/assets/File/PUBLISHED/TPCB%20Template%20for%20PDH%20Uploading%20Fillable.pdf>

We thank you for your continuing support of the Certification Program and wish you the best of luck in the coming years.

Sincerely,

Deborah Snyder, P.E., PTOE  
 Chair, Transportation Professional Certification Board

# Certificate of Completion

presented to

*Brandon Pitre*

for completing the

## Traffic Engineering Analysis Process & Report Module 1

Date: October 7, 2020  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 2.5

*Judy A. Calver*  
Authorized Instructor

*Ann Holt*  
Authorized Instructor

*Robert J. Bunnell*  
Authorized instructor



# Certificate of Completion

presented to

*Brandon Pitre*

for completing the

## Traffic Engineering Analysis Process & Report Module 2

Date: October 7, 2020  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3.5

*Judy A. Calver*  
Authorized Instructor

*Ann Holt*  
Authorized Instructor

*Robert J. Bunnell*  
Authorized instructor



# Certificate of Completion

presented to

*Brandon Pitre*

for completing the

## Traffic Engineering Analysis Process & Report Module 3

Date: October 8, 2020  
Location: Baton Rouge, Louisiana

Professional Development  
Hours (PDHs) Awarded: 3.5

*Judy A. Calver*  
Authorized Instructor

*Ann Holt*  
Authorized Instructor

*Robert J. Bunnell*  
Authorized instructor





# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

---

**Brandon Pitre**

has attended

**Traffic Control Supervisor Refresher-LA State Specific**

Training Course

---

4/29/2022 to 4/29/2026  
Training Valid Through

Baton Rouge, LA  
Location

A handwritten signature in black ink, appearing to read "Kamga Smith".

Director of Training

A handwritten signature in black ink, appearing to read "Alex Teichner".

President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*

*This certificate provides proof of training, not certification.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Daniel Thornhill**

has attended

**Traffic Control Supervisor Refresher-LA State Specific**

Training Course

4/29/2022 to 4/29/2026  
Training Valid Through

Baton Rouge, LA  
Location

  
Director of Training

  
President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)



**American Traffic Safety  
Services Association**  
SAFER ROADS SAVE LIVES

*This is to affirm that*

**DANIEL THORNHILL**  
*has satisfied the requirements to be designated as a*  
**CERTIFIED FLAGGER**

Issue Date 5/26/2023 Instructor Name Debbie Purcella  
Exp. Date 5/26/2027 Instructor Signature *Debbie Purcella*  
State Issued LA

V0000178192 [Verify at Flagger.com](http://VerifyatFlagger.com)



**ATSSA** American Traffic Safety Services Association  
SAFER ROAD. SAFER TRIPS

*This is to affirm that*  
**CJ Goodspeed**  
*has satisfied the requirements to be designated as a*  
**CERTIFIED FLAGGER** ATSSA

Issue Date 3/23/2022  
Exp. Date 3/22/2026  
State Issued LA

Instructor Name *Lampright*  
Instructor Signature *[Signature]*

A1000054514  
Verify at [Flagger.com](http://Flagger.com)



# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

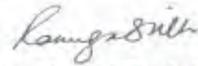
---

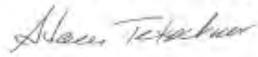
**Clarence Goodspeed**  
has attended  
**Traffic Control Supervisor-LA State Specific**  
Training Course

---

4/27/2022 to 4/27/2026  
Training Valid Through

Baton Rouge, LA  
Location

  
Director of Training

  
President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*

*This certificate provides proof of training, not certification.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)





# PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

**Tracey Smith**

has attended

**Traffic Control Technician-LA State Specific**

Training Course

8/2/2022 to 8/2/2026  
Training Valid Through

Baton Rouge, LA  
Location

Handwritten signature of Raymond Smith in black ink.

Director of Training

Handwritten signature of Alan Teterman in black ink.

President, CEO

*ATSSA provides training and certification but neither constitutes employment by ATSSA.*



American Traffic Safety Services Association [ATSSA.com](http://ATSSA.com)

## 21. QA/QC Plan

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

GEC Bridge Department Quality Assurance / Quality Control Manual is attached.



**GEC BRIDGE DEPARTMENT  
QUALITY ASSURANCE/QUALITY CONTROL  
MANUAL**

**CONTRACT NO. 4400027735  
STATE PROJECT NUMBER: H.005184  
FEDERAL AID PROJECT NUMBER: H005184  
I-69 FRONTAGE ROAD (STONEWALL FRIERSON TO ELLERBE ROAD)  
ROUTE: FUTURE STATE HWY.  
PARISH – CADDO AND DESOTO**

**STATE PROJECT NUMBER: H.014054  
FEDERAL AID PROJECT NUMBER: H014054  
I-69 FRTG RD. CONN. (ELLERBE RD. TO LA 1)  
ROUTE: FUTURE STATE HWY.  
PARISH – CADDO**

**STATE PROJECT NUMBER: H.014056  
FEDERAL AID PROJECT NUMBER: H014056  
I-69 FRONTAGE ROAD CONNECTOR (STONEWALL FRIERSON)  
ROUTE: FUTURE STATE HWY.  
PARISH – DESOTO**

September 2017  
Revised August 2019  
Revised September 2020  
Revised October 2022

## Overview

### Goals and Objectives

The Bridge Department of GEC has developed and implemented this Quality Assurance/Quality Control (QA/QC) guide in accordance with FHWA and LADOTD requirements. The QA/QC process applies to all types of bridge projects. In addition, the QA/QC process applies to the development of design guidelines, design examples, spreadsheets, and other design aides. Modifications to the QA/QC process and procedures may be required for large or complex structures.

The Quality Assurance/Quality Control (QA/QC) program establishes the following goals:

- Communicate openly to address concerns and solve problems immediately.
- Plan, coordinate, supervise, and provide technical direction.
- Employ skilled personnel who perform their work with care to produce a quality product.
- Produce quality work through review and checking by individuals not directly responsible for the initial work product.
- Take responsibility for the QA/QC of a project, regardless of role. This includes the review of all Sub-consultant work and deliverables.

The objectives of the QA/QC program are to produce bridge designs that are:

- **Designed and Detailed** in accordance with the policies and procedures defined in the current LADOTD BDEM, applicable technical memorandums, and in relevant guidelines on the LADOTD Website.
- **Clearly define** the sources of information for the calculations and the interface with related documents.
- described in **constructible plans**.

### **Responsibilities of the Prime Consultant in the QA/QC Process**

GEC understands that as the Prime Consultant we are fully responsible for the QA/QC of our work and the work of all subconsultants and that GEC is also responsible for all expenses incurred from design omissions, ignorance, or errors. GEC recognizes that LADOTD is not responsible for the QA/QC for this project.

### Bridge Design and QA/QC Process

As part of the QA/QC process, this document will serve as a template to follow for every bridge project. The process can be summarized as follows:

- Step 1 – Selection of the Project Team
- Step 2 – Development of Design Criteria
- Step 3 – Design and Development of Details
- Step 4 – Quality Control (QC) of Design and Details
- Step 5 – Quality Assurance (QA) of Design and Details
- Step 6 – Peer Review (if requested by the Bridge Design Engineer Administrator)
- Step 7 – Sealing of Design Calculation Book and Plans by the EOR
- Step 8 – QC/QA for Design Activities after Final Plans
- Step 9 – Archiving Bridge Design Files

### Step 1 – Selection of the Project Team

At the beginning of each project, a project team will be selected based on the complexity of the project. Team member responsibilities are as outlined below:

- Supervisor/Group Leader – A licensed professional engineer who manages a group of Engineers and Detailers. The supervisor/group leader must have substantial experience in the design of structures similar to the proposed

project. The supervisor/group leader is responsible for assigning work to Engineers and Detailers based on their level of experience and the complexity of the project. In addition, a supervisor/group leader is responsible for internal Quality Assurance reviews.

- Design Engineer – A licensed professional engineer or engineering assistant working under the direct supervision of a licensed professional engineer. The Design Engineer provides the data, such as design sketches, necessary for detail drawing development. In addition, the Design Engineer checks the details for errors, completeness, conformity, and consistency.
- Checker – A licensed professional engineer or engineering intern working under the direct supervision of a licensed professional engineer. The Checker thoroughly reviews the calculations or detail drawings for the purpose of reducing errors and omissions and increasing completeness, applicability, and conformance.
- Detailer – A drafter or engineer who generates and revises details, plan sheets, and drawings in electronic format.
- Engineer-of-Record – A licensed professional engineer who is responsible for supervision and/or preparation of plans, sealing calculations, signing and sealing the final plan set, and special provisions if required. This may be the Design Engineer or Supervisor. The Engineer-of-Record must have substantial experience in the design of structures similar to the proposed project.

**Step 2 – Development of Design Criteria**

Design criteria must be established at the beginning of each project and submitted to the LADOTD for review and approval before the design process is initiated. The design criteria shall be updated as appropriate throughout the project. A current listing of design criteria shall be maintained at all times. The design criteria shall be included in the final calculation book. All design assumptions and any design exemptions that are granted are to be included in the design criteria. The design criteria shall include at least the following sections with the minimum information indicated in each section.

**Design Criteria Checklist**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Cover Sheet <ul style="list-style-type: none"> <li>LADOTD project number</li> <li>Project name</li> <li>Revision date</li> <li>The Supervisor or Team Leader’s signature and date</li> </ul> </li> <li>• Governing Design and Construction Specifications and Other References <ul style="list-style-type: none"> <li>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.</li> </ul> </li> <li>• Design Assumptions and Design Exceptions <ul style="list-style-type: none"> <li>All design assumptions and design exceptions received must be included in this section along with supporting documents</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Hydraulic Design Criteria – provided by the Hydraulic Engineer <ul style="list-style-type: none"> <li>Design year</li> <li>Design water elevations</li> <li>Scour depth</li> <li>Scour elevation</li> </ul> </li> <li>• Design Loads <ul style="list-style-type: none"> <li>Dead loads</li> <li>Live loads</li> <li>Wind loads</li> <li>Thermal loads</li> <li>Vessel collision loads</li> <li>Seismic loads</li> <li>Wave loads</li> <li>Other applicable loads</li> </ul> </li> <li>• Limit States <ul style="list-style-type: none"> <li>All applicable limit states shall be listed in this section.</li> </ul> </li> </ul> |
|--|--|

- General Information
  - Bridge information (number of bridges, bridge clear width, length, number 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
- Approach Slab
  - Design criteria
  - List standard plans and special details utilized.
- Bearings
  - Type(s)
  - Design criteria
  - List standard plans and special details utilized.
- Superstructure
  - Type(s)
  - Design criteria
  - List standard plans and special details utilized.
- Piles and Drilled Shafts
  - Type(s)
  - Design criteria
  - List standard plans and special details utilized.
- Mechanical Design
  - Design criteria
  - List standard plans and special details utilized.
- As-Designed Bridge Rating Criteria
  - Rating criteria
- Software
  - List all software used for design and checking.
- Design Factors
  - Ductility factor  $\eta_D$
  - Redundancy factor  $\eta_R$
  - Operational importance factor  $\eta_I$
- Bridge Barrier
  - Type(s)
  - Design criteria/test levels
  - List standard plans and special details utilized.
- Guardrail
  - Type(s)
  - Design criteria/test levels
  - List standard plans and special details utilized.
- Deck and Deck Drainage
  - Design criteria
  - List standard plans and special details utilized.
- Joints
  - Type(s)
  - Design criteria
  - List standard plans and special details utilized.
- Substructure
  - Type(s)
  - Design criteria
  - List standard plans and special details utilized.
- Geotechnical Design – to be provided by the Geotechnical Engineer
  - Design criteria
  - List standard plans and special details utilized.
- Electrical/Lighting Design
  - Design criteria
  - List standard plans and special details utilized

### **Step 3 – Bridge Design and Development of Details**

#### **Bridge Design**

The Design Engineer is responsible for the development of the design calculations, details, cost estimate, and any special provisions that may be required. Prior to beginning the design process, confirm that the bridge type, size, location, and design criteria have been established and approved by the Supervisor/Team Leader.

The design calculations are to be organized and maintained by the Design Engineer in a Calculation Book that includes, but is not limited to, the following sections.

Cover Sheet – include the following information:

- LADOTD project number
- Project name
- The title of “Final Calculation Book”
- The EOR’s seal with signature and date

Design Criteria

Superstructure Design Calculations

Substructure Design Calculations

Quantity Calculations

QC/QA Certification

- Refer to Appendix A

Final Hydraulic Analysis Report from Hydraulic Engineer

Final Geotechnical Analysis Report from Geotechnical Engineer

Special Provisions/NS-Items

Construction Cost Estimate

As-Designed Rating Report

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

The Final Calculation Book is to be submitted to the LADOTD Bridge Task Manager. Consult with the Bridge Task Manager to determine if submittal shall be on a CD, a Flash Drive, or placed to a designated ProjectWise folder. Include the following:

- A PDF File of the Calculation Book
- All Electronic Design Files
- A PDF File of the As-Designed Rating Report

### **Development of Details**

The Design Engineer must work together with the Detailer on the establishment of the bridge details and supervise the detailing work to verify that the details represent the bridge type, size, location, and design criteria that have been established.

Submittals of bridge details are to follow current LADOTD requirements. Typical submittals and their order are as follows:

- |   |                                  |
|---|----------------------------------|
| 1. Design Criteria                        | 8. 60% Final Plans               |
| 2. Bridge Type, Size, and Location (TS&L) | 9. 90% Final Plans               |
| 3. 30% Preliminary Plans                  | 10. 100% Final Plans             |
| 4. 60% Preliminary Plans                  | 11. Final Calculation Book       |
| 5. 90% Preliminary Plans                  | 12. Plan Revisions (if required) |
| 6. 100% Preliminary Plans                 | 13. Change Orders (if required)  |
| 7. 30% Final Plans                        |                                  |

Use the template on the following page as an outline for sheet order and plan development for each submittal to the LADOTD.

**Table 1. Typical Submittals and Associated Design and Detail Progress.**

Item	Submittals							
	Preliminary Plans				Final Plans			
	30%	60%	90%	100%	30%	60%	90%	100%
QC/QA Certification	R	R	R	R	R	R	R	R
Bridge Index	D	D	D	D	D	D	C	S
General Notes	D	D	D	D	D	D	C	S
Summary of Estimated Quantities	D	D	C	C	D	D	C	S
General Plans	D	D	C	C	C	C	C	S
Typical Sections	D	D	C	C				
Superelevation Diagram		D	D	C	C	C	C	S
Construction Phasing Details		D	D	C	C	C	C	S
Traffic Controls Details		D	D	C	C	C	C	S
Foundation/Pile Layout		D	D	C	C	C	C	S
Pile Loads/Details			D	D	D	C	C	S
Pile Data Tables					D	D	C	S
Bent Details					D	D	C	S
Fender Details					D	D	C	S
Girder Details					D	D	C	S
Span Details					D	D	C	S
Joint Details						D	C	S
Bearing Details						D	C	S
Approach Slab						D	C	S
Guardrail Details						D	C	S
Bridge Barrier/Railing Details						D	C	S
Bridge Drainage Details						D	C	S
Detour Bridge Details						D	C	S
Revetment Details						D	C	S
Signing/Lighting Details						D	C	S
Year Plate						D	C	S
Rebar Support						D	C	S
Misc. Details						D	C	S
Project Specific Standard Plans and Special Details						D	C	S
Electrical/Lighting Details						D	C	S
Mechanical Details						D	C	S
As-Built Plans						D	C	S
Special Provisions/NS-Items					D	D	C	C
Cost Estimate			D	D	D	D	C	C

**Legend:**

- “R” – The item is required and shall be included in the submittal.
- “D” – The item shall be in development and included in the submittal.
- “C” – The item shall be complete and included in the submittal.
- “S” – The item is stamped by the EOR and shall be included in the submittal.

#### **Step 4 – Quality Control (QC) of Design and Details**

Quality Control is the process of checking the accuracy of calculations and consistency of the drawings, detecting and correcting design omissions and errors prior to finalizing design plans and specifications.

At the beginning of each project, design engineers and calculation checkers are to be assigned to the design of each component. Likewise, detailers will be assigned to the detailing and checking of each component to be detailed.

The Engineer-of-Record will sign and seal all final details and modified standards.

#### **Quality Control of Calculations**

This process applies to calculations, reports, studies, design spreadsheets and any other documents that are not details, plan sheets, or drawings. The required process and the responsibilities of each team member when confirming that calculations are prepared and checked, are as provided in the following section and as summarized in the Quality Control of Calculations flow chart shown in Figure 1.

#### ***Preparation (Design Engineer)***

- Prepare relevant, appropriate calculations and sketches containing all information (input, basis, comments, references and sketches) necessary to convey the purpose and nature of the calculations. Calculations are standalone, to the extent reasonably possible.
- Present the calculations and sketches in a neat and logical manner that is conducive to checking.
- Conform the calculations and design sketches to be in accordance with the policies and procedures defined in the current LADOTD BDEM and all relevant Technical Memorandums. Review the LADOTD Website frequently to access additional directives and modifications to the information provided in the current LADOTD BDEM.
- Perform all calculations on GEC calculation sheets, or spreadsheet equivalents (i.e. personal spreadsheets or design spreadsheets), or with LADOTD approved software. See LADOTD Bridge Design Section website for a list of pre-approved software.

#### ***Checking (Checker)***

- Check each component to ensure compliance with the policies and procedures defined in the current LADOTD BDEM and relevant Technical Memorandums and the LADOTD Website.
- Check the calculations for internal consistency and traceability of sources. Thoroughly check the calculations, including assumptions, given values, formulas, omissions, and accuracy of arithmetic.
- Check methodology, reasonableness of results, and constructability. If necessary, ask for clarification from the Design Engineer, request additional calculations, and if unsure of any particular element, seek technical advice.
- Check the calculations by the method shown in the Quality Control of Calculations flowchart provided in Figure 4.1. Alternatively, check the calculations by providing independent calculations. Keep the alternate, independent calculation with the original. Indicate on the original that an alternate calculation was used for checking.
- When an error in computer input, assumptions, or load calculations is found, consider what that error will do to the outcome before redesigning the member. If the error has a negligible impact to the final design, it may not be necessary to redo the calculation. For instance, it may be unnecessary to re-run a program for a 0.1 k difference in load or a 1-foot station difference in geometry.

- When an error is found that will have impact on the remainder of the calculations, return the calculations to the Design Engineer for correction prior to completing checking of the calculations. The Designers calculations are the calculations of record and must be updated.

**Correcting (Design Engineer)**

- Revise the calculations and sketches based on the mark-ups. If not in agreement with a mark-up, discuss it with the Checker. Come to an agreement on whether to incorporate the mark-up. If unable to come to a resolution, consult the supervisor/group leader.

**Verifying (Checker)**

- Back check the revised calculations and sketches against the mark-ups to confirm all corrections have been incorporated or otherwise addressed.

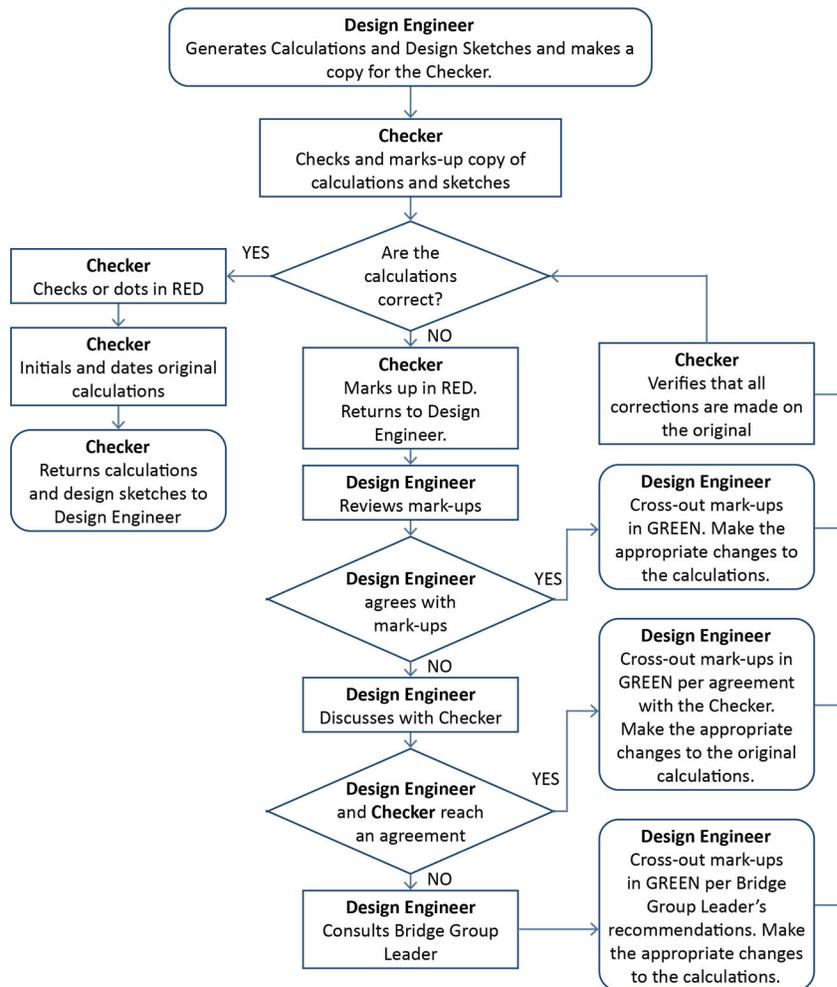


Figure 1. QC for Calculations Flowchart

## **Quality Control of Details**

This process applies to details, plan sheets, and drawings. The Quality Control of Details flow chart included as Figure 2 provides the process for the checking of the drawings.

### ***Preparation (Detailer)***

- Develop all details in accordance with the current LADOTD BDEM and applicable LADOTD policies and practices.

### ***Checking (Design Engineer or Checker)***

- Check the details for completeness of the plan set for design intent, technical adequacy and conformity to applicable standards, and for consistency with the corresponding calculations.
- Check individual drawings using appropriate guidelines from the current LADOTD BDEM for errors, completeness, conformance, and consistency.

### ***Correcting (Detailer)***

- Revise the details based on the mark-ups. If not in agreement with a mark-up, discuss it with the Checker. Come to an agreement on whether to incorporate the mark-up. If unable to come to a resolution, consult the supervisor/group leader. Mark any additional revisions on the originals.

### ***Verifying (Design Engineer or Checker)***

- Back check the revised details against the mark ups to confirm all corrections have been incorporated or otherwise addressed.

### **Addendum and Change Orders**

It is sometimes necessary to submit revised plan sheets to address a change order or an addendum. For change orders and addendum, follow the current LADOTD policy and procedures. Remember to update all relevant calculations and details.

### **Completion**

Upon completion of the design and detail check, the Designer shall prepare a QA Information Package that includes:

- Calculation Book
- Plans
- Special Provisions including Non-Standard Items
- Cost Estimate
- Other Relevant Documents

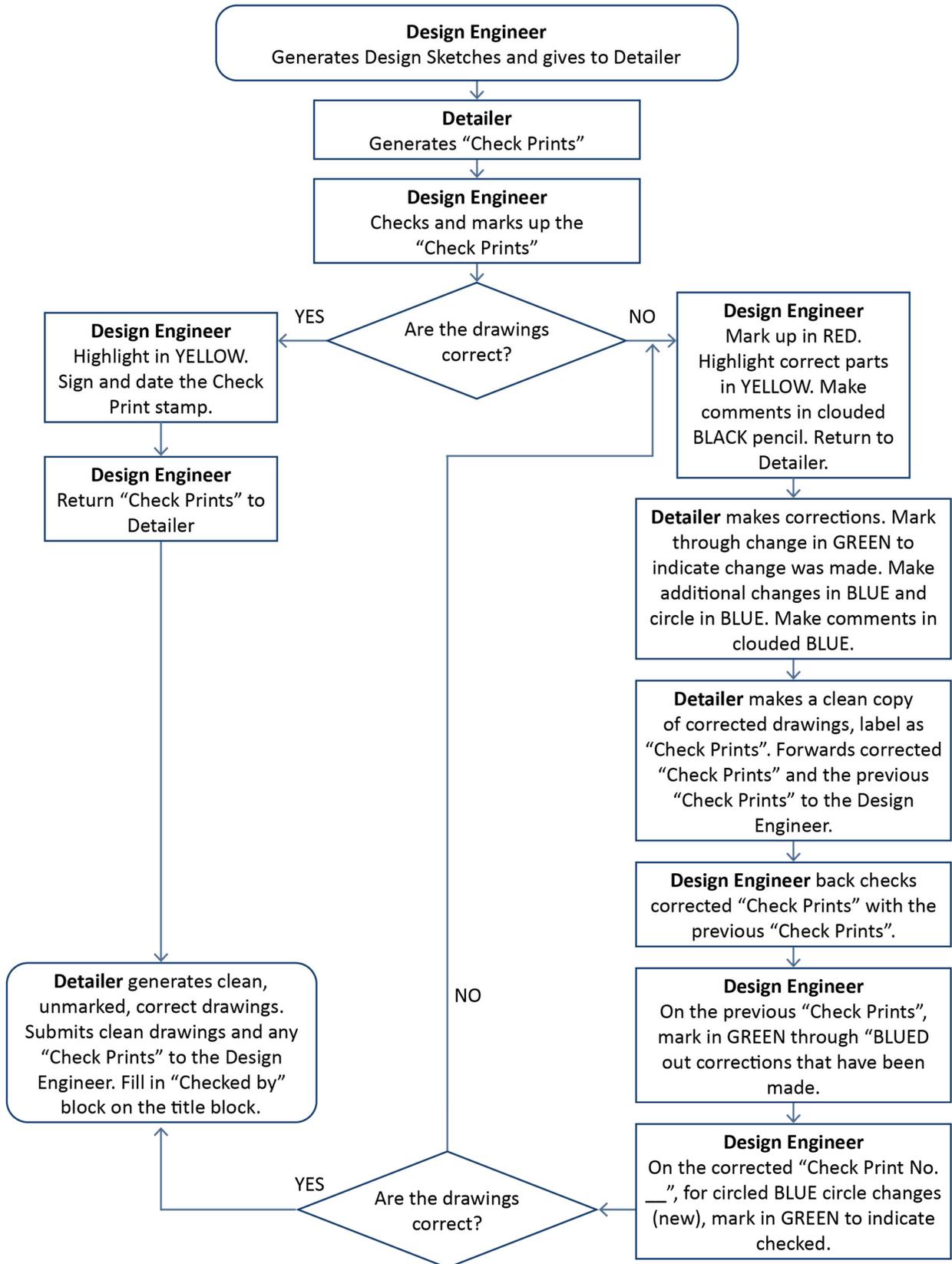


Figure 2. QC for Details Flowchart

### **Step 5 – Quality Assurance (QA) of Design and Details**

Quality Assurance is the process of reviewing the quality control process for use and effectiveness at preventing mistakes and ensuring compliance. The Quality Assurance process varies depending on the stage of plan development and who develops the plans. The Quality Control Plan is to be maintained such that it can be submitted to the LADOTD if requested.

#### **During Plan Development**

The Supervisor/Group Leader is responsible for Quality Assurance. The Supervisor/Group leader determines the level and complexity of the Quality Control process, assigns the Design Engineer, Checker, and Detailer. The Supervisor/Group Leader confirms the Quality Control process by reviewing that the details identify the correct Design Engineer, Checker, and Detailer. In addition, the Supervisor/Group Leader completes a review of the details for constructability, applicability, completeness, and conformity.

Upon completeness of the QA process (no later than the 95% final plans stage) the design calculations, details, special provisions, and cost estimate are considered final and the QC/QA Certificate included in Appendix A is to be signed by members of the project team.

#### **During Construction**

During construction, LADOTD engineers assume the role of Engineer-of-Record and complete field-engineering reviews. If a complex problem occurs, the LADOTD may contact the original Engineer-of-Record, who will determine a solution and if necessary, provide calculations and revised details.

### **Step 6 – Peer Review (if required)**

Typically, a peer review will not be required. For more complex projects, however, the LADOTD Bridge Design Engineer Administrator may request a peer review. The peer review process is to be in accordance with the requirements specific to the project. At the conclusion of the review, a Peer Review Resolution Agreement may be required. See BDEM for current Peer Review Resolution Agreement form.

### **Step 7 – Sealing of the Calculation Book and Plans by EOR**

Near the completion of the project, it is the responsibility of the Engineer of Record (EOR) that all calculations, details, QC/QA requirements, and all other department requirements are substantially complete. At this stage, the following items are to be verified.

- Confirm that the QC/QA certification has been signed by all responsible parties.
- Confirm that the Geotechnical Engineer has co-stamped the geotechnical design information shown on the bridge plans.
- Confirm that the Hydraulic Engineer has co-stamped the hydraulic information shown on the bridge plans.
- Assemble final Geotechnical Report and Hydraulic Report.
- Finalize calculation book and seal the cover sheet.
- Verify that the names of the designer, design checker, detailer, detail checker, and reviewer are all correctly shown on the title block of each plan sheet.

- Stamp the General Notes sheet. EOR may sign the remaining sheets or designate qualified Professional Engineers to stamp the sheets developed under their supervision.
- Verify that all special provisions are accurately shown on the construction proposal. The special provisions are typically stamped by the Specification Engineer as part of the construction proposal; however, if the Specification Engineer is not qualified or not willing to stamp the special provisions, the EOR must stamp these provisions.

#### **Step 8 – QC/QA for Design Activities after Final Plans**

The previously established QC/QA process and procedures are to be utilized for all plan revisions, change orders and addenda.

#### **Step 9 – Archiving Bridge Design Files**

The EOR is responsible for archiving all bridge design files including calculation books, plans, special provisions, cost estimate, and other pertinent documents in accordance with the LADOTD records retention policy. It is also the responsibility of the EOR to deliver all bridge design files to the LADOTD Bridge Task Manger no later than 30 calendar days after the stamped final plans are delivered. Any revisions made to these documents due to plan revisions and change orders must be delivered with the signed plan revisions or change order sheets.

#### **Notebook/File**

The Design Engineer keeps a binder or folder clearly labeled with the Structure Name, Parish (or County), and State Project Number that contains, but is not limited to the following:

- Request for Qualifications – Keep a record of the original advertisement, addendums, Q&A, and the shortlist and award as determined by the Project Evaluation Team.
- Correspondence – Correspondence includes emails, memos, or other documents that affect the design of the structure or clarify design requirements.
- Calculations – Calculations generated and reviewed in accordance with the Quality Control Program. Calculations include hand-written documents, spreadsheets, and output from software. Convert the calculations to PDF for archive purposes.
- Details – Check Prints and Final Plan Sets generated and reviewed in accordance with the Quality Control Program.
- Any other documents required for design, such as existing plan sheets and review comments.

The Design Engineer documents any changes that occur after the Plan Review, such as Addendum, and post-letting, such as Change Orders and RFIs by including correspondence, calculations, check prints, and details that relate to the change or request in the electronic Notebook/File for the project.

# **Appendix A**

## **QC/QA Certification**

**Number:**

**Name:**

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 current LADOTD Bridge Design Section policy on QC/QA.

Team Members	Name	P.E. Reg. #	Responsible Plan Sheets	Responsible Special Provisions	Construction Cost Estimate	Signature
Designers						
Design Checkers						
Detailers						
Detail Checkers						
Reviewers						
Peer Reviewer						
Geotechnical Engineer						
Hydraulic Engineer						
Engineer-of-Record (EOR)						

## 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
<b>Michael Baker International, Inc.</b> 	2600 CitiPlace Drive, Suite 450 Baton Rouge, Louisiana 70808	Daniel Thornhill, PE daniel.thornhill@mbakerintl.com	225-218-2846
<b>Lazenby &amp; Associates, Inc.</b> 	2000 N. Seventh Street West Monroe, LA 71291	Paul D. Fryer, P.E., P.L.S. pfryer@lazenbyengr.com	318-387-2710
<b>A P S Engineering and Testing, LLC</b> 	1645 Nicholson Drive, Baton Rouge, LA 70802	Sergio Aviles, P.E. Sergio@aps-testing.com	225-456-5714
<b>Civil Design &amp; Construction, Inc.</b> 	PO Box 857 Port Allen, LA 70767	Karla E. Weston, PE Kweston@cdcbr.com	225-765-1803
<b>Arcadis U.S., Inc.</b> 	10352 Plaza Americana Drive Baton Rouge, LA 70816	Ari Deitch, PE, PTOE, RSP Ari.deitch@arcadis.com	225-302-1660

## 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.**

**Cary Bourgeois, PE**  
cbourgeois@gecinc.com  
(225) 612-4121

8282 Goodwood Blvd.  
Baton Rouge, Louisiana

[WWW.GECINC.COM](http://WWW.GECINC.COM)

